



Martineztown / Santa Barbara

Sector Development Plan

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January 2012

Martineztown/Santa Barbara Sector Development Plan

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Table of Contents

<p>CHAPTER I: INTRODUCTION 1</p> <p>1.0 Executive Summary 3</p> <p> 1.1. Introduction 4</p> <p> 1.2. Sector Development Plan Area and Boundaries 4</p> <p> 1.3. Sector Development Plan History and Background 4</p> <p> 1.4. Purpose of the Plan 7</p> <p> 1.5. Policy Framework and Relevant Plans 8</p> <p> 1.6. Components of This Plan 9</p> <p> 1.7. Using This Plan 9</p> <p>2.0 History and Context 11</p> <p> 2.1. Demographics 12</p> <p> 2.2. Land Use and Zoning 12</p> <p> 2.3. Transportation 22</p> <p> 2.4. Drainage and Sewer 34</p> <p> 2.5. Public Facilities and Community Services 38</p> <p>3.0 Community Vision and Plan Goals 43</p> <p> 3.1. Community Vision 44</p> <p> 3.2. Land Use and Zoning Goals and Objectives 44</p> <p> 3.3. Infrastructure Goals and Objectives 44</p> <p> 3.4. 1990 Sector Development Plan Goals 45</p> <p>CHAPTER II: POLICIES 47</p> <p>4.0 Implementation Policies 49</p> <p> 4.1. Land Use 50</p> <p> 4.2. Transportation 51</p> <p> 4.3. Drainage 53</p> <p> 4.4. Public Facilities and Community Services 56</p> <p>5.0 Action Agenda 57</p> <p> 5.1. Capital Improvement Projects 58</p> <p> 5.2. MR Projects [Pending] 65</p> <p> 5.3. Implementation Matrix 65</p> <p> 5.4. Enforcement and Coordination Matrix 65</p>	<p>CHAPTER III: REGULATIONS 77</p> <p>6.0 Applicability 79</p> <p> 6.1. Plan Authority 80</p> <p> 6.2. Ranked City Plans 80</p> <p> 6.3. Zoning Code Enforcement 81</p> <p> 6.4. Development Review Process 81</p> <p> 6.5. Applicability of General Design Standards 83</p> <p>7.0 Zoning 85</p> <p> 7.1. Zoning Map 87</p> <p> 7.2. Introduction and Purpose of SU-2/MTSB Zones 87</p> <p> 7.3. SU-2/MTSB R-1 (Single-Family Residential Zone) 89</p> <p> 7.4. SU-2/MTSB NR (Neighborhood Residential Zone) 90</p> <p> 7.5. SU-2/MTSB R-T (Townhouse Zone) 92</p> <p> 7.6. SU-2/MTSB R-2 (Medium-Density Residential Zone) 93</p> <p> 7.7. SU-2/MTSB MX (Mixed Use) 94</p> <p> 7.8. SU-2/MTSB VC (Village Center Zone) 97</p> <p> 7.9. SU-2/MTSB O-1 (Office) 100</p> <p> 7.10. SU-2/MTSB C-2 (Community Commercial) 101</p> <p> 7.11. SU-2/MTSB M-1 (Light Manufacturing Zone) 102</p> <p>8.0 General Design Standards 103</p> <p> 8.1. Applicability 104</p> <p> 8.2. Purpose / Intent 104</p> <p> 8.3. Off-Street Parking 104</p> <p> 8.4. Signage 104</p> <p> 8.5. Landscaping 104</p> <p> 8.6. Residential Building Design 104</p> <p> 8.7. Non-residential Building Design 105</p> <p> 8.8. Utilities 105</p> <p> 8.9. Transportation 105</p> <p>CHAPTER IV: METROPOLITAN REDEVELOPMENT PLAN [PENDING] 111</p>
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Table of Contents *(cont'd)*

APPENDIX	113
A. Bibliography	A-1
B. Historic Properties	B-1
C. Guidelines for Historic Character	C-1
D. Public Involvement / Community Process	D-1
E. Surveys	E-1
F. Market Study Summary	F-1

DRAFT

List of Exhibits and Tables

Exhibit 1.1	Martineztown/Santa Barbara Sector Development Plan Area	5	Table 2.1	Crash Data	29
Exhibit 1.2	Martineztown/Santa Barbara Context	6	Table 4.1	Locations Appropriate for Low-Impact Design by Scale	55
Exhibit 1.3	Sector Development Plan's Relationship to Implementing Agencies Diagram	10	Table 5.1	Implementation Matrix	66
Exhibit 2.1	1959 Zoning	13	Table 5.2	Enforcement and Coordination Matrix	74
Exhibit 2.2	1990 Zoning	15	Table 6.1	Relevant Ranked City Plans	80
Exhibit 2.3	Land Use as of 2012	16	Table 6.2	Development Review Process	82
Exhibit 2.4	Broadway Boulevard Right-of-Way (ROW)	25	Table 7.1	SU-2/MTSB Zone Classifications	87
Exhibit 2.5	Pre-existing Bikeways	31			
Exhibit 2.6	Pre-Existing Transit Routes	33			
Exhibit 4.1	Needed Sidewalk Improvements	52			
Exhibit 4.2	Recommended Streetlight Improvements	54			
Exhibit 4.3	Alternative Stormwater Design Concepts	55			
Exhibit 7.1	Zoning Established by the Martineztown/Santa Barbara Sector Development Plan	86			
Exhibit 7.2	SU-2/MTSB NR Building Placement and Structure Height Diagram	90			
Exhibit 7.3	SU-2/MTSB MX Building Placement Diagram	94			
Exhibit 7.4	SU-2/MTSB MX Structure Height Diagram	95			
Exhibit 7.5	SU-2/MTSB VC Building Placement Diagram	97			
Exhibit 7.6	SU-2/MTSB VC Structure Height Diagram	98			
Exhibit 8.1	Broadway Boulevard Cross Sections	106			
Exhibit 8.2	Odelia Road Cross Sections	107			
Exhibit 8.3	Edith Boulevard Cross Sections	107			
Exhibit 8.4	Mountain Road Cross Sections	108			
Exhibit 8.5	Mountain Road / Broadway Boulevard Intersection Improvements	109			
Exhibit 8.6	Mountain Road / Edith Boulevard Intersection Improvements	109			

List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials	LID:	Low-impact Design
ABCWUA:	Albuquerque-Bernalillo County Water Utility Authority	MPH:	Miles Per Hour
AHS:	Albuquerque High School	MR:	CABQ Metropolitan Redevelopment
AMAFCA:	Albuquerque Metropolitan Area Flood Control Authority	MRA:	CABQ Metropolitan Redevelopment Area
AMPA:	Albuquerque Metropolitan Planning Area	MRCOG:	Mid-Region Council of Governments
APS:	Albuquerque Public Schools	MARGCD:	Middle Rio Grande Conservancy District
CABQ:	City of Albuquerque	MTSB:	Martineztown/Santa Barbara
CDBG:	Community Development Block Grant (federal)	MTP:	Metropolitan Transportation Plan
CFS:	Cubic Feet Per Second	MX:	Mixed Use Zone
CIP:	Capital Improvements Program	NMDOT:	New Mexico Department of Transportation
CMU:	Concrete Masonry Unit	NMRX:	New Mexico Railrunner Tracks
DFCS:	CABQ Department of Family and Community Services	NR:	Neighborhood Residential Zone
DMD:	CABQ Department of Municipal Development	NRC:	Neighborhood Residential Commercial Zone
DPM:	Development Process Manual	PNM:	Public Service Company of New Mexico
DRB:	Development Review Board	RC:	Residential/Commercial Zone
DU:	Dwelling Unit	RCM:	Residential Commercial Martineztown Zone
EPC:	Environmental Planning Commission	ROW:	Right-of-Way
G.O.:	General Obligation [Bond]	SDP:	Sector Development Plan
HC:	Heavy Commercial Zone	UNM:	University of New Mexico
HM:	Heavy Manufacturing Zone	VC:	Village Center Zone
		WIC:	Women, Infants, and Children Program



CHAPTER I

introduction

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1.0 Executive Summary

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1.0 Executive Summary

1.1. Introduction

The Martineztown/Santa Barbara (MTSB) Sector Development Plan (SDP) is the culmination of a six-year, community-driven planning process aimed at assessing the effectiveness of past plans for the area and making necessary changes in light of recent trends and economic conditions. It was initiated by the Planning Department at the request of the neighborhood to address ongoing concerns about incompatible land uses, drainage and traffic. Funding was provided by the Planning Department and the City Council. The development regulations and capital improvement recommendations developed through this process and contained in this Plan aim to preserve Martineztown/Santa Barbara's historic residential neighborhoods while accommodating appropriate commercial activity and encouraging new investment that improves quality of life for local residents. The SDP implements the Comprehensive Plan as a Rank III Sector Development Plan and replaces the previous Martineztown/Santa Barbara Plan, adopted in 1990.

1.2. Sector Development Plan Area and Boundaries

The Martineztown/Santa Barbara Sector Development Plan area is bounded by Menaul Boulevard on the north, Lomas Boulevard on the south, the New Mexico Railrunner Tracks ("NMRX") on the west (formerly BNSF Railway) and Interstate 25 (I-25) on the east. The plan area is approximately 548 acres. See **Exhibit 1.1** for Plan boundaries.

1.3. Sector Development Plan History and Background

Martineztown/Santa Barbara, a historic traditional village, is one of 11 historic and economically interrelated neighborhoods in central Albuquerque. The area is northeast of downtown and west of the expanding University of New Mexico (UNM) Health Sciences Center campus (See **Exhibit 1.2**). Despite its proximity to major employment opportunities, the Martineztown/Santa Barbara neighborhood

has continued to see decline and disinvestment in residential, commercial, and manufacturing development. As a gateway to the Downtown area and the University of New Mexico's health facilities on its North Campus, Martineztown/Santa Barbara is well situated to capitalize on the potential to become a thriving mixed-use community, while continuing its long tradition of a sustainable village with both residences and non-residential activity that serves the area with services, employment opportunities, and safety through "eyes on the street" throughout the day.

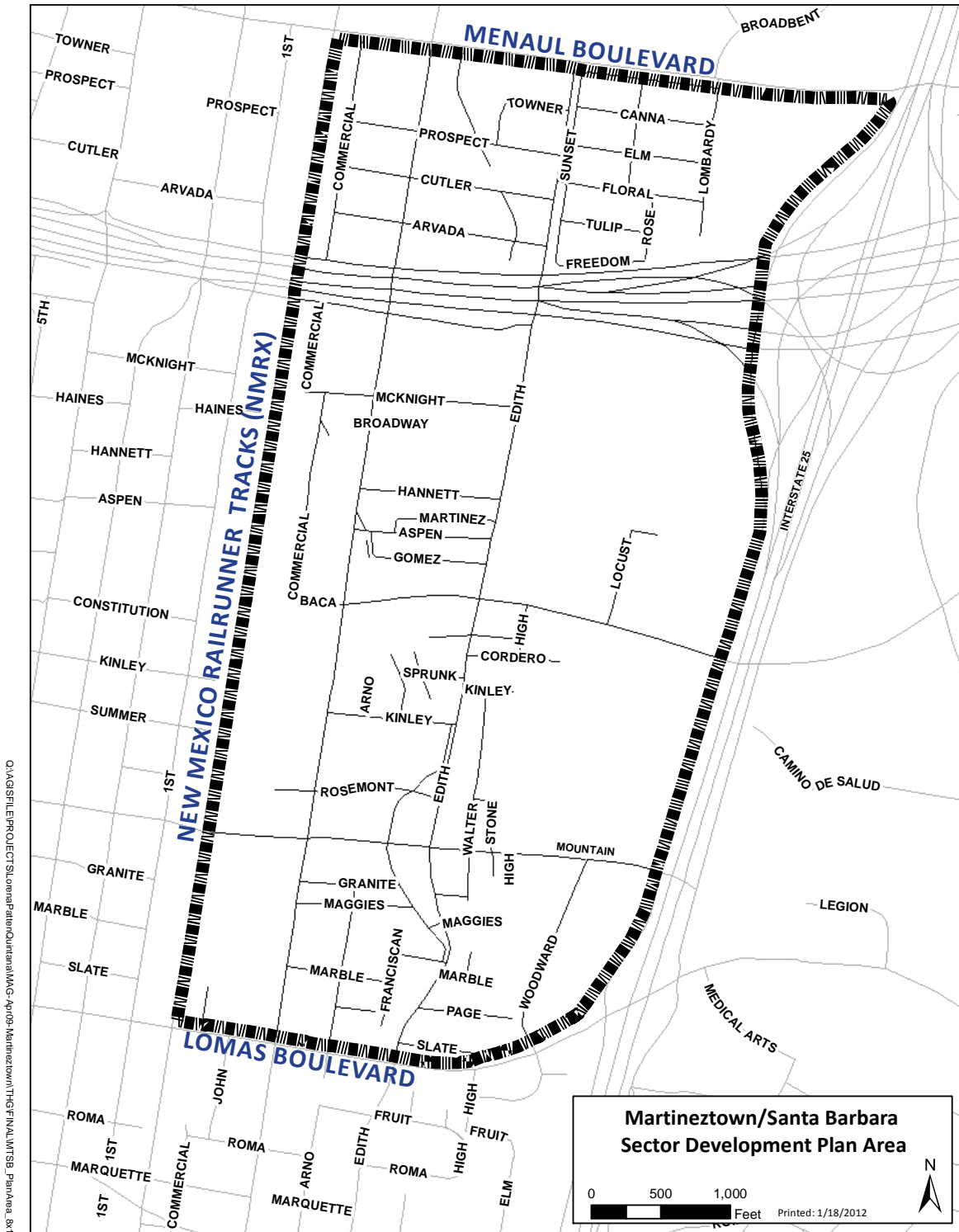
1.3.1. Martineztown/Santa Barbara was established in the early-to-mid 1800s as an agricultural settlement and evolved to be one of New Mexico's early traditional villages. The proximity of the railroad and the development of Downtown Albuquerque led to manufacturing and heavy commercial use in Martineztown/Santa Barbara, which resulted in land use conflicts still evident today.

Over time, large parcels of land in Martineztown/Santa Barbara that were once family farms developed into commercial and manufacturing facilities. Despite changes in zoning, many families have continued to live on properties that have been handed down through several generations. The result has been that incompatible uses, such as manufacturing/heavy commercial and low-density residential, have been allowed to develop close to or even adjacent to one another, leading to concerns from residents about health, safety, and quality of life.

1.3.2. Zoning in the Martineztown/Santa Barbara neighborhood was initially established in 1959 and applied commercial and industrial zoning designations to properties within the neighborhood that had developed and historically been used for residential purposes; this created a disconnect

CHAPTER I: INTRODUCTION

1.0 Executive Summary

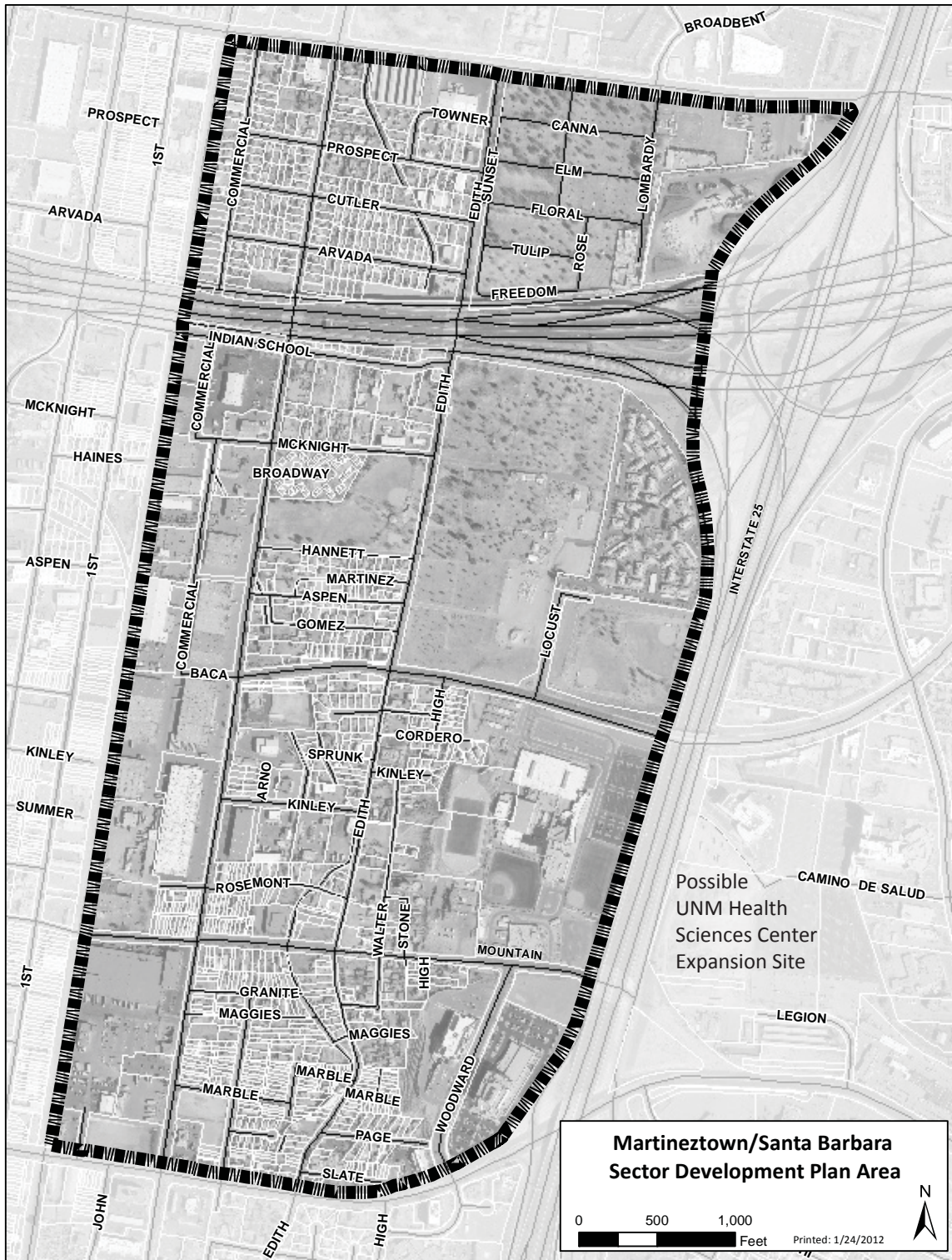


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Exhibit 1.1 – Martineztown/Santa Barbara Sector Development Plan Area

CHAPTER I: INTRODUCTION

1.0 Executive Summary



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Exhibit 1.2 – Martineztown/Santa Barbara Context

1.0 Executive Summary

between historic, established land use and zoning that has led to many conflicts over the years and that continues to exist today. In an attempt to address the conflicts between residential and nonresidential uses, the City adopted the 1976 Martineztown/Santa Barbara Sector Development Plan, which had a corresponding Land Use Plan. The 1976 Plan provided guidelines for development but did not provide zoning regulations. Approximately 15 years later, the ongoing conflicts created by the adjacency of residential, commercial, and industrial uses led to the development and adoption of a new Martineztown/Santa Barbara Sector Development Plan in 1990. The 1990 Plan was intended to be a “transitional plan,” which called for an update 5 years after its adoption; however, the contemplated 5-year review and update of the 1990 Plan never occurred.

- 1.3.3. In 2007, the Planning Department initiated an update to the 1990 Martineztown/Santa Barbara Sector Development Plan in response to the need to revisit the 1990 Plan’s effectiveness over time and to acknowledge the current economic trends and conditions. In addition, this Plan addresses issues identified by the Santa Barbara / Martineztown Neighborhood Association in its December 2006 letter to the Albuquerque Planning Department. Specific neighborhood issues were: incompatible land use patterns and existing zoning; flooding and drainage problems; inadequate sanitary sewer line capacity and condition; and, commercial and high-speed traffic in the neighborhood.

1.4. Purpose of the Plan

- 1.4.1. The City Zoning Code defines a “Sector Development Plan” in §14-16-1-5 as: “A plan, at a scale of 1 inch to 200 feet, or 1 inch to 400 feet, which covers a large area satisfactory to the Planning Commission, and specifies standards for the area’s and sub-area’s character, allowed uses, structure height, and dwellings per acre; the plan may specify lot coverage, floor area ratio, major landscaping features, building massing, flood water management, parking, signs, provisions for maximum feasible solar access, provisions for transportation, and other such features. Such plan constitutes a detailed part of the master plan and must be essentially consistent with the more general elements of the master plan, the Albuquerque/Bernalillo County Comprehensive Plan.”

As such, the primary purpose of this Plan is to provide zoning regulations and development standards for properties within the Martineztown/Santa Barbara neighborhood to ensure that future development is consistent with and helps further the goals and policies of the Comprehensive Plan.

- 1.4.2. This Plan intends to further implement one of the major goals of the 1990 Plan, which is to conserve and renew the traditional village and revitalize the local business economy. Specific issues that have been identified by residents and property owners during the process of developing this Plan and that this Plan discusses and seeks to address include:
- (i) established land uses that are incompatible with existing zoning;
 - (ii) flooding and drainage problems; inadequate sanitary sewer line capacity and condition;
 - (iii) negative impacts of commercial and high-speed traffic on the neighborhood; and
 - (iv) priority capital improvements.

CHAPTER I: INTRODUCTION

1.0 Executive Summary

1.4.3. The policies and regulations of the Plan have been developed to promote and guide future development in Martineztown/Santa Barbara in a manner that complements the neighborhood's traditional community character. The Plan recognizes the complex history of Martineztown/Santa Barbara's commercial and manufacturing entitlements coupled with long-established residential land uses, as well as the need to attract reinvestment and new residents in order to ensure the longevity of the historic village.

1.4.4. The Plan establishes new zoning and transportation regulations and recommends capital improvements that provide opportunities for area revitalization, preserving and protecting the village's historic residential core and continuing to accommodate existing commercial properties. The Plan responds to community issues and recommends actions to accomplish neighborhood development that is consistent with the Albuquerque/Bernalillo County Comprehensive Plan's goals and policies regarding neighborhood protection and preservation, urban design standards, transportation and infrastructure planning and improvements, conservation, and growth. Implementation strategies include City-initiated improvements as well as improvements initiated by the neighborhood residents.

1.4.5. In addition, the Plan includes a companion Metropolitan Redevelopment (MR) Plan for the Martineztown/Santa Barbara Metropolitan Redevelopment Area (MRA). The designation of Martineztown/Santa Barbara as an MRA occurred in 1989 and called for the creation of an MRP to reduce and/or eliminate the blighted and slum

conditions in the community. Following the 1989 MRA designation, an MR Plan for Martineztown/Santa Barbara was never developed and is therefore included as part of this planning process.

The MR component of this Plan identifies projects that can support and catalyze redevelopment to benefit the entire community. Operating hand-in-hand, the Sector Development Plan addresses land use opportunities and concerns while the MR Plan addresses economic and investment opportunities within Martineztown/Santa Barbara.

1.4.6. Realization of the objectives and policies of both the Sector Development Plan and the MR Plan will require ongoing, interagency coordination and support from interested stakeholders. While this Plan serves many purposes, it only has the power of law over zoning and design standards for new development and redevelopment. Policies and capital improvement recommendations provide guidance only to implementing agencies. In this non-regulatory realm, this Plan is primarily a tool that identifies and attempts to coordinate a broad range of interrelated issues in order to provide comprehensive guidance for future land development and City actions in support of that development. See Exhibit X.X for an illustration of this Plan's interface with implementing agencies.

1.5. **Policy Framework and Relevant Plans**

Planning in the City of Albuquerque is organized by a ranking system. The Rank I plan is the Albuquerque/Bernalillo County Comprehensive Plan, which provides a broad policy framework for development throughout the City and County area. Rank II plans (area and facility plans) provide more detailed analysis and policies for large sub-areas and are intended to further the policy objectives of the Comprehensive Plan. Rank III plans include Sector Development

1.0 Executive Summary

Plans, which are intended to cover the smallest geographic areas and provide the most detailed planning on the scale of a neighborhood or corridor. Sector Development Plans typically establish zoning on a parcel level and contain more detail relative to the physical development of an area and recommend priority capital improvements.

The Martineztown/Santa Barbara Sector Development Plan is a Rank III plan and supports goals and policies of higher ranked plans, including the Albuquerque /Bernalillo County Comprehensive Plan. See **Section 6.0 Applicability**.

1.6. Components of This Plan

The Martineztown/Santa Barbara Sector Development Plan is comprised of four chapters and an appendix.

- 1.6.1. **Chapter I: Introduction** includes a broad overview of the Plan Area boundaries, history, and context; the planning framework, purpose, and organization; and the community's vision and goals.
- 1.6.2. **Chapter II: Policies** provides analysis, strategies, and recommendations necessary to implement the community's goals for the future, including improvements to transportation and drainage infrastructure and public facilities, such as parks. It also contains a matrix of priority capital improvement projects to consider as funds become available.
- 1.6.3. **Chapter III: Regulations** provides the official map of zoning established by the Plan, as well as design standards and regulations that affect each of the zones.

- 1.6.4. **Chapter IV: Metropolitan Redevelopment Plan** addresses catalytic redevelopment and investment opportunities called for by the designation of Martineztown/Santa Barbara as a Metropolitan Redevelopment Area in 1989.

- 1.6.5. The **Appendix** includes data and research that informed the planning process, including a survey of historic properties, a summary of a market study, and surveys and public input gathered throughout this planning process.

1.7. Using This Plan

All regulations required by this Plan can be found in **Chapter III**. The following basic steps should be followed to determine the uses allowed and development standards applicable to the properties within Martineztown/Santa Barbara:

- 1.7.1. Locate the subject property on the Zoning Map, **Exhibit 7.1** and identify the zone in which the property is located.
- 1.7.2. Review **Section 6.0 Applicability** to identify the applicable Development Review Process based on your project's size and zoning.
- 1.7.3. Review **Section 7.0 Zoning** for applicable permissive and conditional uses and site design standards, such as arrangement and number of buildings per lot, open space and landscaping, for your zone.
- 1.7.4. Refer to **Section 8.0 General Design Standards** for general site development regulations governing building design, setbacks, and landscaping that apply to all zones, as well as mandatory cross sections for future improvements to area roads.

1.0 Executive Summary



Exhibit 1.3 – Sector Development Plan's Relationship to Implementing Agencies Diagram

2.0 History and Context

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2.0 History and Context

The following sections describe the issues that emerged from community comments received during the public meeting process as well as from planning team field inventories and evaluations. These are briefly analyzed in the context of their existing conditions as of 2011, and recommendations are proposed to resolve them in **Section 4.0 Implementation Policies**.

2.1. Demographics

- 2.1.1. **Total Population:** The total population of Martineztown/Santa Barbara is 2,415 compared to Albuquerque at 545,852. Compared to Albuquerque, Martineztown/Santa Barbara has a slightly larger percentage of children under 19 years old and about 13% more young adults between 20 and 39 years old. This indicates that there may be a greater percentage of children in future years.
- 2.1.2. **Ethnicity:** Martineztown/Santa Barbara has a higher population of Hispanic or Latino residents than the City of Albuquerque as a whole. 2010 Census data estimates the Hispanic or Latino population in Martineztown/Santa Barbara at 66%, while Albuquerque's is estimated at 47%.
- 2.1.3. **Household Income:** The median annual household income in Martineztown/Santa Barbara is \$20,414, which is significantly less than in Albuquerque (\$45,478). In Martineztown/Santa Barbara, 39% of households make less than \$15,000 per year and 59% make less than \$25,000.
- 2.1.4. **Education:** Residents in Martineztown/Santa Barbara have received slightly less formal education than their counterparts in Albuquerque as a whole. About 18% of Martineztown/Santa Barbara residents did not finish high school compared to 13% of residents in Albuquerque as a whole. However, the percent of residents with a college or advanced degree (38%) is on par with that of Albuquerque as a whole (39%).
- 2.1.5. **Population Projections:** Population projections performed by the Mid-Region Council of Governments (MRCOG) indicate that Martineztown/Santa Barbara will likely lose residents in the future. The projections estimate the 2015 population at 2,197, 2025 at 2,149 and 2035 at 2,094. These are compared to projections for Albuquerque that indicate a modest increase with estimates for 2015 at 565,049, 2025 at 646,625 and 2035 at 673,983.

2.2. Land Use and Zoning

2.2.1. History

- (i) **Pre-1959 Land Use:** Prior to the adoption of a City Zoning Code, land uses in Martineztown/Santa Barbara developed organically, as needs arose.
- (ii) **1959 Zoning:** The original zoning established in 1959 (see **Exhibit 2.1**) for Martineztown/Santa Barbara was intended to expand the area for Downtown development. Despite the existing prevalence of low-density residential land use, much of the neighborhood received zoning for commercial and industrial/manufacturing uses.
- (iii) **1959-1976 Land Use:** As a result of new zoning, the northern and central sections of the Plan area developed with residential uses surrounded by commercial and light industrial uses along major arterials. By contrast, because much of the existing housing stock in Martineztown/Santa Barbara predates the 1959 City Zoning Code, the southern area continued as a primarily single-family residential area, despite heavy commercial and light industrial zoning.

CHAPTER I: INTRODUCTION

2.0 History and Context



Exhibit 2.1 – 1959 Zoning

2.0 History and Context

- (iv) **1976 Zoning**
 - a. The 1976 Martineztown/Santa Barbara Sector Development Plan identified the mismatch between land use and zoning and created a non-regulatory land use plan to guide zone change requests.
 - b. During this time, the City's housing rehabilitation policy required applicants to have residential zoning in order to receive funding for home improvements. This requirement resulted in over fifty spot-zone changes from commercial to residential zoning. As a result, the zoning pattern for predominantly residential areas of Martineztown/Santa Barbara included large areas of C-3 (Heavy Commercial) zoning with small RC (Residential/Commercial) zoned parcels scattered throughout.
- (v) **1980s Land Use:** The housing rehabilitation policy requiring residential zoning for funding was removed in 1980. Commercial and manufacturing uses were established in residential areas zoned commercial and industrial. The non-conforming residential uses were set to become illegal in 1999. The noise, dust, and traffic of commercial and industrial uses negatively impacted residential land uses. Smaller commercial and industrial zoned parcels proved inadequate for heavy commercial development due to infrastructure and configuration constraints and remained vacant or developed as residential. Area businesses lacked adequate landscaping and buffering adjacent to residential areas. The area along Broadway Boulevard zoned for heavy manufacturing developed primarily as warehouse and light manufacturing uses.
- (vi) **1990 Zoning:** The 1990 Martineztown/Santa Barbara Sector Development Plan adopted SU-2 (Special Neighborhood) zoning to help stabilize the area but still allowed property owners flexible use of their land. It created two new mixed-use zones for the neighborhood:
 - a. SU-2 RCM (Residential-Commercial Martineztown), a modification of the City's RC zone that allowed commercial uses to occupy up to 100 percent, rather than 50 percent, of the gross floor area; and
 - b. SU-2 NRC (Neighborhood Residential Commercial), a mixed-use zone that allowed residential and low-intensity neighborhood commercial uses.

This zoning was considered transitional, and the Plan recommended future amendments every 5 years.

The 1990 Plan also established SU-1 Special Use zones for certain properties, such as the Moose Lodge, Sun Village Apartments, parks and churches, and created a new zone, SU-2/HM (Heavy Manufacturing), to replace the M-2 (Zoning Code Heavy Manufacturing) zone to eliminate some of the more noxious manufacturing uses (see **Exhibit 2.2**).

2.2.2. **Non-residential Land Uses:** Context, Issues, Analysis, and Opportunities

- (i) **Context:** Martineztown/Santa Barbara is within walking distance of Downtown, East Downtown, and the new UNM Health Sciences Center. Despite its proximity to major employment, residential areas continue to lack reinvestment. The residential population continues to age, and the overall population numbers are in decline. Many parcels in primarily residential areas remain undeveloped or contain housing that the City has determined to be substandard and condemned. Commercial and manufacturing areas are in decline, as well. Manufacturing and warehouse sites and facilities are outdated and do not meet current zoning requirements or market demands. Commercial businesses in the area have felt the strain of the struggling economy, resulting in vacant commercial properties and undeveloped/underutilized land. However, a few recent commercial developments should be noted: two new drive-thru restaurants have recently been developed on the northeast corner of Lomas and Broadway, and several new local businesses have recently located in Martineztown.

CHAPTER I: INTRODUCTION

2.0 History and Context

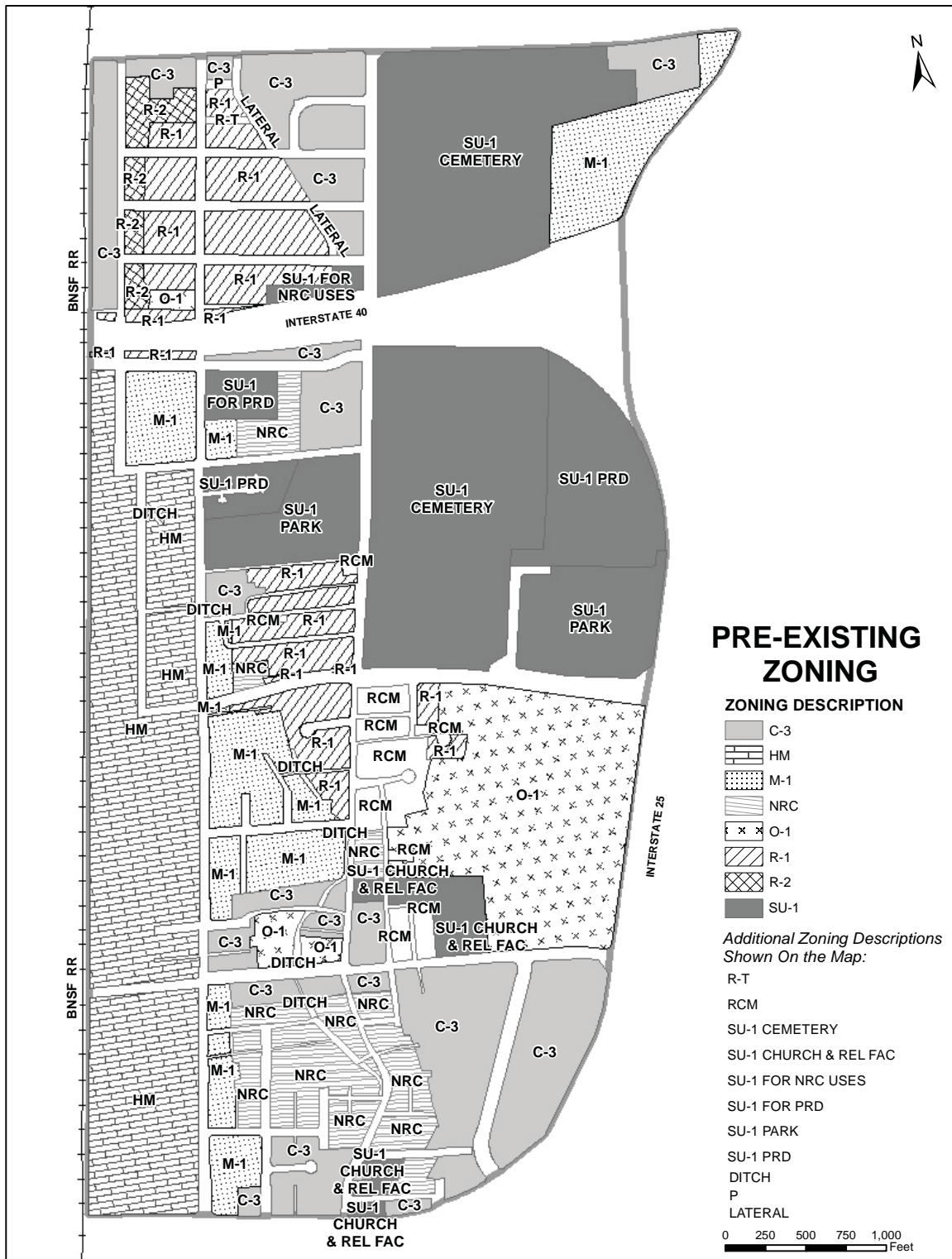


Exhibit 2.2 – 1990 Zoning

CHAPTER I: INTRODUCTION

2.0 History and Context

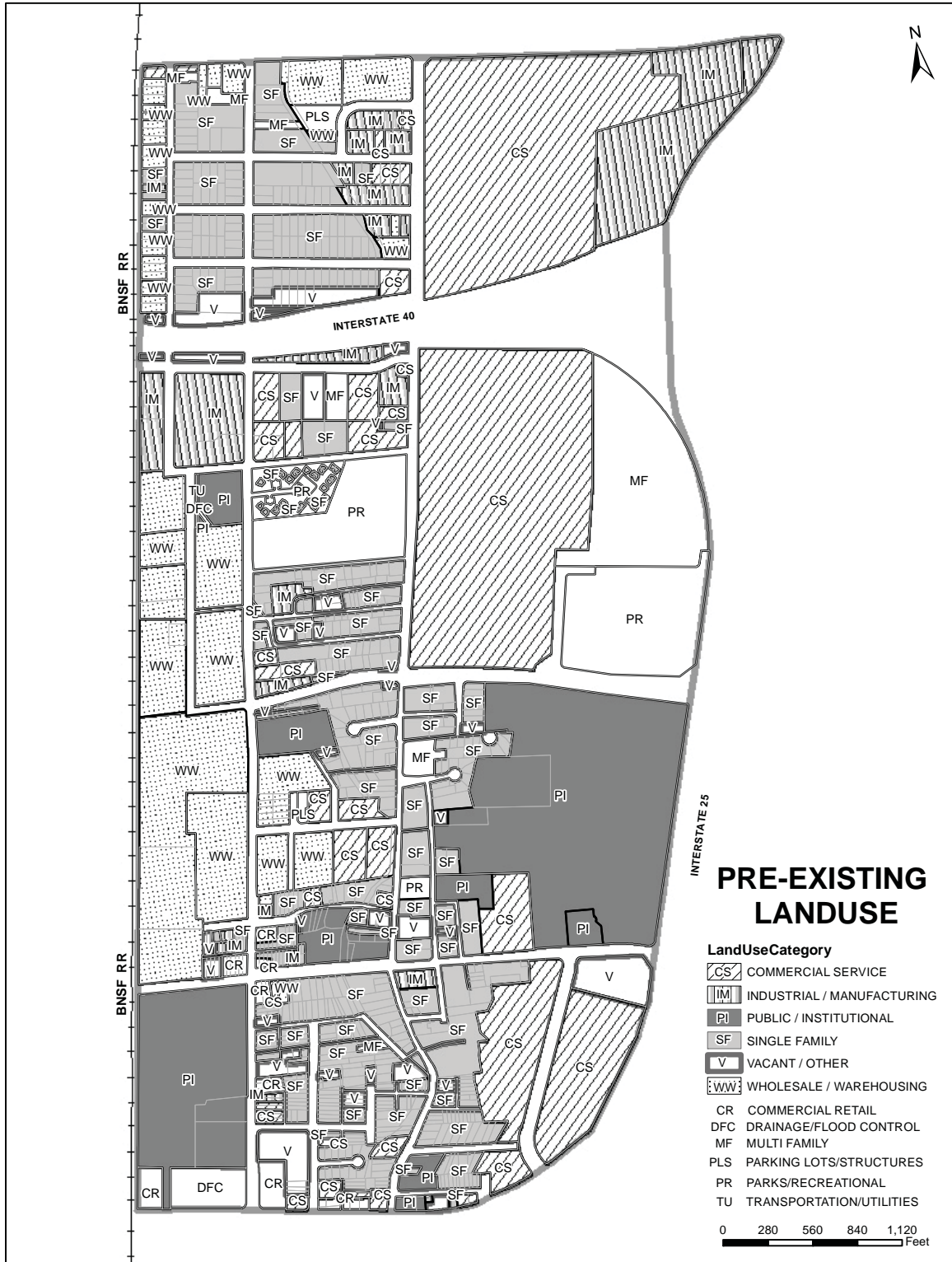


Exhibit 2.3 – Land Use as of 2012

CHAPTER I: INTRODUCTION

2.0 History and Context

Martineztown/Santa Barbara historically served as an employment center. Warehouse facilities and industrial operations have benefited from their proximity to the railroad and the interstate highway system.

Many properties in the Plan area are currently zoned for manufacturing and heavy commercial uses, though existing land uses include a mix of single-family residential, commercial retail, commercial service, and some light manufacturing.

In addition to the incompatibility of many of these land uses, Heavy Commercial (C-3) and Light Manufacturing (M-1) zones allow for far more intense future uses than now exist in the Plan area. Furthermore, many of these heavy intensity zones abut or are within close proximity to residential areas.

- (ii) **Issues:** The following issues have been identified in commercial- and manufacturing-zoned areas:
- Residential uses on M-1; residential uses are not permissive in M-1 zones.
 - Commercial uses on M-1 zoned properties; commercial uses are not permissive in M-1 zones.
 - No landscape buffers between residential and commercial/manufacturing uses.
 - Some mixture of residential and commercial or manufacturing land uses on same lot on Broadway; mixed use is not allowed.
 - Residential uses adjacent to intense, incompatible C-3/M-1 uses.
 - Misleading zone category name for C-3. [The 1990 Sector Development Plan called the zone C-3 but only permitted C-2 uses, with a small list of C-3 uses only permitted in fully enclosed buildings]
 - An unsatisfied demand for community commercial and multi-family residential uses, as indicated by a market study. [Currently, locations for this type of development are limited in the Plan area because of existing zoning.]

(iii) **Analysis**

- a. **C-3 Zoning:** The 1990 Plan limited C-3 zoning to C-2 uses with some additional C-3 uses permitted only within a fully enclosed building. The majority of C-3 zoned property abuts low-density, single-family residential land uses. The land use limitation was an attempt to recognize that heavy commercial land use was not appropriate in such close proximity to residential areas. Many of the uses that continue to be allowed in the C-3 zone, but are not currently in use, may impact the quality of life of residents on adjacent properties if they continue to be allowed in the future.
- b. **Heavy Commercial / Warehouse Uses:** The land uses north of Mountain Road, west of the Barelás Ditch to the NMRX, consist of a mixture of C-3, M-1, and Heavy Manufacturing (HM) zoning. Land uses are primarily heavy commercial with some interspersed manufacturing and residential uses. The development pattern suggests that larger, formerly agricultural parcels west of the Barelás ditch attracted heavy commercial and manufacturing uses due to zoning rather than the traditional residential development east of the ditch. As a result, intense uses abut or are adjacent to residential uses with little or no buffering.

On the west side of Broadway between Rosemont and Interstate 40 (I-40), warehouses on M-1 and HM zoned properties are generally outdated (clear heights range from 16 to 17 feet compared with 24 to 32 feet on newer structures), and due to the increase in the length of truck beds, lot sizes are inadequate. Former City roads in the area, such as Commercial Road, have been vacated over the years requiring easements or agreements to access

2.0 History and Context

warehouses along the rail lines. The rail spurs that once permitted direct access from the main rail line to the warehouses have been abandoned. In order for trucks to access the bays designed for rail cars, roads have been vacated to provide the required maneuvering area.

The price differential per square foot is large enough for businesses to continue to lease the buildings. Based on interviews with property owners and leasing agents, warehousing uses will continue into the near future, and then perhaps be adapted for other uses. A film studio, for example, is leasing space in one of the facilities.

- c. Buffering: The 1990 Plan noted that the private sector's commitment to improve the visual image of Martineztown/Santa Barbara had been lacking, particularly along Broadway Boulevard where several large parking areas create a "sea of asphalt." To remedy this, the 1990 Plan required businesses that fronted on designated arterial or collector streets to comply with parking lot landscaping provisions in the City Zoning Code within two years of the Plan's adoption date (March 5, 1990). The Plan also rescinded the exemption granted to lots developed prior to 1976.

Little buffering has been installed since the 1990 Plan. Truck beds have lengthened, creating functional obsolescence and difficulty complying with the provisions in the Plan on many properties. The spacing of landscaping as required by the 1990 Plan posed a conflict with the radii needed for trucks to turn around in the parking lot to dock. While accommodations need to be made for semi-truck turning radii, attractive landscaping could be clustered together in strategic places without causing impediments or a decorative wall could be substituted for a portion of the required landscape buffer width, as this Plan update recommends.

- d. U.S. Post Office (USPS): The USPS Main Office controls a large area of land zoned for Heavy Manufacturing. In addition, the Post Office leases a warehouse in the area. Residents are concerned that if the Post Office relocates, the SU-2 HM zoning applied by the 1990 Plan would allow uses that would have a negative impact on the neighborhood. The existing zoning may limit the development potential of property along Lomas Boulevard, an Enhanced Transit Corridor, which could support new retail development.
- e. Other Non-residential Uses: Albuquerque High School (AHS) and the Career Enrichment Center, a science, technology and vocational APS magnet school, consume most of the land east of Broadway Boulevard between Mountain Road and Odelia/Indian School, which is zoned SU-2 O-1 (Office) and permits schools. The Board of Education also owns Vietnam Veterans' Park, which it leases as sports fields and uses as a detention pond during storms. The City and its regulations have no jurisdiction over property owned by the Board of Education.

North of Indian School, the Archdiocese cemetery and Sunset Memorial Park, zoned SU-1 for Cemeteries, lie adjacent to one another, offering visual open space and a perimeter walking route. This area also includes the Sun Village Apartments, zoned SU-1 for PRD, and the Moose Lodge Family Center, zoned SU-1 for Club.

CHAPTER I: INTRODUCTION

2.0 History and Context

- (iv) **Opportunities:** Updating zoning to reflect existing land uses while still allowing a range of permissive uses would help address issues related to existing non-conforming uses and new development's compatibility with existing development. Making buffering requirements more flexible in order to accommodate semi-truck turning radii but then enforcing those regulations would result in long-desired and -required visual improvements in the neighborhood. Creating flexible, mixed-use zones and mapping those zones in strategic locations would provide opportunities for new development that can meet current market demands and fulfill the housing, retail, and service needs of the neighborhood in the future.

2.2.3. Residential Land Uses: Context, Issues, Analysis, and Opportunities

- (i) **Context:** The residential areas of Martineztown/Santa Barbara, including the historic core and two historic churches, contain the oldest development in the area. San Ignacio's church spire is highly visible and is a landmark of the community's cultural and historic roots. The Second United Presbyterian Church, founded in 1889, also has historic relevance.

Land uses in this area are primarily single-family residential with pockets of commercial/industrial located mainly along Edith Boulevard and Mountain Road. This area also includes two parks, a planned residential development, the Santa Barbara Community Center, and the Moose Lodge Family Center.

- (ii) **Issues**
 - a. Architectural (In)Compatibility: The 1990 Sector Development Plan created tailored, mixed-use zoning with the NRC and RCM zones but provided little in the way of design guidance. Residents have voiced dissatisfaction with new infill development of townhouses along Edith, south of Mountain, which is architecturally out of scale with the rest of the neighborhood design.
 - b. Mixed-use Debate: In addition, the community remains divided as to the desired intensity of commercial uses in residential areas. While some residents believe that this mixed-use zoning tends to destabilize rather than strengthen the area as a single-family neighborhood, others wish to retain commercial entitlements to maintain existing commercial activities and/or preserve future development opportunities.

Although some residents have expressed a desire to limit development in the areas zoned NRC and RCM in 1990 to single family housing, it is possible that infill construction of this nature would perhaps lead to gentrification as housing opportunities got less diverse and less affordable and current residents' living situations changed over time.

Current market trends indicate that multi-family development is in much greater demand than single family housing due to current economic conditions. Other factors limiting the potential for exclusively single-family development in the area include small, narrow platting that creates substandard lot sizing, existing development patterns that include multiple dwellings on a lot with limited setbacks, and the prevalence of older, small, outdated housing stock.

In addition, some residential zones abut or are within close proximity to areas zoned C-3 and M-1. Some of these adjacent high-intensity zones contain uses incompatible with residential uses and are not buffered or screened from the residential zones as required by the City Zoning Code.

CHAPTER I: INTRODUCTION

2.0 History and Context

(iii) **Analysis**

- a. **Residential/Commercial Martineztown (RCM) Zone:** The RCM zone, which replaced O-1 and R-C zoning in 1990, is essentially the neighborhood's special live-work zoning, which allows townhouses and single-family development as well as commercial uses on 100 percent of the gross floor area. The current amount of RCM zoning has been reduced in the Plan area, as several new affordable houses were developed and changed zoning to R-1. Of the remaining RCM zoned land, a large percentage consists of detached houses and duplexes or remains vacant. Between 1992 and 2010, seven residential building permits were issued for properties with RCM zoning.
- b. **Neighborhood Residential Commercial (NRC):** The 1990 SU-2 NRC zoning replaced C-3 and R-C zoning and allows apartment and townhouse development in addition to C-1 neighborhood commercial uses. The area zone NRC is primarily built out with detached houses, duplexes, and more recently townhouses, with only a few scattered businesses. Businesses operating in the area range from home occupation to service and sales to small scale manufacturing. Many business owners are property owners as well as residents, while others lease property.

Between 1992 and 2010, 10 building permits were issued for properties with NRC zoning. Nine were for "single residence," and one was for a residence and commercial structure.

- (iv) **Opportunities:** Residential and retail market studies conducted in 2011 for the Martineztown/Santa Barbara area indicate a demand for commercial goods and services and suggests areas along major corridors as appropriate locations. The current residential demand for the area indicated in the studies, as well as for the greater Albuquerque area, is for multi-family units. Currently, much of the existing housing stock for sale in the area has been on the market from over three months to close to a year. Houses in the area are currently listed at around \$80,000 for an 800 to 1800 square foot house compared to city wide averages of \$202,171 in the third quarter of 2011.

Future planning efforts of the University of New Mexico (UNM) and the City of Albuquerque (CABQ) may positively impact the residential and retail demand in Martineztown. UNM's Health Sciences Center, located to the immediate east of the Plan area on the other side of I-25, is planning to undertake major expansions of its clinical, research, and educational facilities in the coming decades, which has the potential to bring an influx of jobs and, potentially, new residents to the area. The City is pursuing redevelopment efforts west of the NMRX to develop a warehouse district. Its proximity to the city's three major hospitals, UNM, and Downtown contributes to the strong redevelopment potential in Martineztown/Santa Barbara.

2.2.4. Field Inventories 2011

During two field inventories of land use and development trends in 2011, the Planning Team inventoried existing development conditions with respect to land use, platting, lot size and development, and general infrastructure conditions. The planning team identified the following issues in predominantly residential areas:

- (i) Multiple dwelling units on single lot (allowed by current zoning).
- (ii) Residential on C-3 (allowed by current zoning).
- (iii) Mixture of uses (e.g. residential and commercial) on same lot (allowed by current zoning).

2.0 History and Context

- (iv) Existing zoning allows more intensive uses, which are potentially incompatible with existing and new residential uses.
- (v) Heavy Commercial uses permitted adjacent to residential (allowed by current zoning).
- (vi) Little or no buffering between residential and commercial uses.
- (vii) Access impeded in some areas due to road closures or land locked parcels.
- (viii) Buildings constructed close to lot lines.
- (ix) Existing housing stock consists of small dwellings on small lots, of which many are substandard.

2.2.5. **2012 Zoning Justification:** This Plan is a result of a planning process initiated by the City Planning Department in 2007 to evaluate current development trends and conditions with respect to zoning and land uses and update the 1990 Plan.

Zoning issues addressed in this Plan include the continuing incompatibility of land use and zoning, such as residential properties zoned as commercial, and light manufacturing and heavy commercial uses zoned as heavy manufacturing. There is incompatibility between industrial and heavy commercial uses adjacent to residential uses, and many properties still lack adequate buffering. This Plan therefore makes the following recommended zoning changes:

- (i) Change C-3 zone to C-2 zoning to reflect actual zoning and existing land uses. The 1990 Sector Development Plan limited uses in the C-3 zone to C-2 uses with additional C-3 uses permitted only within a entirely closed building. C-3 zoned properties in the Plan area are only using the C-2 uses. Since they abut residential areas, removing the potential for heavy commercial activity in these areas supports the health and safety of the neighborhood.
- (ii) Limit commercial intensity in existing C-3 zoned areas abutting residential areas to protect the quality of life of residents. Change M-1 and C-3 zoning along Lomas and Broadway abutting residential areas to C-2 to reflect existing land uses. Change C-3 zoning on Mountain to VC to encourage a mixture of residential and commercial uses that complement adjacent residential areas.
- (iii) Change the zoning on the west side of Broadway between Lomas and Mountain from heavy manufacturing to mixed use. A mixed use zone provide more development opportunities and reflect the traditional mix of residential and less intense commercial uses and would provide more appropriate land use adjacent to residential areas while increasing development opportunities by allowing new residential development opportunities. This action would ensure that, should the Post Office relocate, new manufacturing uses would develop. A mixed use zone would encourage medium to high density residential, shopping, service, office, and entertainment uses along the Enhanced Transit Corridor, Lomas Boulevard. Broadway and Lomas Boulevards are prime locations for higher density mixed use street related development especially given the transit service on both Boulevards.
- (iv) Change HM zoning to M-1 zoning to reflect existing land uses and reduce the potential impact of high intensity manufacturing uses on adjacent residential areas. The 1990 Sector Development plan limited manufacturing uses in the HM zone to M-1 with M-2 uses as conditional. The removal of M-2 conditional uses reduces the impact of future development on adjacent residential uses and reflects existing land uses.

CHAPTER I: INTRODUCTION

2.0 History and Context

2.2.6. Overview of Changes from the 1990 Sector Development Plan

- (i) Site plan approval process is extended to all zones that are not form based and applies to all new development.
- (ii) SU-2 Residential/Commercial Martineztown (RCM) and SU-2 Neighborhood Residential Commercial (NRC) zones have been replaced by one new zone — SU-2 MTSB Neighborhood Residential (NR) — to increase neighborhood cohesion, restrict heights to 18 feet, and limit uses to R-1 on all parcels except those that front Edith Boulevard or Mountain Road, which are permitted uses corresponding to the Residential/Commercial (RC) Zone in the City Zoning Code.
- (iii) SU-2 Heavy Commercial (C-3) is renamed SU-2 Community Commercial (C-2) to more accurately reflect permitted uses.
- (iv) SU-2 Heavy Manufacturing (HM) is replaced with SU-2 Light Manufacturing (M-1). Permissive uses in the SU- 2 HM zone are permissive and conditional uses in the M-1 zone.
- (v) The SU-2 Residential R-3 zone is corrected to SU-2 Residential R-2. Parcels were mapped as SU-2 R-2 by the 1990 Plan with an incorrect R-3 zone description.
- (vi) Two new mixed-use, form-based zones are introduced: SU-2 MTSB Mixed Use (MX) and SU-2 MTSB Village Center (VC).
- (vii) New design guidelines are required to ensure that new development complements the traditional neighborhood character.
- (viii) Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.

2.3. Transportation

The transportation network for the Plan area includes streets, sidewalks and infrastructure related to vehicular, transit, bicycle, and pedestrian travel. During the public participation process, the community expressed many concerns related to the area's transportation network. This section identifies those concerns and provides an analysis of the existing conditions. Policies and proposed improvements to the transportation infrastructure within the Plan area can be found in **Section 4.2**.

2.3.1. Community Issues, Concerns, and Opportunities for Improvement

- (i) **Broadway Boulevard**
 - a. Heavier commercial trucks contribute to the deterioration of older homes lining this street.
 - b. Existing curb cuts are too tight to accommodate trucks' turning radii, forcing trucks onto private properties to make their turns.
 - c. Speed of traffic on Broadway is a concern, especially for people trying to back out of residences.
 - d. Lack of landscaping/buffering along streets and commercial properties creates unfriendly and unsafe pedestrian environment.
 - e. I-40 underpass is dark and unsafe.
 - f. Sidewalks are narrow and close to fast-moving traffic.
 - g. The street lacks a unified streetscape.
 - h. City Department of Municipal Development is developing through its Capital Improvement Projects (CIP) Program new streetscape landscaping plans for a portion of Broadway, south of Lomas, outside of the Plan area; these plans should be coordinated with any Broadway streetscape improvements north of Lomas.

CHAPTER I: INTRODUCTION

2.0 History and Context

- (ii) **Odelia Road/Indian School Road**
 - a. Speeding traffic.
 - b. Narrow or missing sidewalks (particularly near the high school).
 - c. Little or no landscape buffering between sidewalks and roadway.
 - d. Lack of shade.
 - e. Eroding dirt in the public right-of-way, including on sidewalks and in streets.
- (iii) **Mountain Road**
 - a. Community perception that the varying width of travel lanes leads to speeding.
 - b. Some speed limit signs have not been corrected to 25 miles per hour (mph).
 - c. Narrow sidewalks, limited pedestrian amenities.
 - d. Desire to visually indicate historic crossroads of Carnuel Trail and Camino del Lado.
 - e. Heavy trucks continue to use Mountain Road.
- (iv) **Edith Boulevard**
 - a. Pedestrian safety and lighting in the I-40 underpass.
 - b. Narrow right-of-way south of Odelia.
 - c. Utility poles obstructing sidewalk.
 - d. Narrow, substandard sidewalks.
- (v) **Other Local Streets**
 - a. Maggie's Lane has been closed off by private gates, preventing emergency and public access.
 - b. Residents on Rosemont Road west of Broadway Boulevard have reported property damage, noise and pollution from heavy truck traffic and have requested the road be closed.
 - c. Missing sidewalks.
 - d. Flooding and drainage.
- (vi) **Mountain/Broadway Intersection**
 - a. Pedestrian referencing signals at four corners of intersection. Offset intersection is difficult to cross on Mountain for both pedestrians and vehicles.
 - b. No painted crosswalk on south side of intersection.
 - c. Very wide road pavement width on east side of intersection; difficult for pedestrians to cross.
 - d. Unsafe for vehicles, pedestrians and bicyclists according to accident data.
 - e. Semi-trucks traveling west on Mountain from I-25 have difficulty turning onto Broadway. The configuration of the intersection does not allow adequate turning radii as evidenced by building damage on the northeast corner of the intersection.
- (vii) **Mountain/Edith Intersection:** Community desires to commemorate the historic crossroads of Camino del Lado (a portion of the Camino Real) and the Carnuel Trail.
- (viii) **Woodward Road and Lomas Boulevard Intersection**
 - a. Daily traffic exiting from the Embassy Suites and Tri-Core Laboratories traveling south on Woodward has difficulty turning left (east) and crossing Lomas Boulevard.
 - b. Pedestrians jaywalk at this location.
- (ix) **Bicycle Circulation**
 - a. No north-south bike lanes in the Plan area.
 - b. Narrow streets and heavy, fast traffic that create an unsafe environment for cyclists.
 - c. There are three existing bikeways in the Plan area – routes on Edith and Mountain and lanes on Odelia. Residents and commuters expressed a need for additional bikeway facilities, as well as more connectivity with the Albuquerque bicycle network.
 - d. According to the Albuquerque Comprehensive On-Street Bicycle Plan, there are trip barriers to overcome before bicycle use will increase. Trip barriers that exist in Martineztown/Santa Barbara include the perception of safety, actual safety problems associated with traffic, and the physical barrier posed by the NMRX.

2.0 History and Context

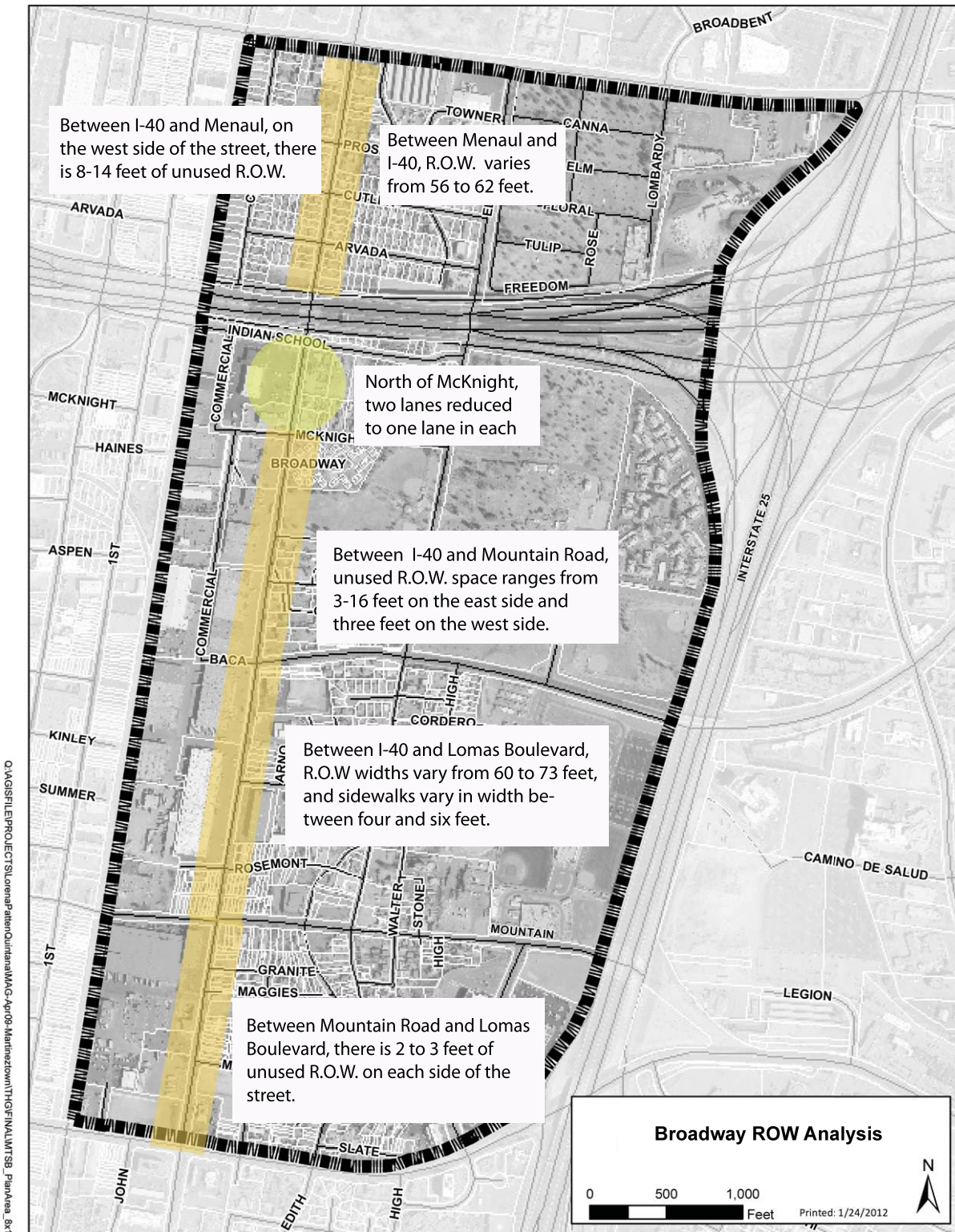
- (x) **Pedestrian Circulation**
 - a. Older sidewalks are too narrow and lack wider right-of-way to expand.
 - b. Heavy, fast-moving traffic and lack of landscaping buffers on Broadway Boulevard deters pedestrian activity.
 - c. Sidewalks need repair and upgrades for ADA compliance.
 - d. Utility poles and fire hydrants obstruct sidewalks.
 - e. Crosswalks and other safety features are missing at important pedestrian crossings.
 - f. Wide expanses of concrete and asphalt with no shade or landscaping along Odelia Road next to AHS make walking unappealing.
 - g. Insufficient street lighting promotes an undesirable and unsafe environment, particularly in freeway underpasses.
 - h. Limited signalized intersections in plan area.
 - i. 1990 SDP landscaping requirements have not been enforced, leaving pedestrians without any buffers between busy parking lots and streets in some areas.
 - (xi) **Parking:** Limited parking near parks, community facilities, and schools particularly during sports or other special events.
- 2.3.2. **Connectivity:** Roadway connectivity is somewhat limited within the Plan area. The Plan area is bounded on the east and west by I-25 and the NMRX, respectively. As a result, eastbound and westbound traffic is significantly limited, concentrating traffic on roads and intersections not designed for such intense use. I-40 bisects the Plan area from east to west, limiting north and south circulation through the Plan area to Broadway and Edith. Many local streets are very narrow and often dead end. Pedestrian connectivity is further impacted by a lack of buffering between the street and the sidewalk, and, in many areas, sidewalks are not present at all.
- 2.3.3. **Broadway Boulevard**
- Broadway is a principal arterial providing north-south access through the Plan area. The Comprehensive Plan defines principal arterials as major transportation corridors designed to carry high volumes of traffic. Most average vehicle travel speeds conform to the 35 mph speed limit, except for the segment from Odelia to I-40. A 2010 travel survey by the Mid-Region Council of Governments (MRCOG) revealed an average speed of 41.6 mph heading northbound during the morning rush hour.

Broadway Boulevard spans a distance of just over one mile through the Plan area between Lomas Boulevard and Menaul Boulevard. From Lomas Boulevard to approximately Indian School Road, Broadway has two vehicular travel lanes in each direction and sidewalks on each side. North of Indian School Road/I-40, Broadway reduces to one lane of traffic in each direction and a center turn lane. From I-40 to Lomas Boulevard, right-of-way (ROW) widths vary from 60-73 feet, and sidewalks vary in width between four to six (4-6) feet. From I-40 to Menaul Boulevard, ROW varies from 56 feet to 62 feet. North of I-40 on the west side of the street, there is eight to 14 (8-14) feet of unused ROW. South of I-40 to Mountain Road, unused ROW space ranges from three to 16 (3-16) feet on the east side and three feet on the west side. From Mountain Road to Lomas Boulevard, there is two to three (2-3) feet of unused ROW on each side of the street. See **Exhibit 2.4**.

From Lomas to I-40, Broadway Boulevard hosts a mixture of land uses, including residential, commercial, warehouse, and light industrial uses. The U.S. Postal Service has a strong presence along the west side of the street. Aging industrial buildings that once made use of the adjacent railroad to the west also dominate the west side of Broadway. Today, these uses are mostly served by truck traffic. Some residential uses are located on the east side of this roadway section, especially north of Odelia. An affordable housing development and Martineztown-Santa Barbara Park are located north of Hannett Street. North of the I-40 underpass, the uses change to predominantly residential.

CHAPTER I: INTRODUCTION

2.0 History and Context



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Exhibit 2.4 – Broadway Boulevard Right-of-Way (ROW)

2.0 History and Context

2.3.4. Odelia Road

Odelia Road is a minor arterial designed to accommodate heavy commercial vehicles and higher traffic volumes. The posted speed limit on Odelia is 35 mph. Odelia has two vehicle travel lanes in each direction, a continuous center turn lane and a bike lane on each side of the road. Odelia passes through the Plan area for approximately half a mile between Broadway Boulevard and the I-25 overpass bridge and gains 50 feet in elevation as it passes from the valley floor to the mesa east of I-25. At the eastern edge of the Plan area, Odelia crosses over I-25, where it becomes Indian School Road and continues east. Westbound Odelia terminates in the industrial warehouse facilities just west of Broadway. Land uses flanking Odelia in the Plan area include residences, a drainage pond, AHS, and a cemetery.

Odelia has ROW that ranges from 80 feet wide at Broadway to 109 feet at Locust. ROW reaches its greatest width of 130 feet in front of AHS, just before entering the I-25 overpass. Opportunities for improvements would be limited in this area due to an elevation change; the road sits higher than the baseball field on the north and the high school on the south. An excessively wide ROW likely contributes to excessive vehicle speeds.

Odelia is a primary pedestrian and bicycle route to AHS. Pedestrian and transit amenities are substandard in front of the high school. A portion of sidewalk is missing along the north side of the street from AHS to the I-25 overpass bridge. In other areas, the sidewalk is less than six feet wide. There is no buffering between the sidewalk and the street, and there are no street trees to provide shade for pedestrians. Transit stops lack benches and shelters.

2.3.5. Mountain Road

- (i) **Context Analysis:** Mountain Road is designated a collector street. Collector streets provide land access, service, and traffic circulation within residential, commercial, and industrial areas. Although collectors typically have a minimum speed limit of 30 mph, Mountain road from I-25 to the NMRX has a 25 mph speed limit per City Council Resolution 09-326, adopted in 2009 and intended to address community concerns regarding speeding and truck traffic on Mountain. However, the speed limit signs located closer to I-25 indicate a speed limit of 25 mph “when children are present.” Signs with this language may give drivers the impression that there is a different speed limit when children are not present.

Providing east-west access through the community, Mountain has 80 feet of ROW from Broadway Boulevard to Edith Road, but narrows to 43 feet from Edith to High Street. From High Street to the I-25 Frontage Road, Mountain widens again to 80 feet of ROW.

Mountain has two travel lanes in each direction. Center turn lanes are provided in the two segments of the road that are 80 feet wide. The middle, narrower segment of the road has just two travel lanes, except at intersections where short, designated turn lanes are provided. A limited bike lane exists on both the north and south sides of Mountain from Walter to the I-25 Frontage Road. Generally, the widely varying right-of-way and travel-lane widths and speeding traffic on the downward slope from the freeway exit have created an awkward, unpredictable, and less-than-desirable environment for all modes of travel.

Land uses along Mountain Road include a mix of single-family houses and regional and community commercial uses, such as the Office of Workforce Solutions, Albuquerque Public Schools Career Enrichment Center, TriCore Laboratories, and Embassy Suites.

2.0 History and Context

At just over half a mile long through the Plan area, Mountain presents great potential for being a quality pedestrian environment. However, narrow and intermittent sidewalks are an impediment for pedestrians. The sidewalks from Broadway to I-25 are adequate on the north side of Mountain, with recent improvements from Edith to I-25. However, on the south side, sidewalks reduce to one to two (1-2) feet wide just west of Edith, where utility poles take up considerable space on the already-narrow sidewalk. Sidewalk improvements on the south side of Mountain are spotty, with a sidewalk existing from Woodward to a new bus shelter across the street from the APS Career Enrichment Center. There is no concrete sidewalk from the bus shelter to the frontage road.

(ii) **Mountain Road Traffic Study Conclusions**

Engineering sub-consultants for the first phase of this planning process conducted several studies to investigate complaints from neighborhood residents that trucks and other traffic travel too fast on Mountain after exiting I-25. Mountain Road offers indirect access to northbound I-25 and direct access from I-25 southbound.

Engineers performed a 24-hour traffic count on Mountain Road, an origin-destination study, and a signal and queuing analysis of the Broadway and Mountain intersection before and after proposed improvements. The counts indicated that the truck traffic was dispersed throughout the day with concentrations during the morning rush hour and mid-afternoon. More than 95 percent of the vehicles using Mountain Road at these times were passenger cars or pick-up trucks.

Delivery trucks comprised 1.4 to 2 percent of traffic, and semi-tractor trailers 0.23 to 0.45 percent. The data showed that the section of Mountain Road between Edith and Broadway is heavily used as a cut-through route in both directions. More particularly, this study indicated that approximately two to four (2-4) delivery trucks per hour travel in each direction while two semi trucks per hour use Mountain Road westbound.

The study concluded that calming traffic on Mountain and encouraging non-local truck traffic to use Lomas, Broadway and Menaul Boulevards, which are principal arterials that are designed to handle higher traffic volumes and larger trucks, as their main access routes to and from the freeways would be desirable and would improve the safety and function of the roadway.

2.3.6. **Edith Road**

Edith Boulevard forms the central north-south pedestrian spine of the Martineztown/Santa Barbara neighborhood. North of the Plan area, Edith Boulevard is a minor arterial. Within the Plan area (between Menaul and Lomas Boulevards), Edith is classified as a local street. By definition, these streets provide the lowest level of mobility by accessing adjacent land use, serving local trip purposes, and connecting to higher order streets. This classification typically contains no bus routes, and non-local traffic is discouraged. Edith Boulevard south of Odelia Road is too narrow to carry high traffic volumes or heavy vehicles. Traffic is frequent, but speed humps, parked cars, and the narrow ROW help to slow it down.

The southern segment of Edith Boulevard from Lomas to Odelia Road is a narrow, 40-foot ROW. Sidewalks are only four (4) feet wide, typical of Albuquerque street development in early years [clarification pending]. Two 16-foot travel lanes narrowly accommodate parking on both sides of the street. North of Odelia Road to I-40, the ROW on Edith widens to 60 feet, and sidewalks expand to a more pedestrian-friendly 6-foot width. The ROW generally widens from the I-40 overpass to Menaul Boulevard, ranging from an extra foot of dirt strip on the east side to approximately 7 feet farther south.

2.0 History and Context

Generally, both sides of Edith south of Odelia Road are residential, with low fences and walls. Houses are set close to the street, with those on the east side at a higher elevation than those on the west. There are a few scattered small-scale businesses and two churches, with small adjacent parks. North of Odelia Road, land use on the west remains residential, situated close to the street with low walls and fences, while a cemetery lines the east side. This portion of Edith is amenable to walking and bicycling.

Farther north of Hannett Avenue, the character of Edith Road changes as the land use transitions to industrial businesses interspersed with some social services, a cemetery, and a park. The industrial businesses face the street, with buildings set back and front setback areas serving as places for storing supplies and parking. These businesses generate little foot traffic and require access for large trucks. Tall fences provide security on most property lines. Properties generally have a 6-foot-wide landscape strip in front of or just behind their fences. Utility poles are only on the west side of the street, west of the sidewalk. Residents complain that it is too dark to feel safe in this area at night, particularly where Edith travels under I-40.

2.3.7. Other Local Roads

A number of streets in the neighborhood are very narrow, often squeezed in between houses. Martinez Drive, Maggie's Lane, and Sprunk Road have paved widths of only 12 feet; Granite Road, Gomez Road, and Cordero Road have paved widths of only 20 feet. In contrast, the standard width of Albuquerque's residential streets is 32 feet. Many narrow residential streets have alley-type paving with center drainage, since narrow right-of-way widths cannot accommodate curb and gutter. These narrow, winding streets can handle only minimal traffic and cannot accommodate additional outside traffic without severely impacting nearby residences. Currently, Maggie's Lane is closed off from Broadway to Arno and Arno to Edith by private gates, although the ROW has not been officially vacated.

2.3.8. University of New Mexico Transportation Strategic Plan

A University of New Mexico Transportation Strategic Plan is underway that may impact Martineztown/Santa Barbara.

The June 2009 draft of that plan recommends that Mountain Road be extended east from the I-25 East Frontage Road to provide access to the proposed new hospital and expansion of the Health Sciences Center. In addition, changes would be made to the Mountain/I-25 frontage road intersections.

The June 2009 draft of the University of New Mexico Transportation Strategic Plan recognizes that the extension of Mountain Road has caused concern among the neighborhoods west of I-25 and south of Mountain Road that there will be more cut through traffic.

The Traffic Impact Study assumes that the majority of the increase in vehicles from west of I-25 will use Broadway Boulevard to reach downtown Albuquerque and that less than 10% of the traffic will use neighborhood streets. Increases in traffic on Edith Boulevard are expected to be neighborhood traffic going to the new facilities. Speed bumps installed on Edith south of Mountain Road will continue to discourage cut through traffic. Other traffic calming measures could be added to neighborhood streets if cut-through traffic becomes a problem.

TABLE 2.1 - CRASH DATA

Intersection Crash Data	Pedestrians Involved	Bicyclists Involved	Fatality
2000 to 2006			
Broadway/Mountain	1	1	
Lomas/Broadway	1	2	
Lomas/Edith	1		
Broadway/Indian School			1
2009			
Broadway/Mountain		1	
Lomas/Broadway	1	1	
Broadway/Menaul		1	
Edith/Menaul		1	

Source: Sites Southwest, MRCOG, and UNM Division of Government Research

2.3.9. Traffic Accidents and Crash Data

Traffic accidents in the neighborhood generally began decreasing in 2001 at major intersections, including Broadway Boulevard/Odelia Road, Broadway Boulevard/Indian School Road, Broadway Boulevard/Menaul Boulevard, Lomas/Edith Boulevard and Menaul/Edith Boulevard. The exceptions are the Broadway/Lomas Boulevard and Broadway Boulevard/Mountain Road intersections, where the number of crashes fluctuated yearly rather than showing an upward or downward trend.

- (i) At the Broadway/Lomas Boulevard intersection, crashes ranged from three in 2001 to 26 in 2006. An average of 15 crashes per year occurred at this intersection from 2000 to 2006 and increased to 19 crashes in both 2007 and 2009.
- (ii) At the Broadway Boulevard/ Mountain Road intersection, there was an average of 18 crashes a year from 2000 to 2006. In 2007 there were 15 crashes, and another 13 crashes in 2009.

Table 2.2 indicates the number of pedestrians and bicyclists involved in crashes between 2000 and 2006 and in 2009 at key intersections in the Plan area. The data indicate that in addition to a relatively high number of vehicular crashes, the Broadway Boulevard/Mountain Road and Lomas/Broadway Boulevard intersections are also dangerous for pedestrians and bicyclists. In 2009, there were twice as many bicycle accidents in the Plan area than in the period between 2000 and 2006. Finally, while not indicated in the tables there was a pedestrian fatality at the Lomas/Broadway Boulevard intersection in 2007.

2.3.10. Freeway Access

The junction of Interstates 25 and 40 (the “Big-I”) was reconstructed in 2002 to accommodate the increasing traffic in Albuquerque, eliminating direct access from eastbound Mountain Road. While traffic on the interstates grew substantially from 1987 to 2006 (53 percent on I-40 and 55 percent on I-25), traffic declined on major roads through Martineztown/Santa Barbara. Traffic decreased by 27 percent on Mountain Road and 26 percent on Odelia Road. The exceptions were two road segments of Broadway: Lomas to Mountain (up 7 percent) and Mountain Road to Odelia Road (up 29 percent).

2.0 History and Context

2.3.11. Bicycle Lanes

A bicycle lane is a facility that is located in a portion of a roadway facility. A lane is designated by pavement markings for the exclusive or semi-exclusive use of bicycles. Travel by motor vehicles or pedestrians is prohibited, but pedestrian and motorist cross flows are permitted. Lanes are usually along the right edge of the roadway but may be designated to the left of parking or right-turn lanes.

- (i) **Existing lanes:** Striped bicycle lanes extend along both sides of Odelia Road from Broadway Boulevard to where Odelia Road becomes Indian School Road and continue on Indian School, offering connections to and from points east of Martineztown/Santa Barbara. In addition, Mountain Road has an existing bike lane on each side of the street from Walter Street to the I-25 frontage road. West of Walter, Mountain Road is a designated Bicycle Route.
- (ii) **Proposed lanes:** The 2011 Draft Albuquerque Bikeways and Trails Master Plan Update recommends the following bike lanes in the Plan Area:
 - a. Bike lanes on Baca Lane from Broadway to 2nd. This would require extending Baca Lane (which serves as the final block of Odelia west of Broadway) through private property and across the NMRX.
 - b. Bike lanes on the short stretch of Indian School that runs just south of I-40 from Edith to 1st Street are identified as a Critical Links Project. As such, an estimated cost is provided of \$191,752 for this .38 mile segment in the draft plan.
- (iii) **Proposed lanes:** The MRCOG Long Range Bikeway System map recommends the following bike lanes in the Plan Area:
 - a. Bike Lanes on Mountain Road, which is currently a Bicycle Route between Walter and 14th Street, at which point it becomes a designated Bike Boulevard until its termination at the Rio Grande where riders are able to access the Bosque Trail.

2.3.12. Bicycle Routes

A route is defined as a bicycle facility located in a roadway and designated by signs as available for bicycle travel. Routes are shared with motorists and require lane widths of 14 feet. In many cases, no special on-pavement markings are provided.

- (i) **Existing routes:** Two designated bicycle routes serve Martineztown/Santa Barbara – Edith Boulevard to the north and south and Mountain Road from east to west.
- (ii) **Proposed routes:** The 2011 Draft Albuquerque Bikeways and Trails Master Plan Update recommends the following bicycle routes in the Plan Area:
 - a. A bike route along McKnight, north of Martineztown/Santa Barbara Park, that connects to 1st Street by crossing the NMRX.
 - b. Extending the Edith route an additional two blocks north from Prospect to Menaul.

2.3.13. Bicycle Trails

A bicycle trail is a paved off-street facility designated by signs and pavement markings for the primary use of bicycles. Cross-flows by motor vehicles are minimized. Trails may accommodate pedestrian or other non-motorized users.

- (i) **Existing Bike Trails:** Currently there are no existing multi-use trails in the Plan area.
- (ii) **Proposed Bike Trails:** The Middle Region Council of Governments Long Range Bike Map proposes the following trails:
 - a. A trail on Menaul Boulevard from Broadway Boulevard to Edith Boulevard.
 - b. A trail along I-40 and I-25 to connect the Odelia/Indian School bicycle lane to the existing segment of the I-40 Trail west of 6th street.

CHAPTER I: INTRODUCTION

2.0 History and Context

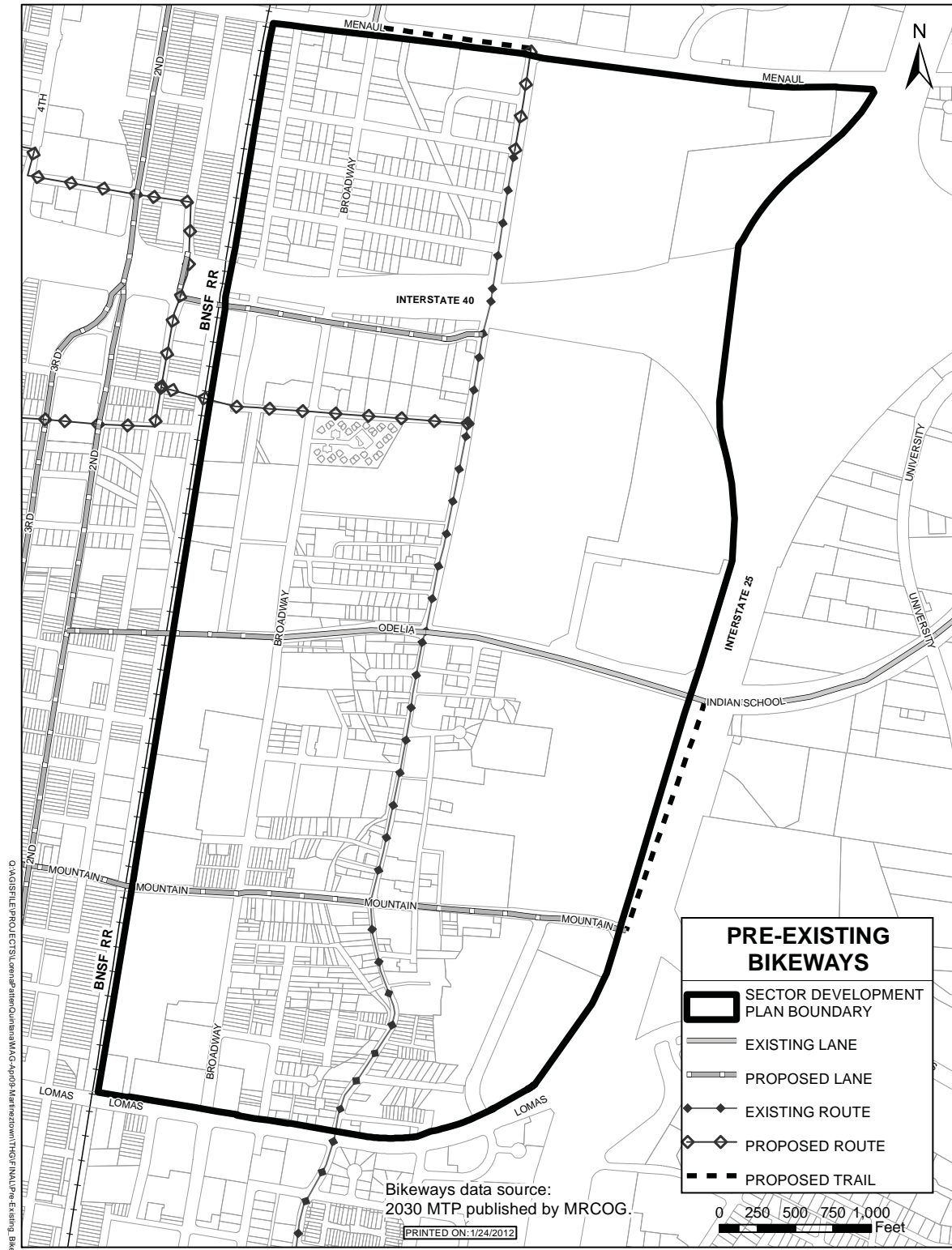


Exhibit 2.5 - Pre-existing Bikeways

2.0 History and Context

- c. A trail along the I-25 frontage road to connect the existing lane on Indian School to the proposed lane on Mountain.

2.3.14. Sidewalk infrastructure

Lack of sidewalks and poor sidewalk conditions are problems within Martineztown/Santa Barbara. Key pedestrian routes such as Mountain Road, Edith Boulevard, and Odelia Road/Indian School Road have sidewalk sections that are less than the recommended width, as well as sections that are inaccessible to wheelchairs. Despite narrow widths and physical deterrents, residents prefer walking these streets to Broadway Boulevard, due to traffic, lack of buffering, and adequate street lighting.

Expansion of sidewalks in the area is frequently limited by the availability of right-of-way. Where sidewalk expansion is necessary along narrow streets, this Plan advocates alternatives to traditional curb and gutter designs (see Drainage section) that will free up right-of-way for sidewalk construction while improving storm drainage.

2.3.15. Pedestrian Street Crossings

Ensuring that people can cross streets safely and conveniently to access destinations is essential to creating an effective transportation network. There are several roadway intersections in Martineztown/Santa Barbara that are need improvements to provide safe crossings. Statistics reveal that, within the Plan boundaries, there were 6 pedestrian accidents and one fatality reported between 2000 and 2006 and 5 in 2009 involving bicycles and pedestrians. These accidents occurred at: Broadway and Lomas; Broadway and Mountain; Broadway and Indian School; and, Lomas and Edith.

Residents expressed additional concern about the safety of crossing Odelia Road/Indian School Road from the Veteran's Park to AHS. The intersection of Odelia Road/Indian School Road and Edith Road was also listed as a priority safety concern.

2.3.16. Pedestrian Street Lighting

Well-lit streets and sidewalks enhance people's sense of security. Pedestrian lighting encourages walking and bicycling trips, reducing automobile congestion and emissions. A lack of street lights in Martineztown/Santa Barbara, particularly on Edith Boulevard north of Odelia Road, further discourages evening walking and likely contributes to the presence of crime.

The freeway underpasses at both Broadway and at Edith are insufficiently lit and according to the neighborhood, the area has a history of assaults. This underpass is used by high school students walking to AHS from the north. The Safe Routes to School National Partnership cites studies and data that show a direct connection between pedestrian safety and the intensity of street lighting.

2.3.17. Transit

The Martineztown/Santa Barbara area is fairly well served by the City bus routes. See **Exhibit 2.4**.

All buses have access to the Alvarado Transportation Center, where riders can transfer to buses traveling west of the river. Otherwise, buses in the area typically provide access to the northeast heights, southeast heights, UNM, and Downtown. The #16/18 Broadway-University-Gibson bus heads north on Broadway Boulevard from Lomas Boulevard and turns east onto Odelia Road past the front of AHS. The number 5 Montgomery-Carlisle route runs along Mountain Road, serving Tri-Core, Embassy Suites, and several educational and employment facilities. Several buses run along Lomas, and the #8 travels east/west on Menaul Boulevard.

CHAPTER I: INTRODUCTION

2.0 History and Context

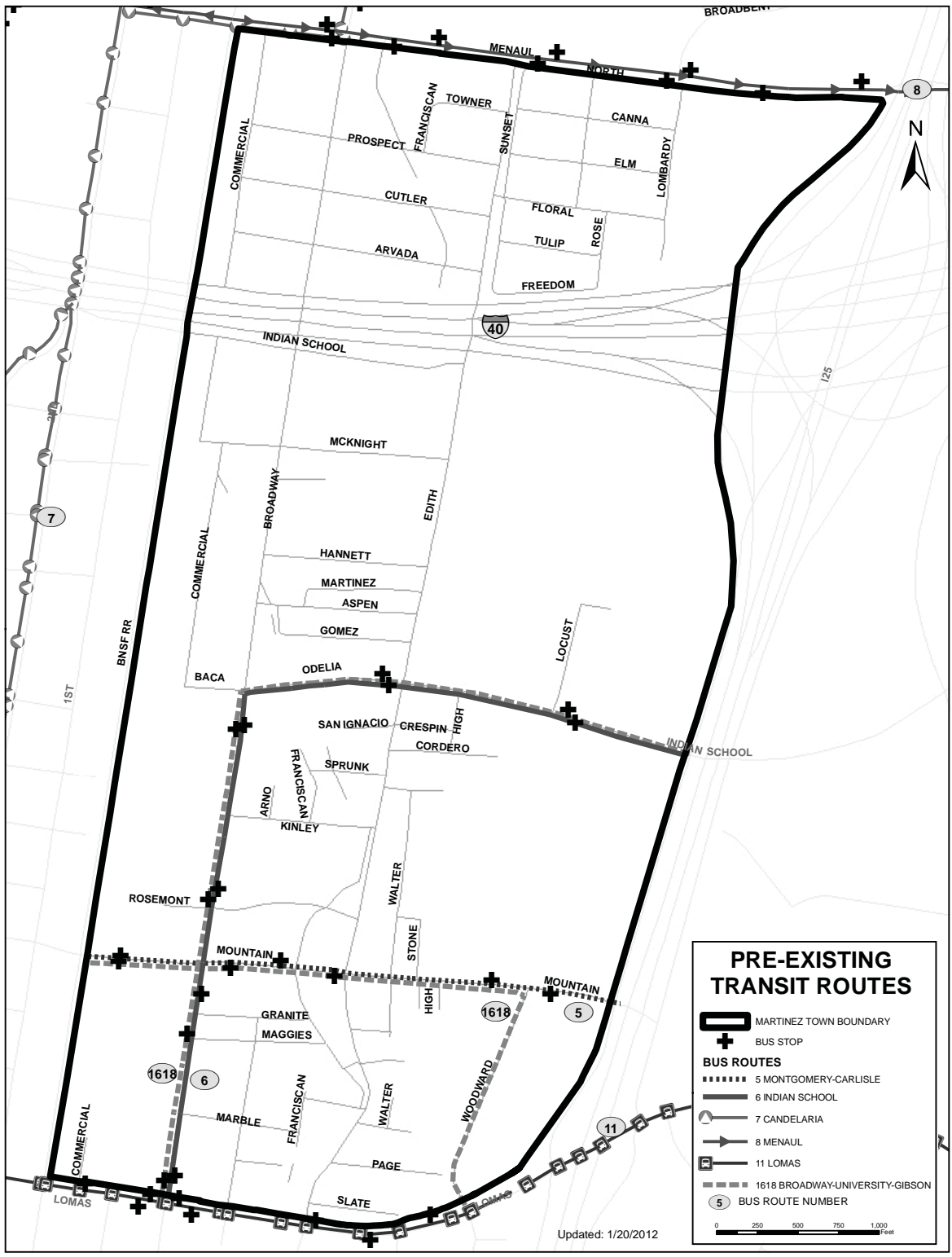


Exhibit 2.6 – Pre-Existing Transit Routes

2.0 History and Context

The main transit-related challenges for the Plan area are bus stops without benches or shade structures, particularly on Odelia Road and Mountain Road. On Odelia Road, none of the four bus stops have benches, shelters, or trees. On Mountain Road, two of the seven bus stops have benches and several of the stops have shade from either a tree or building, but the majority lacked shade. A new bus shelter with bench has been located on the east end of Mountain Road, across the street from the Career Enrichment Center. The majority of stops along Broadway Boulevard, Lomas Boulevard and Menaul Boulevard have benches. Most of the stops along Broadway Boulevard lack shade. The absence of benches and shade at bus stops is especially problematic on the south side of Odelia Road close to the entrance of the high school.

There are seven transit stops on Mountain Road within the Plan area – four serving eastbound transit routes and three heading west. A new bus shelter has been built just east of Mountain Road/Woodward Place, across from the APS Career Enrichment Center. Three of the seven bus stops on Mountain Road have shade, and seating is provided for two of the seven stops. The bus stops are appropriately placed near key destinations such as Workforce Solutions and the APS Career Enrichment Center.

2.4. Drainage and Sewer

Drainage and sewer problems are prevalent in the Martineztown/Santa Barbara Plan area. Lack of adequate infrastructure, significant topographical changes, large runoff generators including I-25, the Embassy Suites/TriCore Reference Laboratories site, AHS, and industrial development characterized by large impervious areas have led to flooding and erosion problems in the Plan area. While recent improvements including the detention pond at Broadway and Lomas have remedied much of the flooding in Martineztown/Santa Barbara, certain areas continue to suffer from flooding and severe erosion. In 2011, the City, in conjunction with AMAFCA, requested a drainage master plan for the Albuquerque Mid-Valley area be prepared by Smith Engineering. The completed “Mid Valley Drainage Management Plan” is pending in early 2012. The document will include an analysis of existing drainage issues, recommendations, costs and possible projects to mitigate drainage problems in the area. A key component of the plan is to assess drainage options that would allow the Broadway and Lomas detention pond to be redeveloped as a better and higher use.

2.4.1. **Issues and Community Concerns**

- (i) Storm water run-off exceeds the capacity of the drainage system (trunk system and Broadway Pump Station).
- (ii) The Broadway Pump Station, built in 1956 and upgraded in 1971, is reaching the end of its service life. **[Update pending]**
- (iii) Broadway Detention Basin lacks landscaping or buffering, is an eyesore, and because it is located on a key site for development opportunities, limits redevelopment potential of the Lomas/Broadway area.
- (iv) The TriCore site lacks erosion control on a portion of its site.
- (v) The Albuquerque Public School (APS) site lacks erosion control.
- (vi) The sewer system backs up on Edith Boulevard, affecting drainage from private properties in the area.

2.4.2. **Broadway Drainage Basin**

Martineztown/Santa Barbara is located in the Broadway Drainage Basin, one part of three basins which make up the Mid Valley Drainage basin. The basin drains to the Broadway Pump Station located on Broadway, just north of Lomas near the US Post Office. The Broadway Pump Station pumps water to the Albuquerque Metropolitan Arroyo Flood Control Authority’s (AMAFCA) North Diversion Channel one mile to the east and 150 feet higher. Currently, the pump station capacity is limited to 130 cubic feet per second (cfs). During a 100-year storm, however, the Broadway Drainage Basin will generate a peak flow of about 850 cfs and a volume of about 100 acre-feet of stormwater runoff.

CHAPTER I: INTRODUCTION

2.0 History and Context

2.4.3. Temporary Detention Ponds

- (i) Together, the 4-year-old temporary Broadway Detention Pond at Broadway and Lomas and the Air Quality pond at Broadway and Odelia have a combined capacity of only 28 acre feet (17 acre-feet at Broadway & Lomas and 11 acre-feet at Broadway & Odelia). [confirmation pending] It is estimated that about 100 acre-feet of storage may be needed to solve the drainage problem in Martineztown/Santa Barbara. The City and AMAFCA are seeking additional sites to address this deficiency. This could mean one location for a larger pond or several locations for smaller ponds. Because of side slopes and setback requirements, one large pond would require less land than smaller ponds.
- (ii) The Broadway Detention Pond is currently is not landscaped. As a safety measure, wire fencing surrounding the pond was installed. Because the pond was identified as an emergency interim measure, no landscaping was included in the project. The pond slopes were rocked for stabilization and dust reduction. City maintenance may have to remove storm sediment therefore landscaping the bottom of the basin is not under consideration.

The City investigated costs for a landscape buffer around the pond. Estimates ranged from \$80,000 to \$150,000 for minimal landscaping. The greatest expense is due to irrigation requirements. Plants in the southwest must be irrigated (even if considered native and xeric) and the irrigation system (water connection, meter, piping, maintenance) is cost prohibitive.

2.4.4. Erosion: Severe erosion problems exist in multiple areas of the Plan.

- (i) Along the old river embankment there is erosion and flooding into the neighborhood.
- (ii) The western boundary of the TriCore site is a steep embankment which was re-stabilized upon redevelopment, but the issue remains on nearby properties owned by APS and the Heart Hospital. Though the City has no jurisdiction over Albuquerque Public Schools (APS), TriCore's approved site plan requires TriCore to vegetate its slopes.
- (iii) The western slope of the AHS property is a bare slope that sends eroding dirt and sand soil over the sidewalk and into the street when it rains. The erosion poses a threat to the adobe barn behind the historic F.M. Mercantile building at 1516 Edith NE as well as to the safety of pedestrians and cyclists.
- (iv) There is an erosion control issue in the public right-of-way north of the historic building. This right-of-way contains a sidewalk that leads east to AHS.
- (v) Redevelopment of vacant, blighted and underutilized properties scattered throughout the Plan area provides opportunities for the implementation of low-impact design (LID) techniques that can have a positive impact on erosion and drainage in the area.

2.4.5. Sanitary Sewer

- (i) Like most older, established neighborhoods in Albuquerque, the sewer lines in the Plan area consist of deteriorating clay pipes. The Albuquerque-Bernalillo County Water Utility Authority (ABCWUA) plans to rehabilitate approximately 1,350 feet of 8-inch sanitary sewer lines in the Martineztown/Santa Barbara area as part of the Small Diameter Water & Sewer Rehabilitation FY11 project.
- (ii) ABCWUA operates a hotline committed to addressing sewer odors. The dispatch office number is 857-8250 and the web link is www.abcwua.org/content/view/86/76/.
- (iii) ABCWUA and DMD worked together in 2010 to design and construct storm drainage and sanitary sewer improvements at the intersection of Mountain Road and Walter Road.

2.0 History and Context

Low Impact Design Recommendations for the Plan Area

Low Impact Design is an approach to managing stormwater runoff that emphasizes conservation and use of on-site natural features to protect water quality. Using engineered small-scale hydrologic controls, LID works to replicate the pre-development condition by infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. Frequently used LID techniques include bioretention cells (rain gardens), cisterns, green roofs, pervious paving, bioswales, and commercial filter systems.

The Mid-Valley Drainage Management Plan performed detailed studies on several areas that were identified as areas of specific concern and areas with opportunities to find land parcels that may be appropriate for Low Impact Design (LID) solutions in conjunction with redevelopment or development of new drainage facilities. Due to the desire to find an alternative to the Broadway Detention Pond, and street ponding issues on Broadway, the Broadway Boulevard Corridor was chosen as one of these studies. Four additional sites were identified within the Martineztown/Santa Barbara Sector Plan area as having potential for LID techniques:

1. A portion of a developed property, just north of Mountain Rd., that was destroyed by fire and is now vacant. The property is in private ownership.
2. An existing City maintenance yard at the north end of the corridor. The property is owned by the City of Albuquerque.
3. The existing Santa Barbara Park which could be redesigned to provide drainage and stormwater quality improvements. The property is owned by the City.
4. A series of vacant lots on the north side of I-40. Most of the lots are owned by the New Mexico Department of Transportation and one of the lots is owned by the Moose Lodge.

2.4.6. Storm Drains

Based on a recommendation from the 2007 report by consulting engineering firm Wilson and Company, which was funded by the City, in 2011 the City increased the size of the storm drain under Odelia Road from 24 inches in diameter to 48 inches in diameter and constructed new storm drains under Franciscan Road, Kinley Road, and Edith Boulevard to collect runoff for the detention pond near Broadway and Odelia.

2.4.7. 2012 Drainage Management Plan

In October 2011, the City contracted with Smith Engineering to perform a drainage management plan and develop conceptual design options for drainage improvements for the Mid-Valley Drainage area. The Mid-Valley drainage area includes the Broadway, Alcalde, and Barelás drainage basins. The Broadway, Alcalde and Barelás drainage basins are all hydraulically connected, and solutions for drainage issues will potentially affect all three of the basins; however, for purposes of the Sector Development Plan, this summary only includes analysis and recommendations that are relevant to the Martineztown/Santa Barbara plan area. (See **Inset 4.2** for a summary of the 2012 Mid Valley Drainage Master Plan.)

Inset 4.1 – Low-Impact Design Recommendations from the 2012 Mid Valley Drainage Masterplan

2.0 History and Context

2012 Mid Valley Drainage Masterplan

The Broadway Drainage Basin is 603 acres, bounded on the north by I-40 on the south by Martin Luther King Jr. Boulevard, on the east by I-25, and on the west by the NMRX. Stormwater runoff and flooding is concentrated on the flatter, west side of the basin, generally about 30-50 feet lower than the east side in elevation. The Basin ultimately drains to the Broadway Pump Station, just south of the Post Office. Stormwater is pumped from the station 1 mile east to the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) North Diversion Channel, approximately 150 feet higher than the station.

The Broadway Drainage Basin contains two significant detention ponds, the Broadway Detention pond at the northwest intersection of Broadway and Lomas Boulevards and the Air Quality Detention pond at the southeast intersection of Broadway Boulevard and Odelia Road.

The most significant flooding problem and high priority area is the Broadway-Lomas intersection. The goal of the models performed in this analysis was to eliminate street flooding and to find an alternative to the Broadway Detention Pond so that land could potentially be put to a higher use, such as neighborhood-serving retail.

Findings

The Broadway Detention Pond and the Broadway Pump Station both function well to provide 100-year flood protection. Alternative drainage facilities and options, which included various combinations of additional ponds, and drastically increasing storm drain diameters and pump station capacity, were modeled in order to determine the feasibility of removing the Broadway Detention Pond. Modeling results indicated that alternative drainage facilities and options would primarily improve drainage issues around the site of the facility and would not remove the necessity for the Pond. The only exception was the modeling of a replacement pond on the east side of Broadway near the intersection of Broadway and Marble. It was determined that a pond at this location would function as well as the Broadway Detention Pond, however a cost analysis shows that it would be more expensive to build the new pond than could be made off the sale of the land at the existing pond, minus the cost of filling in the land. The vacant parcel that was modeled for a potential pond near Broadway and Marble is slightly larger than the land required for the pond. This land could be utilized, for a commercial or other land use which would slightly improve the cost difference.

Recommendations

The Masterplan recommendations were developed based on drainage and flooding problems identified by public meetings and on direction from CABQ and AMAFCA.

1. Rebuild the Santa Barbara Park to facilitate stormwater detention, water quality improvement, and additional recreational features. Additional maintenance would include cleaning floatable debris/trash from the water quality improvement structures.
2. Include stormwater quality improvement on all stormwater detention ponds and ALL development or redevelopments to mitigate and collect the "first flush" pollutant load.
3. Pursue the floodplain removal status, through FEMA, for the plan area except the area of north Broadway near I-40 and Indian School.
4. Rebuild the outdated Broadway Pump Station.
5. Pursue a portion of unused land on the Post Office site as an option for adding stormwater storage, and re-routing the Broadway/Lomas overflow connection [This option would be unnecessary if the pump station is rebuilt.]
6. Increase the size of portions of pipe north and south of the Broadway Pump Station.
7. Make Basin-wide improvements to existing inlets to improve capacity and add curb and gutter to streets to help convey the flow to the inlets. Where curb and gutter space improvements are limited by right-of-way constraints or where pedestrian infrastructure is the priority, consider Low Impact Design approaches to handle stormwater runoff.

Inset 4.2 – Findings and Recommendations of the 2012 Mid Valley Drainage Masterplan

2.0 History and Context

2.5. Public Facilities and Community Services

This section outlines the issues and opportunities related to public facilities in the Plan area. Public facilities are generally considered Parks, Community Centers, Police, and Fire protection.

2.5.1. **Community Issues, Concerns, and Opportunities for Improvement**

(i) **Parks**

- a. Poor lighting.
- b. Old and poorly maintained playground equipment.
- c. Residents find it hard to use Martineztown-Santa Barbara Park, especially on weekends, due to reservations by outside groups and sports leagues.
- d. Drug users and paraphernalia (used needles and liquor containers) deter residents' use of parks.

(ii) **Community Services and Public Facilities**

- a. Would like more community facilities and recreational programs.
- b. Lack of organized programs for teenagers.
- c. Lack of Job-training programs for adults.
- d. Lack of transportation services for senior citizens.
- e. Need more after-school care for school-age children.
- f. The neighborhood lacks access to a community pool.

(iii) **Police/Fire**

- a. Increase in area crime.
- b. Slow police response.
- c. Lack of police presence.
- d. Emergency vehicle access limited in some areas.
- e. Poor address visibility.
- f. Hydrants. [Language pending]

(iv) **Housing**

- a. Residential uses on parcels that are not zoned for residential.
- b. Industrial zoning and heavy commercial zoning adjacent to residences.
- c. Inadequate maintenance of housing stock and lack of code enforcement.
- d. Vacant and underutilized lots.
- e. Need for more affordable single-family and multi-family housing.
- f. Need to attract younger families.

2.5.2. **Parks**

There are three parks within the Martineztown/Santa Barbara Plan Area:

- Martineztown-Santa Barbara Park at 1825 Edith NE;
- Vietnam Veterans Memorial Park at 800 Odelia NE, across from AHS; and
- Santa Barbara Park, which is just to the west of San Ignacio Church between Walter and Edith NE.

As a group, they offer baseball fields with bleachers, playground equipment, picnic areas and tables, basketball courts, and grass for unstructured recreation. All three parks suffer from outdated equipment and furnishings, inadequate lighting, and trash overflowing in bins, particularly after events. Over 23.8 acres of park area exists within the Plan boundary.

- (i) *Martineztown-Santa Barbara Park* is an approximately 10.2 acre park with large open areas available for informal or formal sport use, a playground, basketball court, large shade structure and baseball diamond. Parking is available on an onsite lot or along Hannett Street. Playground equipment was installed in 2005. There is significant competition for use at Martineztown-Santa

2.0 History and Context

- Barbara Park, particularly on weekends when outside sports groups use the baseball field and parking lots. Lighting is limited to parking lots.
- (ii) *Santa Barbara Park* is a just over a half-acre, owned by San Ignacio Church, which leases the park to the City to operate and maintain. The park contains a small grassy area, a half basketball court, a small shade structure, benches, and play equipment. The park is generally in poor condition with outdated equipment. The City Parks Department is working with Council Services to fund an upgrade of the park with new playground/play equipment.
 - (iii) *Vietnam Veteran's Memorial Park* is a 13-acre park on land owned by APS and leased to the City. The park consists of two baseball fields and a playground/jungle gym. The park is primarily used for softball and baseball games. The site is also used for stormwater detention of surface runoff coming from [information pending]. Known as the Odelia Pond, it detains runoff before sending it to the pumping pond at Broadway and Lomas.
 - (iv) *Martineztown Park* is located outside the Plan area but serves the area due to its proximity and its partial co-location with the area elementary school, Longfellow Elementary. A portion of the park located on Longfellow Campus is closed to the public during school hours and includes play fields. The open portion of the park includes play structures, sitting and eating areas, and public art.
 - (v) *Albuquerque High School* also has a baseball field, soccer field, and running track but does not allow access to the community.

2.5.3. **Public Facilities**

- (i) The *Wells Park Community Center*, located outside the Plan area at Mountain Road and 5th Street NW, offers a computer lab, gym, game room, after-school youth programs, some organized sports for seniors, and a new spray park, a water play park for children, opening in the summer of 2012. Pedestrian access from Martineztown/Santa Barbara is difficult due to distance; the physical barrier of the NMRX; and sidewalks that are narrow, missing, or impassable for sections along Mountain Road. Services for seniors are available at La Amistad Senior Center, near Edith Boulevard and Fruit Street, as well as Los Griegos Multi-Service Center at Candelaria and 12th Street NW, but attendance recently has been down due to lack of transportation and outreach.
- (ii) The *Santa Barbara School* houses both a senior living facility operated by the City Office of Senior Affairs and a Santa Barbara-Martineztown Learning Center that offers after-school programs. The facility contains eight housing units, a community room, two classrooms, and office space. The building was a former APS two-room adobe schoolhouse dating back to early 1900s. After years of abandonment and eventual condemnation, it was purchased by the City and eventually renovated in the early 1990s. The building is registered as a State and National Historic Place.
- (iii) Some residents have requested a new community center for multi-generational recreational use, while others would prefer to upgrade and make better use of existing programs and facilities. The likelihood of building any new centers in the Plan area in the near future is very small, due to the high concentration of nearby centers and the fact that City Council District 3 has many more centers than any other district. It is more likely that existing facilities could expand uses to address multigenerational needs.
- (iv) A desire for a pool has been expressed by the community, possibly in joint use with APS; however, the cost of construction and the need for pools in more underserved areas of the City, like the West Side, makes this a lower priority for the City Parks and Recreation Department. Generally, City Parks considers this area served by Valley Pool at 15th Street and Candelaria Road and Rio Grande Pool.

2.0 History and Context

2.5.4. Community Services

- (i) A majority of services in the area are offered by private organizations: The Martineztown House of Neighborly Services on Edith Boulevard, north of Lomas Boulevard provides before and after-school programs for children six to 11 years old. Martineztown House also offers an adult literacy program, a bilingual literacy program for preschoolers, Head Start, child and family development programs, and various summer programs. The Santa Barbara-Martineztown Learning Center in the Santa Barbara School off Edith Boulevard, south of Odelia Road, offers programs for middle school students. There are no programs available for teenagers and only limited employment opportunities. Citing a budget shortfall, the Martineztown House of Neighborly Services suspended services for six months beginning in October 2011. It is unclear whether the center will reopen or offer all of its former services in the future.
- (ii) Job training and employment services are available at the NM Workforce Connection Business and Career Center at Edith and Mountain. Outside the Plan area but within walking distance on Broadway just south of Lomas, WESST Corp, a non-profit economic development organization, provides a variety of services to start up and grow businesses owned by women and minorities.
- (iii) The Los Griegos Health and Social Center Health services, located outside the Plan area at 12th Street and Candelaria, serves the community with dental care, primary healthcare for children and adults, family planning services, immunizations and the Women, Infant and Children (WIC) program. It offers income-based programs and accepts Medicaid. Prior to its suspension of services, The Martineztown House of Neighborly Services offered family outreach programs to distribute emergency food assistance, secure clothing and furniture, and establish eligibility for human service programs. Some residents have requested a health clinic or nursing services to be located in the Plan area.

2.5.5. Police

- (i) Police service is provided by the Gerald Cline Memorial Substation, Valley Area Command.
- (ii) Residents have reported increased crime, including vandalism, theft, and drug dealing. Since July 2011, crime reports include 29 accounts of assault, 28 accounts of theft and larceny, 13 accounts of vehicle theft/break in, ten accounts of vehicle theft and nine accounts of burglary. [update pending]

- 2.5.6. **Fire:** Fire service is provided by Fire Station 2, located at 301 High Street SE within a five minute trip to the Plan area. Due to the small size, Fire Station 2 will be closed in 201X [confirmation pending] and service to the area will be provided by Fire Station 1 or Fire Station 4. Fire service is generally acceptable; with fire hydrants located [information pending]. Factors contributing to higher fire risks include abandoned homes, poor accessibility due to narrow streets, dead ends and streets closed off by residents, and lack of visible addresses.

2.5.7. Housing

The number of total housing units in Martineztown/Santa Barbara grew from 625 in 1970 to an estimated 1,254 in 2007. The Sun Village apartments, built in the 1980s, accounted for 572 units or 91 percent of that increase, shifting the proportion of multi-family to 52 percent of the stock. It also largely explains the drop in the percentage of owner-occupied homes from 47 percent in 1970 to an estimated 33 percent in 2007 (compared to 62 percent city-wide). The sizes of other multi-family buildings range from three to 19 units.

2.0 History and Context

Single-family detached houses in a variety of New Mexican vernacular styles make up about 38 percent of the total. Semi-detached structures such as townhouses (7%) and mobile homes, trailers, vans or RVs account for the rest (2%). Many of the homes were built prior to 1959, although a number have been demolished and replaced over the past 20 years. More recently, neighborhood activists have spurred development of several new small housing developments at San Ignacio Court, Edith, and off Arno at the southern end of the neighborhood. New townhouses were also constructed on Edith.

In general, Martineztown/Santa Barbara has some of the most affordable housing stock in Albuquerque. Property values have been fairly stable since Urban Renewal. Estimates from the 2007 Economic Census indicate that 238 of 338 owner-occupied housing units were valued between \$60,000 and \$149,000. The median home value was \$98,500, compared with \$162,648 city-wide.

Since the City Housing Program began in 1976, the neighborhood has invested approximately \$584,000 to rehabilitate area homes, update infrastructure and improve parks.

Moreover, the population pyramid for the area shows fewer young people and a large percentage above child-bearing age. Recent demographics trends show an increase in younger population, and it is important that the Plan continue to support that growth in order to stabilize and ensure reinvestment in the area. Support should include providing the resources and services that are attractive to younger populations as well as older populations.

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3.0 Community Vision and Plan Goals

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CHAPTER I: INTRODUCTION

3.0 Vision and Goals

3.1. Community Vision

"Martineztown/Santa Barbara shall remain a low-density residential neighborhood that is family and child-friendly. Commercial activity is an established and vital part of the community whose operation shall not diminish the quality of life for area residents. Preservation of the community's historic architectural character shall be maintained through preservation of historic buildings and development of new affordable infill housing or redevelopment designed to fit that character. Its streets shall be narrow, pleasant, walkable and safe for pedestrians with good multi-modal circulation. There will be some preservation of open space, opportunities for multi-generational recreation and a local restaurant and market for residents to walk to. Stormwater drainage will be sufficient, and there will be adequate parking and paved streets."

3.2. Land Use and Zoning Goals and Objectives

- 3.2.1. Increase housing opportunities in the Plan area.
- (i) Change zoning in appropriate areas to increase single family residential zoning.
 - (ii) Change zoning in appropriate areas to allow for additional housing opportunities.
- 3.2.2. Commemorate the historic and cultural character of the Plan area.
- (i) Preserve historic architectural character.
 - (ii) Place monument identification signs at key entrances to the neighborhood.
 - (iii) Develop a consistent theme for amenities, such as street lights, benches, and signage, that reflects the culture and history of the neighborhood.
 - (iv) Design a Plazuela (small plaza) with visual art to commemorate the crossroads of the Carnuel Trail and the Camino del Lado.

3.2.3. Recognize that commercial interests in the Plan area are an established part of the MTSB community.

- (i) Create zoning that supports commercial and industrial development without compromising quality of life for residents.
- (ii) Ensure new commercial development is located in a manner and of a quality and scale that respect residential areas.
- (iii) Minimize conflicts between higher intensity commercial uses and residential areas by locating uses appropriately and adopting standards that buffer or minimize impacts of these uses where necessary.

3.2.4. Increase opportunities for goods and services, such as local restaurants and markets within walking distance.

- (i) Develop a Neighborhood Activity Center along Mountain Road between the NMRX and Edith Boulevard.
- (ii) Adopt zoning to reflect the traditional mixed-use character of the Mountain and Broadway intersection and vicinity.
- (iii) Adopt zoning to reflect existing mixed uses and encourage a healthy mix of uses in future development/redevelopment along Lomas and Broadway Boulevards.

3.3. Infrastructure Goals and Objectives

3.3.1. Improve streetscapes and create a safe, multimodal circulation network.

- (i) Institute traffic calming measures on roadways within the plan area:
 - a. Make roadway improvements that slow traffic on Mountain Road and enhance the roadway for pedestrians and cyclists.

3.0 Vision and Goals

- b. Make streetscape improvements along Odelia Road to slow traffic and provide additional safety features for pedestrians.
 - c. Encourage non-motorized traffic on Edith Boulevard by using decorative paving to indicate shared use and improving facilities for pedestrians and bicyclists.
 - d. Develop a comprehensive neighborhood traffic management plan to identify pedestrian access needs (e.g., locations for enhanced crossings and additional crosswalks) including a sidewalk inventory and pedestrian circulation study, traffic calming and roadway needs and opportunities.
- (ii) Enhance roadways with improvements that support pedestrian, transit and bicycle use.
- a. Install sheltered bus stops on either side of Mountain Road close to Edith Boulevard.
 - b. Add public amenities such as benches, shelters, and signage to Mountain, Edith, Broadway, Odelia, and Lomas.
 - c. Require all properties along Broadway Boulevard to meet modified streetscape and setback landscaping regulations within one year of adoption of this Plan.
 - d. Implement the City's proposed bicycle facilities improvements.
 - e. Make pedestrian improvements to Mountain, Odelia, and Edith with widened sidewalks, landscape buffers and street trees where possible.
- 3.3.2. Improve storm drainage management.
- (i) Create a "green" storm drainage management buffer between the residential and non-residential areas by vegetating the escarpment between TriCore and houses on Edith Boulevard.
 - (ii) Plan and implement soil erosion control and landscaping on Odelia Road between Edith Boulevard and High Street.
 - (iii) Develop a high capacity detention pond designed as a multi-use/park facility to replace the temporary pond at the intersection of Broadway Boulevard and Lomas Boulevard.
 - (iv) Implement Low Impact Design (LID) techniques with new developments and redevelopments.
 - (v) Investigate retrofitting existing development with LID techniques.
- 3.4. 1990 Sector Development Plan Goals**
- In addition to the Community Vision and Goals, the Plan seeks to further the following goals outlined in the 1990 Sector Development Plan.
- 3.4.1. Eliminate conditions that are detrimental to public health, safety and welfare adjacent to residential areas, including, but not limited to, inappropriate and incompatible land uses, unsafe pedestrian circulation and inadequate infrastructure.
- 3.4.2. Conserve, improve, and expand housing availability.
- 3.4.3. Improve economic conditions and attract reinvestment through coordinated public and private actions.

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CHAPTER II

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4.0 Implementation Policies

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4.0 Implementation Policies

This chapter provides the policies, recommendations, and strategies for Land Use, Transportation, Drainage, Public Facilities, and Housing necessary to implement the goals of the Plan.

Many of these recommendations may be realized through the City's Capital Improvement Projects (CIP) program. A summary of applicable projects, relevant agencies, and funding sources these projects is provided in **Section 5.0 Action Agenda**. The CIP program administers approved capital expenditures for acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment or infrastructure, such as roads, drainage systems, water and wastewater systems and parks.

4.1. Land Use

- 4.1.1. Limit commercial activities and support low-density residential land use within existing residential areas. This action supports the community's request to reclaim the historic low-density residential development pattern and will provide additional opportunity for affordable infill housing on existing vacant lots.
- 4.1.2. Development within predominantly residential areas must be limited to compatible land uses. Martineztown/Santa Barbara has included residential use since its inception, and the protection of residential areas should be a high priority in order to provide for the health, safety, and well-being of its residents. All commercial activity, especially adjacent to residential areas, should be limited to land uses compatible with residential use and buffered with appropriate landscaping.
- 4.1.3. Promote a mix of uses in appropriate locations, such as along Mountain Road and Edith Boulevard and at key intersections, that contributes to the vitality and sustainability of the traditional village, offering services and employment opportunities to residents.
- 4.1.4. Develop a mixed-use Neighborhood Activity Center along Mountain from Edith to the NMRX to reflect the mixed-use character of this traditional village. Incorporate a Plazuela (small plaza) with visual art to commemorate the crossroads of the Carnuel Trail and the Camino del Lado (a portion of the Camino Real). Development of an activity center at this important location would preserve and protect single family residential areas by providing opportunities for neighborhood scale retail, services, and housing outside of primarily residential areas. A plazuela with public art commemorating the rich cultural history of the neighborhood by emphasizing the historic relevance of the crossroads. The plazuela would provide an open gathering space for the community and define the pedestrian realm in an excessive public right of way. Designed to reflect traditional community character, this center would serve as a recreational and social focal point for the neighborhood.
- 4.1.5. Encourage mixed uses along Lomas Boulevard (from Broadway west to the Plan boundary) and along Broadway Boulevard. A shift from commercial to mixed uses would buffer the lower-density, single-family residential areas from traffic on Broadway Boulevard while providing a transition from higher-density development to lower-density, single-family development. These are prime locations for higher density mixed use development along corridors, especially given the transit service on both boulevards. Mixed use development would also allow new affordable infill and market-rate housing. As redevelopment occurs, design regulations will ensure landscaping and some preservation of open space to provide additional buffering to the residential community.

4.0 Implementation Policies

- 4.1.6. Require all properties along Broadway Boulevard to meet modified landscaping regulations within one year of adoption of this plan. This measure would create a more pedestrian friendly environment along Broadway and help buffer nearby residential areas from non-residential uses. Allowing for modified regulations would give the practical relief needed for property owners to create a landscape buffer that reflects the intent of the zoning code. See Section **6.3 Zoning Code Enforcement**.
- (iii) Transform Broadway Boulevard into a visually attractive corridor through landscaping enhancements such as street trees and setback and parking lot landscaping.
- (iv) Transform the I-40 underpass through public art, lighting and wider sidewalks to help unify the Plan area.
- (v) Ensure safe, attractive pedestrian crossings at all intersections.

- 4.1.7. Protect and promote the historic character of Martineztown-Santa Barbara, including the architectural character and scale of its housing stock, its historically significant buildings, its narrow roads, and traditional development patterns. See **Appendix B. Historic Properties** and **Appendix C. Guidelines for Historic Character** [pending].

4.2.3. Odelia Road

- (i) Transform Odelia Boulevard into a road that is safe and efficient for cycling, walking, transit, and driving.
- (ii) Ensure streetscape improvements that slow traffic and enhance pedestrian safety, particularly in near Albuquerque High School.
- (iii) Redesign Odelia Road to minimize impact on area residents by installing traffic calming measures.

4.2. Transportation

- 4.2.1. **Connectivity:** Create pedestrian and bicycle connections to parks, community facilities, neighborhood amenities, residential areas, and nearby employment. Streets, trails, and private walkways should form a connected network that is safe, attractive, and usable for pedestrians and cyclists of all abilities and ages. See **Exhibit 4.1** for needed sidewalk improvements.

4.2.2. **Broadway Boulevard**

- (i) Transform Broadway Boulevard into a road that is safe and efficient for cycling, walking, transit, and driving.
- (ii) Redesign Broadway Boulevard to minimize impact on area residents by installing traffic calming measures.

4.2.4. **Mountain Road**

- (i) Transform Mountain Road into a road that is safe and efficient for cycling, walking, public transit and driving.
- (ii) Transform Mountain Road into a vibrant place that functions as a community destination through the addition of an open gathering area like a Plazuela.
- (iii) Ensure streetscape improvements that slow and limit traffic and enhance pedestrian safety, particularly in the area between the I-40 frontage road and Broadway.
- (iv) Transform Mountain Road into a visually attractive corridor through landscaping enhancements such as street trees and setback and parking lot landscaping which will improve the street environment by providing shade and buffering.

CHAPTER II: POLICIES

4.0 Implementation Policies

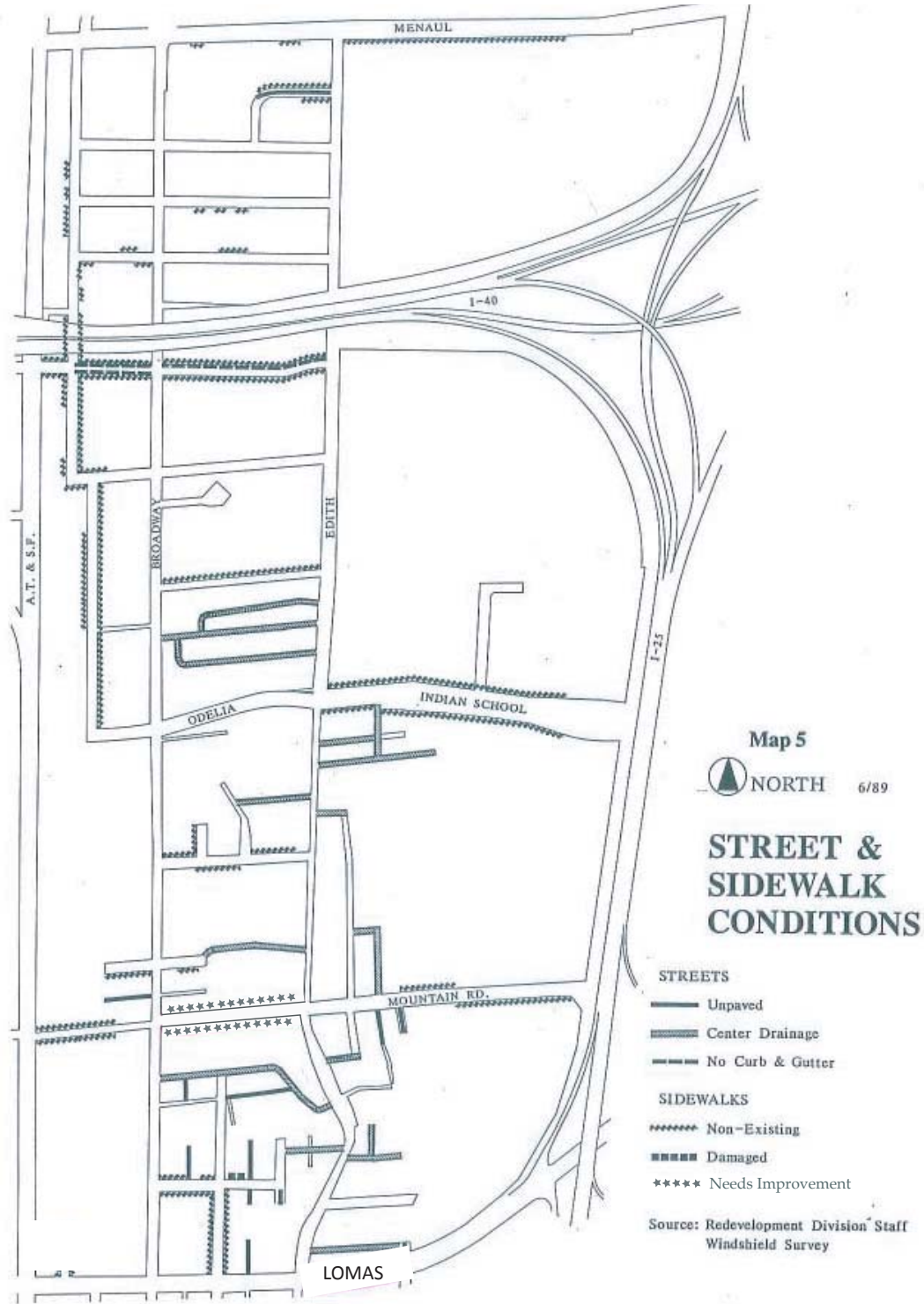


Exhibit 4.1 - Needed Sidewalk Improvements

4.0 Implementation Policies

- (v) Ensure street design and streetscape improvements commemorate the historical and cultural legacies of the Carnuel Trail and Camino Real.

4.2.5. **Edith**

- (i) Ensure street design and streetscape improvements that commemorate roadway as an historic corridor, El Camino del Lado.
- (ii) Transform Edith Boulevard into a road that is safe and efficient for all modes of traffic while prioritizing bicycling and walking.
- (iii) Ensure streetscape improvements that slow and limit traffic and enhance pedestrian safety.

- (i) The objective is to capture and treat pollutants in the “first flush” stormwater event.
- (ii) Structural stormwater quality control is best implemented at or near the source of run-off.
- (iii) Retention or long term detention of runoff from storms larger than the 90% equivalent rainfall (0.44 in.) may have negative downstream water rights implications.
- (iv) As with all drainage and flood control facilities, there is a tradeoff between land area consumed by the facility and its capital cost.
- (v) Design should be “first flush” friendly with a bypass for larger flows-otherwise “first flush” gets flushed.
- (vi) Every reasonable opportunity to install LID techniques should be explored and exploited (almost no area is too small so long as the cost to implement and maintain is commensurate with treatment effectiveness and value received.)
- (vii) Once built, examples of various design concepts will encourage the design and building of examples for each category of opportunity
- (viii) Maintenance cost and enforcement are important in planning and design considerations
- (ix) Depending on the intended use of harvested water (e.g. shrubs vs. vegetable garden) water harvesting systems may need to be designed and operated to bypass the “first flush” rather than capture it due to high concentrations of nutrients or pollutants-thus reducing the system’s ability to treat stormwater before it is sent into the downstream drainage system.

4.3. **Drainage**

- 4.3.1. The City of Albuquerque should coordinate departments and resources to ensure that flooding and erosion are no longer issues for the Plan area.
- 4.3.2. The City of Albuquerque should investigate all opportunities to bring the Lomas and Broadway Detention Pond to a higher and better use.
- 4.3.3. Drainage solutions in the Plan area should consider the social, economic and political impacts of their implementation.
- 4.3.4. New development and redevelopment should be studied carefully in order to find a balance between drainage issues and redevelopment potential. However, while new development standards and Low-impact Design (LID) practices will result in an improved drainage condition for the individual property and immediate surroundings, the impact to the overall drainage system will be negligible.
- 4.3.5. New development and redevelopment should incorporate the following LID principles.

CHAPTER II: POLICIES

4.0 Implementation Policies

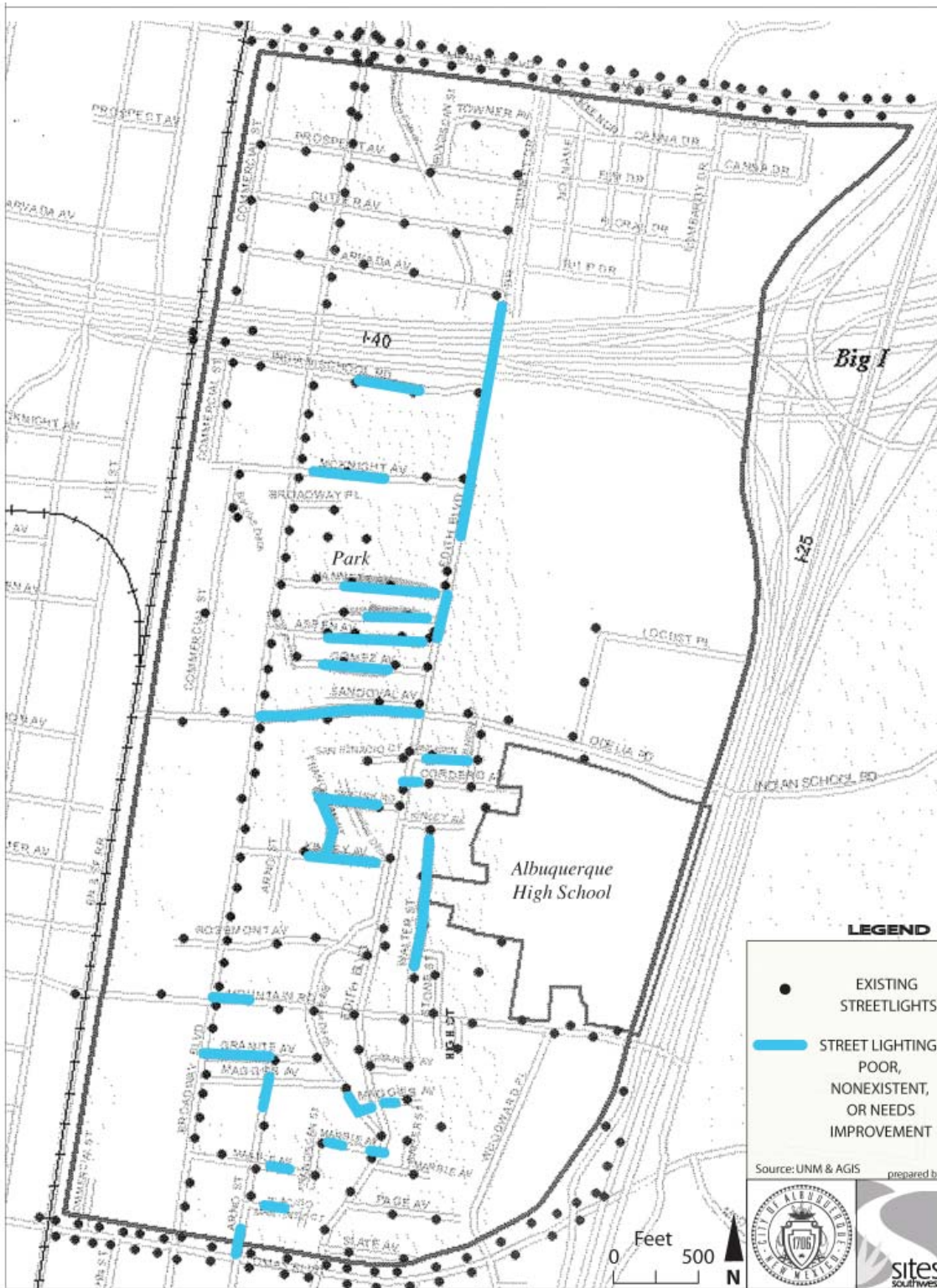


Exhibit 4.2 – Recommended Streetlight Improvements

4.0 Implementation Policies



Exhibit 4.3 – Alternative Stormwater Design Concepts

TABLE 4.1 – LOCATIONS APPROPRIATE FOR LOW-IMPACT DESIGN BY SCALE

Micro	
1	Tree wells
2	Medians
3	Parking lot islands
4	Pocket parks
5	Backyard/front yard ponds
6	Parkway between curb and sidewalk
7	Area behind sidewalk
8	Unused or rarely used areas of parking lots
Local	
1	Small parks
2	On-site drainage ponds retrofit for “first flush” and floatables treatment
3	Re-graded parking lot landscape areas (use speed bumps/dips as diversions)
4	Channel tributary entrances
5	Subdivision scale detention basins
6	Subdivision entry features
Regional	
1	Regional detention basins
2	Pump stations
3	Pump station discharges into Rio Grande
4	Regional parks
5	Diversion channel and arroyo outfalls to river

4.0 Implementation Policies

- (x) Designs that are self-enforcing are the best (the owner is the first to feel/see effects when maintenance is required).
- (xi) Public education is essential to controlling the floatables (trash) and pet-related biological loads to the streets and storm drainage systems.

See **Section 4.3.6** for appropriate publicly owned locations. See **Section 4.3.7** for appropriate privately-owned locations. See **Table 4.1** for appropriate locations by scale.

- 4.3.6. As any public facilities (including public buildings, parking lots, streets, medians, parks, etc.) are remodeled, expanded, refurbished or their use changes, each should be investigated for opportunities to capture and treat “first flush” stormwater for as much of the site as makes practical sense.

The following publicly owned locations should incorporate the General Principles of Low-Impact Design in **Section 4.3.5**.

- (i) Green parks;
- (ii) Parks with buildings and parking lots;
- (iii) Parking lots-landscaped areas, median dividers, sections of porous pavement;
- (iv) Street, Highway and NMRX right-of-way (ROW) (excess ROW and location specific opportunities);
- (v) Medians, Islands and Roundabouts
- (vi) Channels, Ponds, Pump Stations, Pump Station Discharges
- (vii) Open Space
- (viii) Trails; and
- (ix) Middle Rio Grande Conservancy District (MRGCD) drains, ditches, and excess ROW.

- 4.3.7. The following privately owned locations should incorporate the General Principles of Low-Impact Design in **Section 4.3.5**.

- (i) Parking lots;
- (ii) Private streets;
- (iii) Single-family lots;
- (iv) Multifamily green space areas;
- (v) Office park green space areas;
- (vi) Commercial parking lots;
- (vii) Industrial outside storage; and
- (viii) Truck parking areas.

4.4. Public Facilities and Community Services

- 4.4.1. Ensure public facilities such as parks, community centers, and services are resources and amenities that improve the quality of life for the community.
- 4.4.2. Ensure access by all modes of transportation to existing services within and near Martineztown/Santa Barbara.

5.0 Action Agenda

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5.0 Action Agenda

5.1. Capital Improvement Projects

This section identifies key projects which if implemented would significantly advance the redevelopment of the area as envisioned by this Plan. The following project recommendations range from those that create the necessary impetus for redevelopment investment to those that improve the overall quality of life in the area by enhancing existing amenities.

5.1.1. **Community Criteria for Capital Project**

Priorities: The community participation process generated the following criteria to prioritize potential capital improvement projects:

- (i) Efforts should be concentrated on Edith, the “backbone” of the community.
- (ii) Actions should increase safety and acknowledge and celebrate the historic and cultural heritage of the community.
- (iii) Projects should be accessibility to all income levels though housing development that encourages pride in the community and increased “ownership” in its future (continuing to support efforts like the Greater Albuquerque Housing Partnership)
- (iv) Efforts should connect the residential neighborhoods from Menaul to Lomas.
- (v) Projects should support successful efforts for building community identity like those in Barelás (community plazas, streetscape murals, entry features).
- (vi) Projects should be more child-friendly. Child-supportive projects like a community center or expanding the functions of senior center to incorporate children’s activity were also discussed.
- (vii) Projects should introduce safety, traffic calming, community building/identity and child friendly environments to the area.

5.1.2. **Broadway Boulevard Recommendations**

- (i) Post residential area signs to calm traffic on Broadway, particularly for the stretch north of Odelia Road to Menaul Road. Signs could help highlight the presence of residential homes.
- (ii) Ensure compliance with CABQ landscape and parking requirements when properties on Broadway redevelop/within one year of this Plan’s adoption. This measure would require property owners to provide landscape strips to buffer parking and loading areas that face Broadway. These enhancements would improve the street environment by providing shade and encouraging walking and transit use.
- (iii) Install public art, improve lighting, and widen sidewalks in the I-40 underpass to improve safety and help unify the community by removing a barrier between the north and south halves of the neighborhood.
- (iv) Improve pedestrian crossings at Lomas intersection.
- (v) Where it exists, use excess ROW to increase sidewalk widths to at least 6 feet and/or provide landscape strips to buffer pedestrians from traffic, plant street trees, and create a more complete street environment.
- (vi) Coordinate streetscape improvement plans south of Lomas with plans north of Lomas.

5.0 Action Agenda

5.1.3. **Odelia Road Recommendations**

- (i) Make streetscape improvements along Odelia Road that slow traffic and enhance pedestrian safety features, including: installation of medians with decorative fencing to improve safety and force pedestrians to cross at the traffic light in front of AHS. This measure could signal drivers to slow down near the school entrance. These and other improvements can be evaluated in a recommended Neighborhood Traffic Management Plan.
- (ii) Post residential area signs to calm traffic. Signs should highlight the presence of residences.
- (iii) Construct a raised median with low landscaping on Odelia Road just west of the I-25 overpass to provide a pedestrian refuge and signal drivers to slow down near the AHS entrance.
- (iv) Incorporate street calming techniques into streetscape such as narrowing lanes, adding street trees and striping on street parking where possible to calm automobile traffic while maintaining the current traffic capacity.
- (v) Widen sidewalks to at least 6 feet; construct missing sidewalks on the north side of the street between Locust and I-25; construct landscape strips with street trees where feasible.
- (vi) Provide benches with shade at the bus stops located in front of AHS.

5.1.4. **Mountain Road Recommendations**

- (i) Create a consistent width of Mountain Road/Streetscape from Broadway to I-25. Narrowing the portion of Mountain Road between Edith and Broadway would help calm vehicular traffic.

- (ii) Add on-street parking and bulbouts with landscaping on the north side of Mountain to narrow existing lane widths without reducing the number of lanes.
- (iii) Design streetscape amenities, such as benches, signage and monuments to commemorate the historic Carnuel Trail.
- (iv) Update signs to indicate speed limit of 25 mph at all locations along this segment of Mountain.
- (v) Post residential area signs to calm traffic. Signs could help highlight the presence of residences.
- (vi) Improve the pedestrian environment by widening sidewalks, introducing pedestrian lighting, and plant street trees and other landscaping where possible.
- (vii) Add bicycle lanes.
- (viii) Post signs on the Frontage Road directing southbound trucks to Lomas Boulevard after exiting I-25.
- (ix) Design a Plazuela (small plaza) with visual art to commemorate the crossroads of the Carnuel Trail and the Camino del Lado. The plazuela would provide an open gathering space for the community, increase pedestrian activity and serve as a visual cue to calm vehicular traffic.
- (x) See also **Section 5.1.7** for Mountain and Broadway Intersection Improvements and **Section 5.1.8** for Mountain and Edith Intersection Improvements.

5.1.5. **Edith Recommendations**

- (i) Use signage to identify Edith Boulevard as a historic corridor. This is an important cultural corridor that should emphasize the importance of Edith and its history as the Camino del Lado.

5.0 Action Agenda

- (ii) Use public art and nichos (i.e. decorative niches) on Edith and Lomas Boulevards to create community identity and to create a visual connection with nichos on the south side of Edith and Lomas Boulevard.
- (iii) Repaint the roadway to clearly define travel lanes and on-street parking.
- (iv) Widen sidewalks to a least 6 feet where possible. Locate sidewalk clear of utility poles where possible.
- (v) Improve lighting and consider installing public art in the I-40 underpass.
- (vi) Incorporate decorative paving to indicate shared use and give preference to pedestrians and bicyclists in order to discourage non-local motorized traffic on Edith Boulevard.
- (vii) See also **Section 5.1.8** for Mountain Road and Edith Boulevard Intersection Improvements.

5.1.6. Local Street Recommendations

- (i) Add alternative walkway/storm drainage features.
- (ii) Create bicycle/pedestrian connections to dead-end streets where they could connect to existing and proposed bicycle lanes.
- (iii) Ensure adequate access for fire protection and utility maintenance on Maggie's Lane.
- (iv) Post signs on Rosemont prohibiting truck idling.

5.1.7. Mountain/Broadway Intersection Recommendations

- (i) Realign intersection by reducing paved area on the north side of Mountain.
- (ii) Repaint crosswalk on all sides of intersection.

- (iii) Add bulbouts on Mountain Road at the eastern portion of the intersection to reduce pedestrian travel distance.
- (iv) Reduce paved area and curb radii on Mountain Road east of the intersection to discourage semi-truck use and to protect adjacent properties.

5.1.8. Mountain/Edith Intersection Recommendations

- (i) Create a public plaza, including art, at the intersection of Camino del Lado (Edith) and Carnuel Trail (Mountain). Design a Plazuela (small plaza) with visual art to commemorate the crossroads of the Carnuel Trail and the Camino del Lado. The plazuela would provide an open gathering space for the community, increase pedestrian activity and serve as a visual cue to calm vehicular traffic.
- (ii) Use public art and nichos to create community identity and to commemorate the historic crossroads of the Carnuel Trail and the Camino del Lado on Mountain Road and Edith Boulevard.
- (iii) Consider incorporating the intersection improvements in **Exhibit 8.6** along Mountain Road as new development occurs.

5.1.9. **Woodward Road and Lomas Boulevard Intersection Recommendation:** Conduct new warrant study. A warrant study was conducted in 2010 for the purpose of evaluating the installation of a traffic light at the Woodward/Lomas intersection. The study found that a traffic signal was unwarranted at the time. However, this study should be conducted again in anticipation of the new UNM Health Sciences Center traffic impacts and in coordination with an ongoing traffic impact study being conducted by UNM.

The new warrant study should consider all factors affecting operation (e.g., special functions at the Embassy Suites that generate large traffic volumes in short periods) and special user groups (e.g., TriCore employees needing to quickly access UNM health facilities to the east) of the intersection.

5.1.10. Other Transportation Recommendations

- (i) Commission a Neighborhood Traffic Management Plan to improve Traffic Operations for the plan area.
- (ii) Perform a traffic study of the Plan area to examine pedestrian access needs, roadway geometry deficiencies, bikeway needs, and traffic calming opportunities. Special attention should be paid to the roads ability to provide access to the Embassy Suites, AHS, APS Career Enrichment Center, and TriCore laboratories.
- (iii) Place monument identification signs at key entrances to the neighborhood to alert motorists that they are entering a residential neighborhood. This action would help to preserve and protect the unique identity of the historic residential core. This measure is intended to calm traffic and increase safety of residents. Sign locations are recommended for southbound traffic at Odelia Road and Edith Boulevard, northbound traffic at Lomas Boulevard and Edith Road, eastbound traffic at Woodward Place and Mountain Road, and westbound traffic at Broadway Boulevard and Mountain Road. Signs should be designed to complement community character.

5.1.11. Bicycle Recommendations

- (i) All proposed additions to the bicycle network should provide the neighborhood with the connectivity they desire. Bicycle commuters working in the downtown and connecting neighborhoods could easily take advantage of intermodal transit opportunities especially along Mountain Road and Odelia/Indian School Road.
- (ii) Prioritize the lanes, routes, and trail improvements proposed by the City and MRCOG in order to solicit funding for their implementation.
- (iii) Ensure that any changes to street sections retain the operating widths for striped or shared bicycle lanes recommended by American Association of State Highway and Transportation Officials (AASHTO).
- (iv) Provide bicycle connections and signage to link Plan area bicycle circulation to a proposed bike lane on 2nd Street. The community has requested a north/south bicycle lane on Broadway Boulevard; however, there are safety issues due to the high crash rate at the Broadway and Mountain intersection, as well as heavy automobile traffic on Broadway. The City's proposed bike lane on 2nd Street is only four blocks west of Broadway and runs north to south from Claremont to Lomas. The 2nd Street proposal seems to be a more appropriate and visually appealing location for a facility.
- (v) Improve perception of safety by calming traffic and improving the street along Mountain Road and Odelia/Indian School Road.
- (vi) Discourage non-local, motorized traffic on Edith Boulevard.

CHAPTER II: POLICIES

5.0 Action Agenda

- (vii) Reduce traffic speeds through enforcement of limits and signage.
- (viii) Design intersections with bicyclists in mind.
- (ix) Consider additional street lighting for cycling safety.
- (x) Coordinate bicycle improvements that suggest crossing the railroad tracks, such as on McKnight, Indian School, or Baca/Odelia, with the New Mexico Department of Transportation.

5.1.12. Pedestrian Walkability

Recommendations

- (i) Develop higher density and mixed uses to encourage street activity after 5 p.m. on weekdays, improving safety through informal surveillance (eyes on the street).
- (ii) Enforce speed limits with speed cameras or increased police presence and ticketing.
- (iii) Incorporate traffic calming techniques to lower vehicle speeds. Some traffic calming features, such as road humps and rumble areas, can reduce vehicle speeds and also encourage drivers to divert to less residential streets, which reduces traffic volume.
- (iv) Add pedestrian lighting to improve safety. Request a study of lighting deficiencies on the collector and local streets in the plan area. Add pedestrian lighting under I-40 overpass on Edith Boulevard and Broadway and at the Martineztown-Santa Barbara Park, located at Hannett Avenue and Edith Boulevard. Consider neon lighting at the underpass. Install additional streetlights on the northern portion of Edith Boulevard from the underpass to Menaul Boulevard.
- (v) Add public amenities such as benches, shelters, and signage on Broadway Boulevard and Mountain Boulevard. Both sides of Broadway Boulevard from Rosemont Avenue to Lomas Boulevard are proposed for having mixed-use zones.
- (vi) Provide a landscape buffer zone between the street and sidewalk where possible.
- (vii) Highlight village center as an important link in the neighborhood Pedestrian network.
- (viii) Include wayfinding and identity creating elements such as signage, lighting, public art, etc.
- (ix) Install a raised median with low landscaping and decorative fencing on Odelia Road, just east of AHS to force pedestrians to cross at the traffic light in front of the high school.
- (x) Create enhanced pedestrian routes along Mountain Road, Odelia Road, and Edith Boulevard. Widen sidewalks where feasible, constructing new sidewalks, providing landscape strips, trees, bike lanes or other buffers between pedestrians and traffic.
- (xi) Improve pedestrian street crossings by adding crosswalks or other safety features at the following locations:
 - a. Across Lomas Boulevard at Edith Boulevard (elementary school route), Broadway Boulevard, and High Street.
 - b. I-40 underpass at Menaul Boulevard (northern route from the high school).
 - c. Across Odelia Road from the Veteran's Park to AHS.
 - d. Intersection of Mountain and Broadway.
 - e. Intersection at Odelia Road and Edith Boulevard.

5.0 Action Agenda

- (xii) Add street trees along both sides of Broadway to buffer residential areas from the warehouses along the NMRX and to provide a more pleasant walking experience.
- (xiii) Implement a Safe Routes to School Program for children walking to the elementary school in Martineztown.
- (xiv) Replace outdated pedestrian amenities such as street lights, benches, signage etc. Incorporate a consistent theme that reflects the culture and history of the neighborhood.
- (xv) Improve pedestrian crossings through the incorporation of design features such as raised medians or traffic signal timing that helps create sufficient gaps in traffic as well as the installation of actual pedestrian crossings such as traffic signal pedestrian activation devices, marked crosswalks, and textured pavement.

5.1.13. **Transit Recommendations**

- (i) Install bus benches, shelters and other transit amenities along Lomas Boulevard, Odelia Road, Mountain Road, and Broadway Boulevard.
- (ii) Install sheltered bus stops on either side of Mountain Road close to the Edith Boulevard to encourage pedestrian activity, promote the use of public transportation and add to the family friendly streetscape.

5.1.14. **Parking Recommendations**

- (i) Implement a permit parking system for residents in the plan area, particularly adjacent to parks.
- (ii) Where on-street parking is considered, ensure adequate width (14-foot lane) to accommodate designated bikeways.

- (iii) Require additional parking facilities at area parks, schools, and when new community facilities are developed.

5.1.15. **Broadway Detention Pond**

Recommendations: The CABQ DMD should provide temporary screening for the interim detention basin at Broadway and Lomas. A temporary landscape or manmade buffer would improve the aesthetics and pedestrian-friendliness of both Boulevards. When the interim basin is removed, the screening could be recycled and reused in another project.

5.1.16. **Broadway Detention Pond Alternatives**

Recommendations: The City of Albuquerque Department of Municipal Development (DMD) should investigate alternatives to the Broadway Detention Pond that take into consideration the social, economic and political impact of the site. Possible alternatives include the following measures:

- (i) Identify alternate property/ies for a permanent basin(s) with the necessary storage capacity and design the basin to include multi-use opportunities.
- (ii) Create a series of smaller basins throughout the plan area to reduce peak discharge.
- (iii) Investigate direct connections between basin and Rio Grande.

5.1.17. **Drainage Recommendations:** The CABQ DMD should seek to reduce flooding with the following measures:

- (i) Improve the existing Broadway Pump Station or replace it with a new pump station that will provide a maximum pumping capacity of 150 cfs.
- (ii) Increase the size of the underground pipes running under Broadway north and south of the Broadway Pump Station.

CHAPTER II: POLICIES

5.0 Action Agenda

- (iii) Install a new 36-inch storm drain in Hannett and route storm water through a new detention basin in Martineztown-Santa Barbara Park.
- (iv) Improve the street and drainage throughout the Broadway Drainage Basin to convey storm water run-off to the Broadway Pump Station.
- (v) Require new development to limit storm water discharge to a minimal amount per acre or design an outlet to release run-off after the peak of the storm has passed.
- (vi) Promote the use of landscaping that will absorb and slow run-off, including swales, detention ponds, permeable paving. (See concepts below).
- (vii) Work with AHS to reduce storm-water run-off and erosion from its western and northern slopes.
- (viii) Encourage joint use of ponds (for example, parks and sports fields) that are three acres or larger.

5.1.18. Erosion Recommendations

- (i) The City DMD should plan and implement soil erosion control and landscaping on Odelia Road between Edith Boulevard and High Street. Landscaping of the public right of way would improve the safety for cyclists and pedestrians as well as preventing harm to the historic F.M. Mercantile building.
- (ii) City Code Enforcement should require Tricore Reference Labs to complete the green buffer to control erosion between the residential areas and Tricore, per the TriCore Reference Labs site development plan (approved October 2002). Enforcing the planting of trees and grasses along the natural escarpment as required in TriCore's site development plan would help

mediate long standing erosion issues, and protect residential areas from water run-off. Enhancing this natural feature would reflect the agricultural history of the neighborhood.

5.1.19. Parks Recommendations

- (i) Install better lighting at all parks, particularly Martineztown/Santa Barbara Park.
- (ii) Replace old playground equipment at Santa Barbara Park.
- (iii) Install additional picnic tables and shade structures in Martineztown/Santa Barbara Park and the Santa Barbara Park to encourage families to hold parties and celebrations there.

5.1.20. Community Services Recommendations

- (i) Develop a brochure in English and Spanish that lists information about nearby community services and resources available to Martineztown/Santa Barbara residents.
- (ii) Provide transportation to services for those who lack a car and cannot take the bus.
- (iii) Expand programs at area community centers to accommodate multi-generational needs.
- (iv) Partner with APS to share the costs of constructing, administering operating and maintaining a community swimming pool at the Martineztown/Santa Barbara Park.

5.1.21. Police/Fire Recommendations

- (i) Increase police patrols and presence in the neighborhood, particularly around parks.
- (ii) Ensure adequate emergency access to Maggie's Lane.

CHAPTER II: POLICIES

5.0 Action Agenda

- (iii) Provide reflectors in center of street to indicate hydrant locations.

5.1.22. Housing Recommendations

- (i) Offer programs or financial incentives to help homeowners pay for maintenance and repair.
- (ii) Work with Family and Community Services to take full advantage of programs offered through the City's Workforce Housing Plan for 2008-2012, such as funds for workforce housing, land trusts and land banking of vacant lots.
- (iii) Target development of affordable housing as a Metropolitan Redevelopment Project.
- (iv) Establish a community-based building code-compliance group to identify non-conforming properties and assist owners in bring their properties up to code. In extreme situations of property neglect, condemn properties and re-use the land for affordable housing units.
- (v) Create and distribute a printed guide for property owners describing the historic character of neighborhoods in Central Albuquerque and how to rehabilitate buildings with sensitivity to historic character.
- (vi) Promote the incorporation of energy-efficient building methods and alternative energy sources such as photovoltaic panels into mixed-income and affordable housing units to ensure sustainability and affordability over time.
- (vii) Select a vacant lot or parcel to develop for a community garden site. Work with community-based groups such as Alley Gardens to develop side gardens to improve neighborhood appearance.

- (viii) Promote programs offered by the NM Mortgage Finance Authority and United South Broadway Corporation that help first-time homebuyers through financial assistance, tax credits and education.

- (ix) Consider expanding services at senior centers to include those desired by a younger population (daycare, afterschool programs, mentoring programs).

5.2. MR Projects **[Pending]**

See **Chapter IV: Metropolitan Redevelopment Plan** **[Pending]**.

5.3. Implementation Matrix

See **Table 5.1**.

5.4. Enforcement and Coordination Matrix

See **Table 5.2**.

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.1 - IMPLEMENTATION MATRIX

	Location	Action	Lead Agency	Potential Funding Sources
Transportation				
General				
T-1	Plan area	Commission a Neighborhood Traffic Management Plan.	DMD	General Fund
T-2	Plan area	Locate monument signage at key entrances to the neighborhood alerting motorists to residential areas.	DMD/Parks	CIP / State Grant
Intersection Improvements				
T-3	Lomas and Broadway	Provide pedestrian refuges, improve crosswalk demarcation.	DMD	G.O. Bonds, Council appropriation, State Grant
T-4	Mountain and Broadway	Provide bulbouts on Mountain on east side of intersection, improve crosswalk demarcation, align Mountain Road through intersection.	DMD	G.O. Bonds, Council appropriation, State Grant
T-5	Mountain at I-25 and Broadway	Reduce curb radii to discourage truck use and protect adjacent properties, post signs on frontage road directing southbound truck traffic to Lomas.	DMD	G.O. Bonds, Council appropriation, State Grant
T-6	Mountain and Edith	Create a plazuela to commemorate historic crossroad and provide community gathering space, calm traffic.	DMD/MR	G.O. Bonds, Council appropriation, State Grant
T-7	Lomas and Edith	Provide pedestrian refuges, improve crosswalk demarcation.	DMD	G.O. Bonds, Council appropriation, State Grant
T-8	Lomas and Woodward	Provide pedestrian refuges, improve crosswalk demarcation.	DMD	G.O. Bonds, Council appropriation, State Grant
T-9	Lomas and Woodward	Request warrant study for intersection signal.	DMD	General Fund
T-10	Odelia and Locust	Provide pedestrian refuges, improve crosswalk demarcation.	DMD	G.O. Bonds, Council appropriation, State Grant

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.1 – IMPLEMENTATION MATRIX (Cont'd)

	Location	Action	Lead Agency	Potential Funding Sources
Roadway and Streetscape Improvements				
T-11	Mountain Road	Implement new street section. See Exhibit 8.3.	DMD	G.O. Bonds, Council appropriation, Transportation Infrastructure Tax, State Grant
T-12		Implement comprehensive improvements to roadway, including: 1) posting signs indicating residential areas, 2) updating signs to reflect 25 mph speed limits, 3) posting signs directing southbound Frontage Road traffic to Lomas, 4) adding benches and wayfinding signage, 5) narrowing road width to calm traffic and provide area(s) for pedestrian amenities, 6) introducing on-street parking with bulbouts on north side of street.	DMD	G.O. Bonds, Council appropriation, State Grant
T-13		Design streetscape amenities to reflect historic Carnuel Trail.	DMD/Parks	G.O. Bonds, Council appropriation, State Grant
T-14		Provide a plazuela to commemorate historic crossroads and provide community gather space.	Parks	G.O. Bonds, Council appropriation, State Grant
T-15	Edith Boulevard	Implement new street section. See Exhibit 8.4.	DMD	G.O. Bonds, Council appropriation, Transportation Infrastructure Tax, State Grant
T-16		Implement comprehensive improvements to roadway, including: 1) posting signs identifying Edith as an historic corridor and residential area, 2) indicating shared use with pedestrian/bicycle priority through pavement demarcation, 3) adding benches and wayfinding signage, 4) restriping roadway to clearly define travel lanes and on-street parking, 5) increasing sidewalk widths to 6 feet, where possible.	DMD	G.O. Bonds, Council appropriation, State Grant
T-17	Broadway Boulevard	Implement new street section. See Exhibit 8.1.	DMD	G.O. Bonds, Council appropriation, Transportation Infrastructure Tax, State Grant

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.1 – IMPLEMENTATION MATRIX (Cont'd)

	Location	Action	Lead Agency	Potential Funding Sources
T-18		Implement comprehensive improvements to roadway, including: 1) posting signs indicating residential areas, 2) increasing sidewalk widths to 6 feet, where possible, 3) coordinating streetscape improvement plans with plans south of Lomas, 4) providing landscape buffer strips, where ROW permits, 5) adding benches and wayfinding signage.	DMD	G.O. Bonds, Council appropriation, State Grant
T-19	Odelia Road	Implement new street section. See Exhibit 8.2 .	DMD	G.O. Bonds, Council appropriation, Transportation Infrastructure Tax
T-20		Implement comprehensive improvements to roadway, including: 1) posting signs indicating residential areas, 2) increasing sidewalk widths to at least 6 feet on the north side of the street, 3) installing a median with pedestrian refuge at AHS site, 4) installing a raised median with low landscaping and decorative fencing (crossing barrier) just east of AHS to force pedestrians to cross at the traffic light in front of the school, 5) adding benches and wayfinding signage, 6) calming traffic and providing more pedestrian amenities and safety features, while maintaining capacity, 7) posting signs on Rosemont prohibiting truck idling.	DMD	G.O. Bonds, Council appropriation, State Grant
T-21	Plan Area	Add alternative walkway and storm drainage features; see Exhibit 4.3 .	DMD	G.O. Bonds, Council appropriation, State Grant
T-22		Improve sidewalks in Plan Area; see Exhibit 4.1 .	DMD/MR	
Street Lighting & Public Art				
T-23	Edith - north of Odelia	Install pedestrian lighting.	MR	G.O. Bonds, Council appropriation, State Grant
T-24	I-40 underpasses on Edith and Broadway	Install pedestrian lighting and install public art.	MR/Public Art	G.O. Bonds, Council appropriation, State Grant
T-25	Mountain Road	Install pedestrian lighting.	MR	G.O. Bonds, Council appropriation, State Grant

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.1 – IMPLEMENTATION MATRIX (Cont'd)

	Location	Action	Lead Agency	Potential Funding Sources
Neighborhood Activity Center				
T-26	Mountain Road between NMRX and Edith	Create Plazuela in excess ROW on north side of Mountain Road.	Parks/MR	G.O. Bonds, Council appropriation, State Grant
T-27		Add public art commemorating historic crossroads.	CIP/Public Art	G.O. Bonds, Council appropriation, State Grant
T-28		Introduce wayfinding signage.	DMD	G.O. Bonds, Council appropriation, State Grant
T-29	Edith and Lomas	Add nichos (i.e. adobe wall niche features) to match those found on the south side of Lomas at this intersection.	CIP/Public Art	G.O. Bonds, Council appropriation, State Grant
Bicycle improvements				
T-30	Mountain	Paint "sharrows" on Mountain Road to highlight Mountain's status as a bicycle route, or add bike lanes between Walter and 14th street to upgrade this facility from its current status as a route.	DMD	G.O. Bonds, Council appropriation, State Grant
T-31	I-40 area	Investigate the feasibility of an elevated east-west multi-use trail extension adjacent to I-40 that would connect existing bicycle infrastructure in Martineztown/Santa Barbara to the rest of the city's bikeway system.	DMD/Parks	G.O. Bonds, Council appropriation, State Grant
T-32	I-40 area	Extend McKnight west over the Rail Runner tracks to provide bicycle route access to 1st Street	DMD	G.O. Bonds, Council appropriation, State Grant
T-33	North Plan Area	Extend the existing bicycle route on Edith an additional two blocks north of Prospect to Menaul	DMD	G.O. Bonds, Council appropriation, State Grant
T-34	West Plan Area	Extend the Odelia/Indian School bike lane over the Rail Runner tracks to connect to 1st Street. This would require extending Baca Lane, which serves as the final block of Odelia, through private property and across NMRX.	DMD	G.O. Bonds, Council appropriation, State Grant
T-35	I-40 area	Provide bicycle lanes and signage on Indian School NE just south of I-40 to link provide a bicycle lane connection to 1st Street.	DMD	G.O. Bonds, Council appropriation, State Grant

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.1 - IMPLEMENTATION MATRIX (Cont'd)

	Location	Action	Lead Agency	Potential Funding Sources
T-36	North Plan Area	Build a multi-use trail or other facility along Menaul connecting the designated bicycle routes on Broadway and Edith near the Menaul School.	DMD/Parks	G.O. Bonds, Council appropriation, State Grant
T-37	East Plan Area	Investigate the feasibility of a multi-use trail that follows the I-25 southbound frontage road to provide a connection between Indian School/Odelia Road and the proposed lanes or existing route on Mountain.	DMD/Parks	G.O. Bonds, Council appropriation, State Grant
T-38	Plan area	Ensure that any changes to street sections retain the AASHTO-recommended operating widths for striped or shared bicycle lanes.	DMD	G.O. Bonds, Council appropriation, State Grant
T-39	Plan area	Design street intersections with the bicyclist in mind using bike boxes, colored pavement and other techniques.	DMD	G.O. Bonds, Council appropriation, State Grant
T-40	Plan area	Consider additional street lighting for cycling and pedestrian safety.	DMD	G.O. Bonds, Council appropriation, State Grant
Transit				
T-41	Mountain Road	Add benches and shelters.	Transit/CIP	G.O. Bonds, Council appropriation, Transportation Infrastructure Tax, Federal Grant
T-42	Broadway Boulevard	Add benches and shelters.	Transit/CIP	G.O. Bonds, Council appropriation, Transportation Infrastructure Tax, Federal Grant
T-43	Lomas Boulevard	Add benches and shelters.	Transit/CIP	G.O. Bonds, Council appropriation, Transportation Infrastructure Tax, Federal Grant
T-44	Odelia Road	Add benches and shelters.	Transit/CIP	G.O. Bonds, Council appropriation, Transportation Infrastructure Tax, Federal Grant

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.1 – IMPLEMENTATION MATRIX *(Cont'd)*

	Location	Action	Lead Agency	Potential Funding Sources
Drainage				
D-1	Broadway Detention Pond	Provide temporary or permanent screening for the Broadway Detention Pond at Broadway and Lomas. A landscape buffer would improve the aesthetics and pedestrian friendliness of both boulevards. When the temporary pond is removed, the screening could become the streetscape for a new project at the site, or it could be recycled and reused in another project. Investigate alternatives to the detention pond that take into consideration the social, economic and political impact of the site.	DMD	G.O. Bonds, State Grant
D-2	Broadway Detention Basin	Improve the existing Broadway Pump Station or replace it with a new pump station that will provide a maximum pumping capacity of 150 cfs.	DMD	G.O. Bonds, State Grant
D-3	Broadway	Upsize the underground pipes running under Broadway north and south of the Broadway Pump Station.	DMD	G.O. Bonds, State Grant
D-4	Hannett, Martineztown/Santa Barbara	Install a new 36-inch storm drain in Hannett and route storm water through a new detention basin in Martineztown-Santa Barbara Park.	DMD	G.O. Bonds, State Grant
D-5	Plan area	Improve the street and drainage system throughout the Broadway Drainage Basin to convey storm water run-off to the Broadway Detention Station.	DMD	G.O. Bonds, State Grant
D-6		Restrict the overflow system into the Barelás Drainage Basin.	DMD	
D-7		Identify alternate property(ies) for a permanent basin(s) with the necessary storage capacity and design the basin to include multi-use opportunities.	DMD	
D-8		Create a series of smaller detention ponds and green infrastructure throughout the Plan area to reduce peak discharge.	DMD	
D-9		Investigate direct connections between basin and Rio Grande.	DMD	

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.1 – IMPLEMENTATION MATRIX (Cont'd)

	Location	Action	Lead Agency	Potential Funding Sources
Sanitary Sewer				
D-10	Plan area, Edith Boulevard	Rehabilitate outdated sewer lines.	ABCWUA	ABCWUA
Erosion				
D-12	TriCore escarpment	Create a native landscape buffer to control erosion.	DMD	G.O. Bonds, State Grant
D-13	Odealia between Edith and High Street	Plan and implement soil erosion control and landscaping.	DMD	G.O. Bonds, State Grant
Public Facilities				
Parks				
P-1	Martineztown / Santa Barbara Park	Implement comprehensive upgrades and renovations, including: 1) improving lighting, 2) installing benches, 3) installing new picnic tables, 4) improving landscaping, 5) increasing on-site parking.	Parks	G.O. Bonds, Council appropriation, State Grant
P-2	Santa Barbara Park	Implement comprehensive upgrades and renovations, including: 1) improving lighting, 2) install benches, 3) improving landscaping, 4) installing new playground equipment, 5) installing new picnic tables, 6) installing new shade structures.	Parks	G.O. Bonds, Council appropriation, State Grant
P-3	Plan area	Create pedestrian/bicycle trail linking parks, community facilities, and neighborhood amenities.	Parks/DMD	G.O. Bonds, Council appropriation, State Grant
Police /Fire				
P-4	Plan area	Provide reflectors in center of street to indicate hydrant locations.	Fire	
Community Identity				
P-5	Edith/Lomas	Add new Gateway/monument feature.	MR	G.O. Bonds, Council appropriation, State Grant
P-6	Mountain/Edith	Add new Gateway/monument feature.	MR	G.O. Bonds, Council appropriation, State Grant
P-7	Odelia/Locust	Add new Gateway/monument feature.	MR	G.O. Bonds, Council appropriation, State Grant
P-8	Key sites throughout plan area	Add new Historic interpretive signs and monuments. See Exhibit X.X [pending] .	Planning	G.O. Bonds, Council appropriation, State Grant
P-9	Lomas and Edith	Add wall niches to match those on the south side of Lomas at this intersection.	CIP/Public Art	G.O. Bonds, Council appropriation, State Grant

CHAPTER II: POLICIES
5.0 Action Agenda

TABLE 5.1 – IMPLEMENTATION MATRIX (Cont'd)

	Location	Action	Lead Agency	Potential Funding Sources
P-10		Select a vacant lot or parcel to develop for a community garden site. Work with community-based groups, such as Alley Gardens, to develop side gardens to improve neighborhood appearance.		G.O. Bonds, Council appropriation, State Grant
Community Services				
P-11	N/A	Develop bilingual brochure: community services and resources available to Martineztown/Santa Barbara residents.		General Fund
P-12	N/A	Provide transportation to services for those who lack a car and cannot take the bus.		General Fund
P-13	APS property	Work with APS to construct a pool that is open to the community.		
P-14	Mountain Road	Improve access to Wells Park Community Center by making pedestrian improvements and adding wayfinding along Mountain Road.	DMD/ Family and Community Services	
P-15	TBD	Create a multi-generational community center.	Family and Community Services	G.O. Bonds, State Grant

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.2 – ENFORCEMENT AND COORDINATION MATRIX

	Location	Action	Lead Agency
Transportation			
General			
T-45		Enforce landscaping requirements (street trees, setback landscaping).	Planning - Code Enforcement
T-46	Maggie's Lane	Ensure adequate access for fire protection, emergency vehicles, and utility maintenance between Broadway and Edith.	DMD
T-47	Plan area	Ensure that any changes to street sections retain the AASHTO-recommended operating widths for striped or shared bicycle lanes.	DMD
Bicycle Improvements			
T-48	McKnight, Indian School, Baca/Odelia	Coordinate bicycle improvements that suggest crossing the railroad tracks, such as on McKnight, Indian School, or Baca/Odelia, with BSNF. BSNF has been very reluctant to approve any more at-grade crossings due to safety risks.	DMD
Public Facilities			
Parks			
P-16	Martineztown-Santa Barbara Park	Clean up park.	Parks
Police /Fire			
P-17	Plan area	Increase police patrols and presence in the neighborhood, particularly around parks.	APD
P-18	Plan area	Close known drug houses and patrol vacant housing until it can be renovated and/or demolished.	APD / Planning - Code Enforcement
P-19	Plan area	Increase patrols to minimize speeding.	APD
Community Identity			
P-20	Plan area	Develop a walking tour.	Planning - Historic Preservation
P-21	Plan area	Coordinate neighborhood pick-up days to reduce trash and litter.	Planning - Code Enforcement
Housing			
P-22		Offer programs or financial incentives to help homeowners pay for maintenance and repair.	Dept. of Family & Community Services (DFCS)
P-23		Work with Family and Community Services to take full advantage of programs offered through the City's Workforce Housing Plan for 2008-2012, such as funds for workforce housing, land trusts and land banking of vacant lots.	DFCS
P-24		Target development of affordable housing as a Metropolitan Redevelopment Project.	DFCS/MR

CHAPTER II: POLICIES

5.0 Action Agenda

TABLE 5.2 – ENFORCEMENT AND COORDINATION MATRIX (Cont'd)

	Location	Action	Lead Agency
P-25		Establish a community-based building code-compliance group to identify nonconforming properties and assist owners in bring their properties up to code. In extreme situations of property neglect, condemn properties and re-use the land for affordable housing units.	Neighborhood Association / Planning - Code Enforcement
P-26		Create and distribute a printed guide for property owners describing the historic character of neighborhoods in Central Albuquerque and how to rehabilitate buildings with sensitivity to historic character.	Planning - Historic Preservation
P-27		Promote energy-efficient building methods and alternative energy sources such as solar and panels into mixed-income and affordable housing units to ensure sustainability and affordability over time. [Excess power generated can be sold back to PNM for the grid.]	
P-28		Promote programs offered by the NM Mortgage Finance Authority and United South Broadway Corporation that help first-time homebuyers through financial assistance, tax credits and education.	
Drainage			
D-14	Plan area	Require new development to limit storm water discharge to a minimal amount per acre or design an outlet to release run-off after the peak of the storm has passed.	
D-15	Plan area	Promote the use of landscaping that will absorb and slow run-off, including swales, detention ponds, permeable paving.	
D-16	APS	Work with Albuquerque Public Schools to reduce storm-water runoff and erosion from the western and northern slopes of its site.	

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CHAPTER III

regulations

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6.0 Applicability

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CHAPTER III: REGULATIONS

6.0 Applicability

6.1. Plan Authority

The Martineztown/Santa Barbara SDP (“The Plan”) is a Rank III plan that includes both regulations (i.e. law) and policies (i.e. guidance) as one of the instruments to implement the goals, objectives, and policies of the Rank I Albuquerque/Bernalillo Comprehensive Plan. The Plan supplants the application of all provisions of the City Zoning Code as it pertains to land within the Plan area prior to the Plan’s adoption unless otherwise stated in this Plan.

6.2. Ranked City Plans

The City of Albuquerque uses a system of ranked plans, starting with the Rank I Albuquerque/Bernalillo County Comprehensive Plan, which sets the vision, goals, and overall policies from a City-wide perspective. There are also lower-ranked plans that must comply with the intent, policies, and goals of higher-ranked plans. Rank II Plans, such as area and facility plans, are exclusively policy documents that provide more detail and give more direction about large but distinct areas within Albuquerque. Rank III Plans, including Sector Development Plans (SDP) such as this Martineztown/Santa Barbara SDP, take the most detailed look at smaller areas and can include both policy (i.e. guidance) and regulations (i.e. law).

This Rank III SDP is intended to further and comply with the policies and intents of the adopted plans in **Table 6.1**.

TABLE 6.1 – RELEVANT RANKED CITY PLANS

Relevant Ranked Plans	Area	Policy / Regulation
Rank I: Albuquerque / Bernalillo County Comprehensive Plan	Entire Albuquerque Area	Policy
Rank II: Area / Facility Plans <ul style="list-style-type: none"> • Facility Plan for Arroyos • CABQ Major Public Open Space Facility Plan • Trails and Bikeways Facility Plan • Facility Plan for Electric Service Transmission and Subtransmission Facilities 	Relevant Albuquerque Areas, including Martineztown/Santa Barbara	Policy

6.0 Applicability

6.3. Zoning Code Enforcement

Many issues and concerns expressed by residents in Martineztown/Santa Barbara can be resolved through stronger enforcement of zoning regulations that require buffering and screening between nonresidential and residential zones.

6.3.1. Within one year of adoption of this Sector Development Plan, all properties zoned non-residential (i.e. O-1, C-2, M-1, or SU-1) or mixed use (i.e. MX or VC) within the Plan area shall be brought into compliance with the following City Zoning Code requirements for buffering, screening, wall design, and landscaping:

- §14-16-3-1: OFF-STREET PARKING REGULATIONS
- §14-16-3-19: GENERAL HEIGHT AND DESIGN REGULATIONS FOR WALLS, FENCES, AND RETAINING WALLS
- §14-16-3-10: LANDSCAPING REGULATIONS APPLICABLE TO APARTMENT AND NON-RESIDENTIAL DEVELOPMENT

Property owners will have one year from the adoption of this Plan to either:

- (i) Bring their properties into compliance with the City Zoning Code as specified above, or
- (ii) Request a Special Exception as provided for in City Zoning Code §14-16-4-2.

This requirement applies to all properties in non-residential and mixed use zones and properties with a commercial use, whether developed before or after 1976, zoned SU-2 MTSB Neighborhood Residential in this Plan. See also **Section 7.0 Zoning** for zoning specific to mixed-use zones and non-residential zones and **Section 8.5** for General Landscape Regulations.

6.4. Development Review Process

6.4.1. All properties within the Martineztown/Santa Barbara Plan area shall follow the development approval process in **Table 6.2**.

6.4.2. The following site development plan and landscaping plan review process shall apply to all site development plan reviews required in the SU-2 MTSB R-T, SU-2 MTSB R-2, SU-2 MTSB NR, SU-2 MTSB C-2, and SU-2 MTSB M-1 zones. Procedures and fee for site review in these zones shall be as specified for an SU-1 site development plan review in the City Zoning Code §14-16-3-1(A) with the following exceptions:

- (i) In addition to the notification procedures for an SU-1 site development plan review, upon receipt of an application for approval of a site development plan, the Planning Department shall immediately send a copy of the application form to the president and one additional duly authorized representative of the registered neighborhood association within the Martineztown/Santa Barbara neighborhood.
- (ii) The submittal requirements for site development plan review, in addition to the SU-1 zone requirements, will be drawings, elevations, or other materials that illustrate the relationship of the proposed development to the existing adjacent sites (including structures and features).
- (iii) The proposal will be reviewed for conformance with the Martineztown/Santa Barbara Sector Development Plan and the Martineztown/Santa Barbara Metropolitan Redevelopment Area Plan.

CHAPTER III: REGULATIONS

6.0 Applicability

TABLE 6.2 – DEVELOPMENT REVIEW PROCESS

Zone	Development Criteria	Approval Body	Notice	Submittal Required
SU-2/MTSB MX and SU-2/MTSB VC	The development complies with the Zone and General Design Standards.	Building Permit Staff (i.e. Front Counter)	No public notification required	Building Permit Submittal
SU-2/MTSB R-1, R-T, O-1, or C-2 < 2 acres	The site is less than 2; the site is not zoned SU-1; the proposed use is a permissive use; AND the development complies with Section 8.0 General Design Standards .	Planning Director or his/her designee (i.e. Administrative Approval)	No public notification required	Site Development Plan for Building Permit
SU-2/MTSB R-1, R-T, O-1, or C-2 2-5 acres	The site is 2 or more acres; and the site is not zoned SU-1; the proposed use is a permissive use; AND the development complies with Section 8.0 General Design Standards .	Environmental Planning Commission (EPC)	Public notification required	Site Development Plan for Building Permit
SU-2/MTSB M-1 < 5 acres	The site is less than 5 acres; the proposed use is a permissive use; AND the development complies with Section 8.0 General Design Standards .	Planning Director or his/her designee (i.e. Administrative Approval)	No public notification required	Site Development Plan for Building Permit
SU-2/MTSB R-1, R-T, O-1, C-2, M-1 5+ acres OR SU-1 Property (any size) OR Deviation > 10%	The site is 5 acres or greater; the site is zoned SU-1; OR deviation from the dimensional standards* in Section 8.0 General Design Standards is greater than 10%.	Environmental Planning Commission (EPC)	Public notification required	Site Development Plan for Building Permit

* Dimensional Standard: A standard relating to a numeric measurement.

6.0 Applicability

- (iv) A site development plan for a specific building shall become void two years after approval unless a building permit for the structure has been issued. The Planner Director may give one six-month extension to each two-year approval; this extension may be given without public notice or hearing, but the Planner Director shall record it in his files; extension may be given when the Planner Director finds that a building permit for all or a major part of approved development will probably be obtained within the six months and that there is no public purpose in holding a hearing on the site development plan prior to such an extension.

- (iii) Buildings replacing existing structures, including buildings that are destroyed by flood, fire, or natural catastrophe;
- (iv) Amendments to SU-1 site plans that include additions of 15% or more of existing building square footage.

- 6.4.3. Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in City Zoning Code §14-16-4-2(D).
 - (i) An approved conditional use shall be void/expired if the use ceases for a continuous period of one year or more.
 - (ii) Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.

- 6.5.2. The following activities are exempt from compliance with **Section 8.0 General Design Standards** but shall adhere to pertinent regulations of the City Zoning Code:
 - (i) Repairs, remodeling and maintenance of existing structures and/or buildings;
 - (ii) b. Façade improvements to existing buildings.

- 6.5.3. **Permitted Deviations**
The following two levels of deviations to the General Design Standards are allowed:
 - (i) **Minor:** The Planning Director or his designee may approve deviations of 10% or less from any dimensional standard (i.e. standard relating to a numeric measurement).
 - (ii) **Major:** The EPC shall review any deviation of 10% or more from any dimensional standard (i.e. standard relating to a numeric measurement) to determine whether the request is consistent with the intent of the regulation and the policies of this Plan and/or provides a significant benefit to adjacent properties and the Plan area as a whole.

6.5. **Applicability of General Design Standards**

- 6.5.1. In addition to complying with applicable provisions of the City Zoning Code, the following development requests shall also comply with **Section 8.0 General Design Standards** in this Plan:
 - (i) New development;
 - (ii) The addition of 15% or more of the total square footage of a building to an existing building;

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7.0 Zoning

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CHAPTER III: REGULATIONS

7.0 Zoning

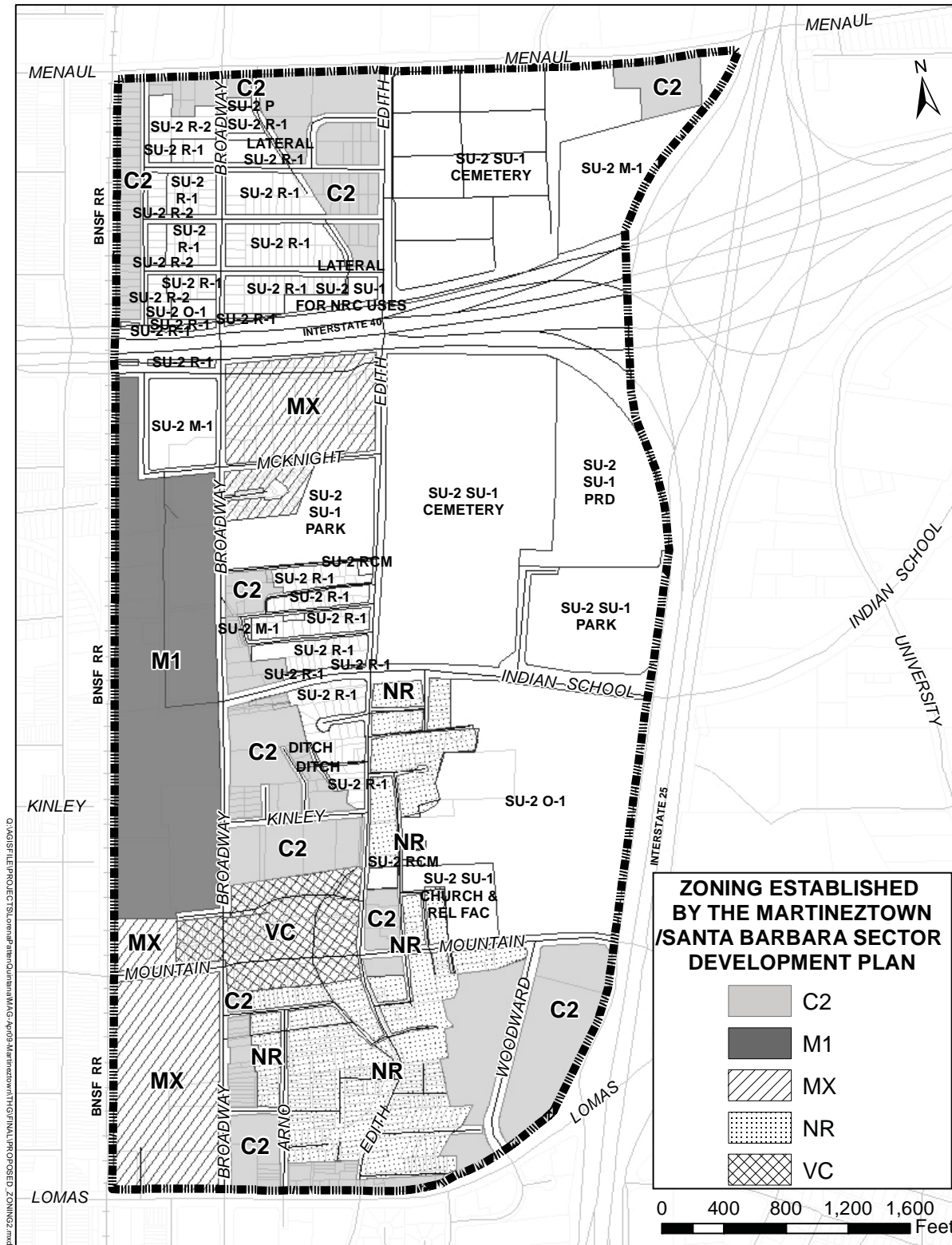


Exhibit 7.1 – Zoning Established by the Martineztown/Santa Barbara Sector Development Plan

7.1. Zoning Map

See Exhibit 7.1.

7.2. Introduction and Purpose of SU-2/MTSB Zones

The following SU-2 zones are established for Martineztown/Santa Barbara (MTSB) as shown in **Exhibit 7.1**. (Pre-existing zoning is shown in **Exhibit 2.2** for reference). All zones are subject to **Section 8.0 General Design Standards** in this Plan. A site development plan review is required for the MTSB NR, MTSB R-T, MTSB R-2, MTSB O-1, MTSB C-2, and MTSB M-1 zones. [Note: As of 2012, the only MTSB O-1 in the Plan area is the Albuquerque Public Schools Property, which is exempt from City requirements.]

TABLE 7.1 – SU-2/MTSB ZONE CLASSIFICATIONS

SU-2/MTSB Zone	Land Use Category
R-1	Residential
NR	Residential
R-T	Residential
R-2	Residential
MX	Mixed Use
VC	Mixed Use
O-1	Non-residential
C-2	Non-residential
M-1	Non-residential

7.2.1. Residential Zones

- (i) **SU-2/MTSB R-1 Single Family Residential Zone:** This zone corresponds to the City Zoning Code §14-16-2-6 R-1 zone with certain additions and modifications. Secondary dwelling units are added as a Conditional Use with the goal of helping to maintain residential affordability and discourage gentrification of the neighborhood. Modifications to heights and setbacks have been developed to reflect unusual lot conditions and to respect and preserve the neighborhood’s unique character and traditional development patterns. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.
- (ii) **SU-2/MTSB NR Martineztown Neighborhood Residential Zone:** This new zone creates a tailored residential zone for Martineztown/Santa Barbara that acknowledges the historical mix of residential and commercial uses while protecting the predominantly residential character of the interior of the neighborhood. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.
- (iii) **SU-2/MTSB R-T Residential Townhouse Zone:** This zone corresponds to the City Zoning Code §14-16-2-9 R-T zone with limits on heights and setbacks to respect and preserve the neighborhood’s unique character and traditional development patterns. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.
- (iv) **SU-2/MTSB R-2 (Medium-Density Residential Zone):** This zone corresponds to the City Zoning Code §14-16-2-11 R-2 zone and retains the exceptions from the 1990 Sector Development Plan. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.

CHAPTER III: REGULATIONS

7.0 Zoning

7.2.2. Mixed-Use Zones

- (i) **SU-2/MTSB MX Mixed-Use Zone:** This new form-based zone provides a mixed-use environment with medium-density residential, retail, service, office and entertainment uses along a Comprehensive Plan-designated Enhanced Transit Corridor (Lomas Boulevard) and at key intersections. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.
- (ii) **SU-2/MTSB VC Village Center Zone:** This new form-based zone encourages development of a mixed-use village center along Mountain Road between the NMRX and Edith Boulevard. Its intent is to re-establish a traditional neighborhood component that provides a social setting and services for its residents. It is intended to encourage redevelopment that fosters neighborhood activities, a pedestrian-friendly environment, and integrated land uses, such as a café, small retail shops or services, housing, and small offices. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.

7.2.3. Non-Residential Zones

- (i) **SU-2/MTSB O-1 Office Zone:** This zone corresponds to City Zoning Code §14-16-2-15 O-1 zone. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.
- (ii) **SU-2/MTSB C-2 Community Commercial Zone:** This zone corresponds to City Zoning Code §14-16-2-17 C-2 zone. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.
- (iii) **SU-2/MTSB M-1 Light Manufacturing Zone:** This zone corresponds to City Zoning Code §14-16-2-20 M-1 zone with certain exceptions.
 - a. The SU-2/MTSB M-1 Light Manufacturing Zone east of Broadway prohibits several uses that could potentially jeopardize the health, safety and welfare of residents as this area is adjacent to long-existing residences.
 - b. All development in the M-1 zone is subject to the site development plan review process as established **Section 6.4** in this Plan. All new development is subject to applicable requirements in **Section 8.0 General Design Standards**.

7.2.4. Special Use Zone

SU-2/SU-1 Special Use Zone: This zone corresponds to City Zoning Code §14-16-2-22 SU-1 (Special Use) zone. See **Table 6.2** for applicability of **Section 8.0 General Design Standards**.

7.0 Zoning SU-2/MTSB R-1 Zone

7.3. SU-2/MTSB R-1 (Single-Family Residential Zone)

The SU-2/MTSB R-1 (Single Family Residential) zone corresponds to the R-1 zone in City Zoning Code §14-16-2-6 with the following additions and exceptions:

- 7.3.1. **Existing Uses:** Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.
- 7.3.2. **Conditional Uses:** Per City Zoning Code R-1 zone with the addition of a secondary dwelling unit. A secondary dwelling unit is defined as a subordinate dwelling unit containing its own kitchen created within, added to, or detached from a single-family dwelling. Secondary dwelling units may not be subdivided from or otherwise segregated in ownership from the primary residence structure.
- (i) Only one secondary dwelling unit is allowed per lot.
 - (ii) The maximum floor area of a secondary dwelling unit shall not exceed 600 square feet, or 60 percent of the primary dwelling unit's floor area, whichever is less.
 - (iii) Mobile homes and recreational vehicles are not allowed as secondary dwelling units.
 - (iv) One off-street parking space is required for a secondary dwelling unit.
- 7.3.3. **Lot Size and Width**
- (i) In the area between Interstate 40 (I-40) and Mountain Road, there is no minimum lot size.
 - (ii) For all other SU-2 MTSB R-1 properties, minimum lot width shall be 40 feet.
- 7.3.4. **Setback:** In the area between I-40 and Mountain Road, there shall be a front yard setback of not less than 10 feet and a garage or carport setback of not less than 20 feet.
- 7.3.5. **Usable Open Space:** Usable open space shall be provided on-site at 800 square feet per lot or 600 square feet per lot where parking is accessed from a rear-yard alley.
- 7.3.6. General Design Requirements shall apply: See **Section 8.0 General Design Standards**.

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB NR

7.4. SU-2/MTSB NR (Neighborhood Residential Zone)

SU-2 MTSB NR is a new zone established to provide a residential zone that accommodates limited neighborhood-scale commercial activities on appropriate transportation corridors to serve and complement a low-density residential area.

7.4.1. **Existing Uses:** Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.

7.4.2. Permitted Uses

- (i) For properties with frontage on Mountain Road or Edith Boulevard ONLY:
 - a. Uses permitted in City Zoning Code §14-16-2-13 RC zone. Uses are permitted only in a single-family structure, secondary dwelling unit, and/or accessory building.
 - b. Non-residential use shall be limited to a maximum of 1,500 square feet. A Conditional Use permit is required for any commercial use in excess of 50% of the gross floor area of a residential or mixed-use structure.
- (ii) For all other properties:
 - a. Uses permitted in SU-2/MTSB R-1 with the following modification:
 - Home Occupations: no more than 50% of the floor area shall be devoted to non-residential uses, up to a maximum of 1,000 square feet.
 - b. Multifamily residential limited to four dwelling units (4/du) per structure with usable open space as defined in the SU-2/MTSB R-2 zone. Usable open space may be aggregated for multiple structures on one property per City Zoning Code §14-16-3-16 Private Commons Development.
 - c. All development shall be within the form of a single-family house or accessory building.

7.4.3. Conditional Uses

- (i) Uses conditional in the SU-2 MTSB R-1 zone.
- (ii) Existing legal uses that become non-conforming upon adoption of this Plan are Approved Conditional Uses.

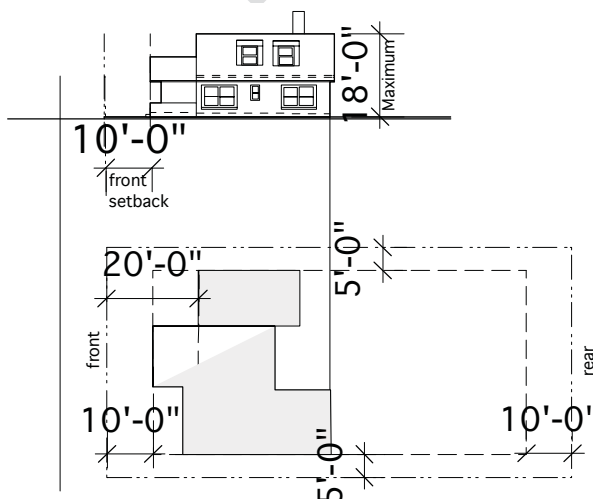


Exhibit 7.2 – SU-2/MTSB NR Building Placement and Structure Height Diagram

7.4.4. **Setbacks:** The following setbacks shall apply to all new development. Structures existing prior to Plan adoption are exempt.

- (i) Front-yard setback (minimum): 10 feet. Carports and garages shall be set back not less than 20 feet.
- (ii) Side-yard setback (minimum): 5 feet.
- (iii) Rear-yard setback (minimum): 10 feet.

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB NR

7.4.5. Height

- (i) **Structure height:** 18 feet maximum, not including chimney.
- (ii) **Additional height requirements:**
 - a. All properties with non-residential uses shall come into compliance with City Zone Code §14-16-3-19 within one year of this Plan's adoption per **Section 6.3** in this Plan.
 - b. For all properties, **Section 8.0 General Design Standards** shall apply.

7.4.6. Off-Street Parking

- (i) For properties that do not front Mountain Road or Edith Boulevard, off-street parking requirements shall be per City Zoning Code §14-16-3-1, except on-site parking for properties containing a non-residential use shall be limited to three (3) spaces.
- (ii) For properties with frontage on Mountain Road or Edith Boulevard, off-street parking requirements shall be per City Zoning Code §14-16-3-1, except on-site parking for properties containing a non-residential use shall be limited to 5 spaces.
- (iii) Off-street parking of more than two parking spaces shall be buffered from the street by a landscape buffer a minimum of 5 feet wide with a minimum of two trees and four shrubs.
- (iv) All properties with non-residential uses shall come into compliance with City Zoning Code §14-16-3-19 within one year of this Plan's adoption per **Section 6.3** in this Plan.

7.4.7. **Usable Open Space:** Usable open space shall be provided on-site at 800 square feet per lot or 600 square feet per lot where parking is accessed from a rear-yard alley.

7.4.8. Landscaping Requirements:

- (i) Per City Zoning Code §14-16-3-10 (Landscaping regulations applicable to apartment and nonresidential development) for all properties with multi-family, RC or non-conforming commercial use.
- (ii) All properties with non-residential uses shall come into compliance with City Zone Code §14-16-3-10 within one year of this Plan's adoption per **Section 6.3** in this Plan.

7.4.9. Site Development Plan approval shall be required. See **Section 6.4** in this Plan.

7.4.10. General Design Requirements shall apply: See **Section 8.0 General Design Standards**.

7.0 Zoning SU-2/MTSB R-T

7.5. SU-2/MTSB R-T (Townhouse Zone)

The SU-2/MTSB R-T (Townhouse) zone corresponds to the R-T zone in City Zoning Code §14-16-2-9 with the following exceptions:

- 7.5.1. Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.
- 7.5.2. Site Development Plan approval shall be required. See **Section 6.4**.
- 7.5.3. General Design Requirements shall apply: See **Section 8.0 General Design Standards**.

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7.0 Zoning SU-2/MTSB R-2

7.6. **SU-2/MTSB R-2 (Medium-Density Residential Zone)**

The SU-2/MTSB R-2 (Medium-Density Residential) zone corresponds to the City Zoning Code §14-16-2-11 R-2 zone with the following exceptions:

- 7.6.1. **Existing Uses:** Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.
- 7.6.2. **Lot Size:**
 - (i) Minimum lot width for lots developed with single family units shall be 40 feet.
 - (ii) Minimum lot width for lots developed with multi-family units shall be 60 feet.
- 7.6.3. **Setback:** There shall be a front yard setback of not less than 10 feet except setback for a garage or carport shall not be less than 20 feet.
- 7.6.4. **Off-Street Parking:** For all multi-family residential development, each dwelling unit shall have not less than one parking space per bath.
- 7.6.5. **Usable Open Space:** Usable open space shall be provided on-site in an amount equal to 300 square feet per one-bedroom dwelling unit, 350 square feet per two-bedroom dwelling unit, and 400 square feet per three-bedroom dwelling unit or more.
- 7.6.6. Site Development Plan approval shall be required. See **Section 6.4**.
- 7.6.7. General Design Requirements shall apply: See **Section 8.0 General Design Standards**.

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB MX

7.7. SU-2/MTSB MX (Mixed Use)

SU-2 MTSB VC is a new form-based zone established to allow a flexible mixture of high-quality, medium-density residential, community commercial, civic, and employment uses that can adapt to market conditions and economic trends.

7.7.1. **Existing Uses:** Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.

7.7.2. **Permitted/Prohibited Uses**

- (i) Any use not listed as a prohibited use shall be permitted.
- (ii) The following uses are prohibited:
 - a. Adult amusement establishment and adult store, except in areas previously zoned C-3, I-P, M-1, or M-2.
 - b. Uses first permitted and conditional in the M-1, M-2, P and/or P-R zones.
 - c. The following SU-1 uses: adult amusement establishment or adult store, automobile dismantling yard, campground, cemetery, drilling, production or refining of petroleum gas or hydrocarbons, gravel, sand or dirt removal activity, stockpiling, processing or distribution and hatching plant, ore reduction, smelting, planned development area, planned residential development, truck plaza, truck terminal.

7.7.3. **Permitted Building Types:** See City Zoning Code §14-16-3-22(C)(1) for applicable Building Type Standards.

- (i) Flex building,
- (ii) podium,
- (iii) civic,
- (iv) structured parking,
- (v) liner,
- (vi) stacked flats,
- (vii) courtyard apartments,
- (viii) live/work unit, and/or
- (ix) standalone office building.

7.7.4. **Setbacks**

- (i) **Front-yard setback (minimum):** 5 feet.
- (ii) **Front-yard setback (maximum):** 15 feet. An additional 10 feet is permitted for courtyards and building articulation for up to 75% of front façade.
- (iii) **Side-yard setback (minimum):** None.
- (iv) **Rear-yard setback (minimum):** 5 feet.

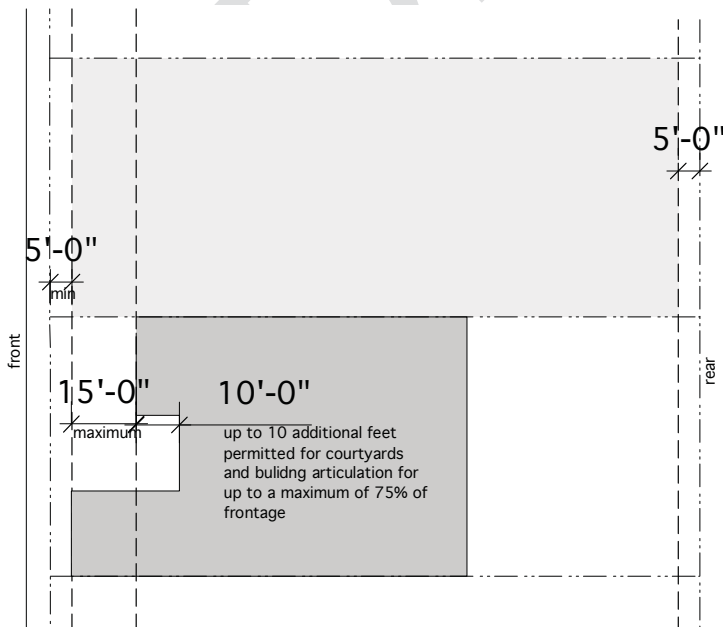


Exhibit 7.3 – SU-2/MTSB MX Building Placement Diagram

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB MX

7.7.5. Height

- (i) Maximum building height shall be 60 feet with the following exception: within 75 feet of an abutting residential zone, building heights shall not exceed a 45 degree angle plane that begins at a height of 26 feet measured from the abutting residential property line.
- (ii) For height of walls, fences, and retaining walls, all properties shall come into compliance with City Zone Code §14-16-3-19 within one year of this Plan's adoption per Section 6.3 in this Plan.

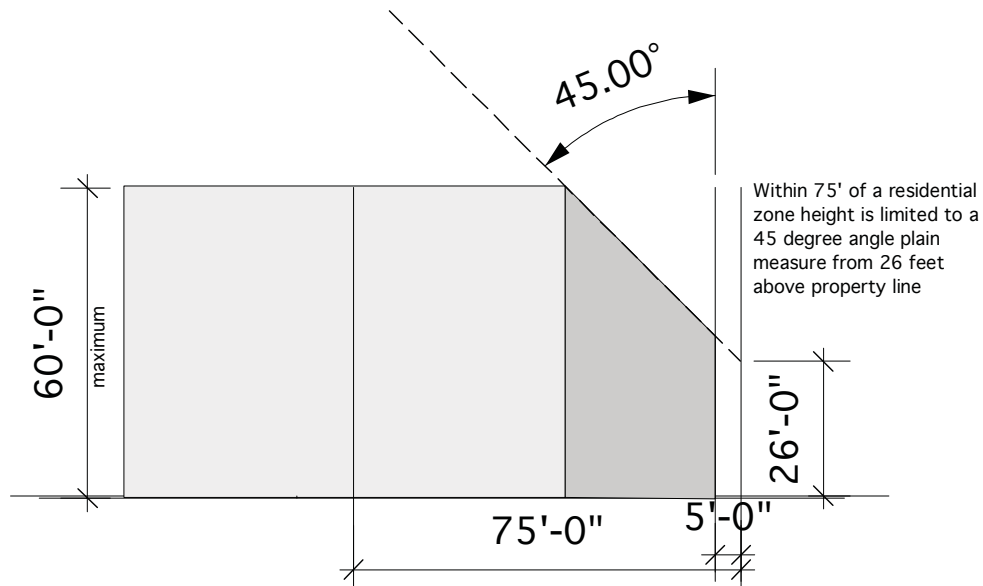


Exhibit 7.4 – SU-2/MTSB MX Structure Height Diagram

7.7.6. Building Frontage Articulation

- (i) **Additional articulation standards:** City Zoning Code §14-16-3-22(C)(3) shall apply.
- (ii) **Ground story clear height for commercial/retail spaces:** A ground floor story shall include a minimum ten feet clear height except lower ceiling heights are permissible for entryways and secondary spaces (restrooms, hallways, closets, etc.).
- (iii) **Articulation on street facades:** The design standards of City Zoning Code §14-16-3-18(D) shall apply to all permitted building types with the following exceptions:
 - a. Art such as murals and sculptures shall not require coordination with the City's Public Art Program.
 - b. Section 14-16-3-18 (D)(2)(b), Vertical Change of Color or Material, shall not apply.
 - c. Wall plan projection or recesses shall occur at least every 60 feet.
- (iv) **Shading elements:** Portals, awnings, canopies and overhangs are required for a minimum of 75% of the length of the ground floor façade along public ways and courtyards. Shading devices are not required along service drives and alleys.
- (v) **Balconies and portals:** Shall have a minimum ten feet vertical clearance.
- (vi) **Commercial building types:** Shall devote a minimum of 50% of street level, street facing area to store fronts and or café frontage types. See City Zoning Code §14-16-3-22(C)(1) for Frontage Type regulations.

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB MX

7.7.7. Usable Open Space

- (i) A minimum 10% of the site area shall be designated as usable open space in the form of patios, plazas, exterior walkways, balconies, roof decks or courtyards.
- (ii) Usable open space is not required if site is located within 1,500 feet of a park, plaza, or other designated usable open space that is at least one acre in size and accessible to the public.

7.7.8. Off-Street Parking: Shall be required per the following minimum parking calculations:

- (i) **All uses:** 1/1,000 net square feet.
- (ii) **On-street parking:** May count for 100% of off-street requirements.
- (iii) **Shared parking facilities:** Off-street parking requirements may be met by shared parking facilities located within 300 feet.
- (iv) **Additional parking standards:** City Zoning Code §14-16-3-22(C)(5) shall apply.

7.7.9. Landscaping Requirements

- (i) The total landscaped area required for each development shall be a minimum 10% of the net lot area.
- (ii) City Zoning Code §14-16-3-22 (C)(10) shall apply.
- (iii) All properties shall come into compliance with City Zone Code §14-16-3-10 within one year of this Plan's adoption per Section 6.3 in this Plan.

7.7.10. **Buffering:** Commercial uses shall be buffered from adjacent residential uses by a minimum 6-foot wall. Wall heights are limited to three (3) feet within the front-yard setback. Landscaping shall be per City Zoning Code §14-16-3-10 (E)(3).

7.7.11. **Lighting:** City Zoning Code §14-16-3-22(C)(6) lighting standards shall apply.

7.7.12. Signage

- (i) Sign, off-premise, as regulated by the C-1 zone §14-16-2-16(A)(10) with the exception that the height of free-standing signs shall not exceed eight feet.
- (ii) Sign, on-premise, as regulated by the City Zoning Code §14-16-2-16(A)(11) C-1 zone, with the following exceptions and additions:
 - a. Signs may project more than one foot into the public right-of-way per City Encroachment Agreement requirements.
 - b. Height of free-standing signs shall not exceed eight feet.
- (iii) City Zoning Code §14-16-3-22(C)(7) sign standards shall apply.

7.8.12. **Service and Loading:** City Zoning Code §14-16-3-22(C)(9) screening standards shall apply.

7.7.13. General Design Standards shall apply: See **Section 8.0 General Design Standards**.

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB VC

7.8. SU-2/MTSB VC (Village Center Zone)

SU-2 MTSB VC is a new form-based zone established to support the development of a neighborhood activity center that provides a mixture of high-quality, medium-density residential, neighborhood commercial, civic, and employment uses.

- 7.8.1. **Existing Uses:** Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.
- 7.8.2. **Permitted Uses**
- (i) Uses permissive in R-2 of the City Zoning Code §14-16-2-11.
 - (ii) Uses permissive in C-1 of the City Zoning Code §14-16-2-16 with the following exceptions:
Antenna, Retail sales of auto parts and supplies, Retail sale of gasoline, oil, liquefied petroleum gas, including outside sales, drive-in facilities, car washing, parking lot, and/or off premise sign.
 - (iii) Bicycle and motorized bicycle sales and rental in a fully enclosed building.
- 7.8.3. **Conditional Uses:** Schools other than public, restaurants serving liquor, and uses conditional in R-1 of the City Zoning Code §14-16-2-6.
- 7.8.4. **Permitted Building Types:** See City Zoning Code §14-16-3-22(C)(1) for applicable Building Type Standards.
- (i) Stacked flats,
 - (ii) courtyard apartments,
 - (iii) flex building,
 - (iv) detached house,
 - (v) single family house,
 - (vi) townhouse,
 - (vii) rowhouse,
 - (viii) duplex,
 - (ix) triplex,
 - (x) fourplex, and/or
 - (xi) live/work unit.
- 7.8.5. **Setbacks**
- (i) No minimum front- or side-yard setback.
 - (ii) A maximum 10-foot setback is permitted from the public ROW.
 - (iii) An additional 10-foot setback is permitted for courtyards and building articulation for up to 75% of the front façade.
 - (iv) Rear-yard setback: 5 feet (minimum).

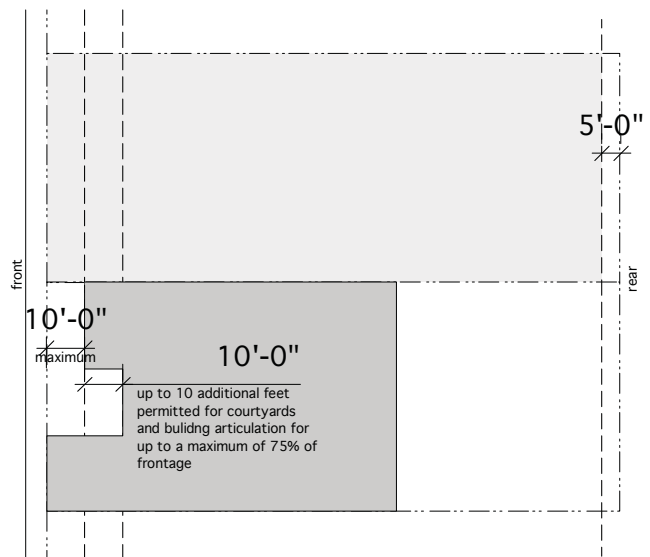


Exhibit 7.5 – SU-2/MTSB VC Building Placement Diagram

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB VC

7.8.6. Height

- (i) For properties abutting Broadway Boulevard:
 - a. Maximum structure height: 35 feet
 - b. Within 75 feet of an abutting residential use, structure heights shall not exceed a 45 degree angle plane that begins at a height of 26 feet measured from the abutting residential property line.
- (ii) All other locations, structure height shall be limited to 26 feet.
- (iii) For height of walls, fences, and retaining walls, all properties shall come into compliance with City Zone Code §14-16-3-19 within one year of this Plan's adoption per Section 6.3 in this Plan.

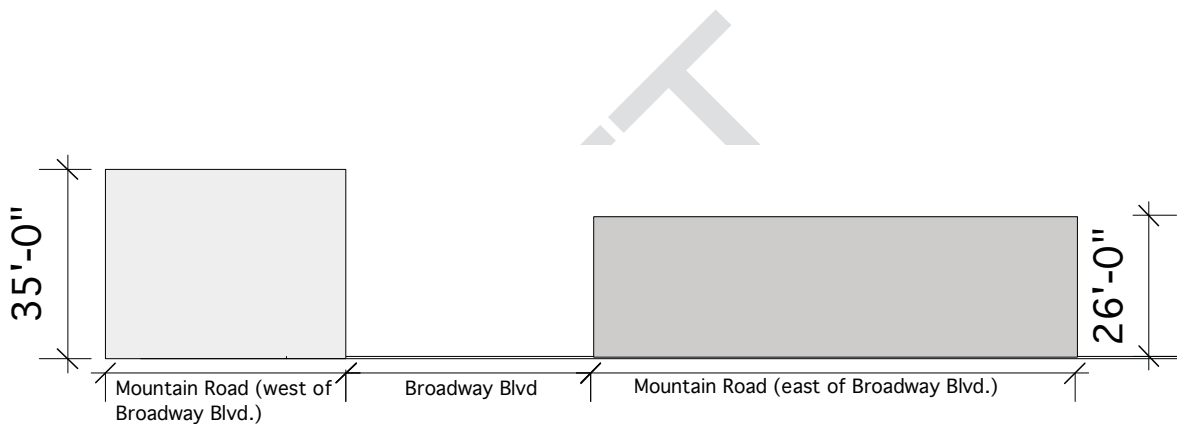


Exhibit 7.6 – SU-2/MTSB VC Structure Height Diagram

7.8.7. Building Frontage Articulation

- (i) **Articulation on street facades:** The design standards of City Zoning Code §14-16-3-18(D) shall apply to all permitted building types with the following exceptions:
 - a. Art such as murals and sculptures shall not require coordination with the City's Public Art Program.
 - b. City Zoning Code §14-16-3-18 (D)(2)(b) (Vertical Change of Color or Material) shall not apply.
 - c. Wall plan projection or recesses shall occur at least every 30 feet.
- (ii) **Shading elements:** Portals, awnings, canopies and overhangs are required for a minimum of 75% of the length of the ground floor façade along public ways and courtyards. Shading devices are not required along service drives and alleys.
- (iv) Balconies and portals shall have a minimum 8 feet vertical clearance.
- (v) Commercial Building Types shall devote a minimum of 50% of street-level, street-facing area to storefronts and/or café frontage types (see City Zoning Code §14-16-3-22(C)(2) for Frontage Type regulations).

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB VC

7.8.8. Usable Open Space

- (i) A minimum 10% of the site area shall be designated as usable open space in the form of patios, plazas, exterior walkways, balconies, roof decks, or courtyards.
- (ii) Usable open space is not required for sites located within 1,500 feet of a park, plaza, or other designated usable open space that is at least one acre in size and accessible to the public.

7.8.9. Off-Street Parking: Required minimum parking calculations:

- (i) **All uses:** 1/1,000 net square feet.
- (ii) **On-street parking:** May count for 100% of off-street requirements.
- (iii) **Shared parking facilities:** Off-street parking requirements may be met by shared parking facilities located within 300 feet.
- (iv) **Additional parking standards:** City Zoning Code §14-16-3-22(C)(5) and General Design Standards in Section 8.3 shall apply.
- (v) **Code Enforcement:** All properties shall come into compliance with City Zone Code §14-16-3-19 within one year of this Plan's adoption per Section 6.3 in this Plan.

7.8.10. Landscaping Requirements

- (i) The total landscaped area required for each development shall be a minimum 10% of the net lot area.
- (ii) Additional landscaping standards in City Zoning Code §14-16-3-22 (C)(10) shall apply.

7.8.11. **Buffering:** Commercial uses shall be buffered from adjacent off-site residential uses by a wall a minimum of 6 feet high. Wall heights are limited to three (3) feet within the front-yard setback. Landscaping shall be per City Zoning Code §14-16-3-10 (E)(3).

7.8.12. General Design Standards shall apply: See **Section 8.0 General Design Standards**.

CHAPTER III: REGULATIONS

7.0 Zoning SU-2/MTSB O-1

7.9. SU-2/MTSB O-1 (Office)

[Note: As of 2012, the only MTSB O-1 in the Plan area is the Albuquerque Public Schools Property, which is exempt from City requirements.]

The SU-2/MTSB O-1 (Office) zone corresponds to City Zoning Code §14-16-2-15 O-1 zone with the following exceptions:

- 7.9.1. **Existing Uses:** Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.
- 7.9.2. **Buffering:** Per City Zoning Code §14-16-3-10.
- 7.9.3. **Code Enforcement:** All properties shall come into compliance with City Zoning Code §14-16-3-1, §14-16-3-19, and §14-16-3-10 within one year of this Plan's adoption per Section 6.3 in this Plan.
- 7.9.4. Site Development Plan approval shall be required. See Section 6.4.
- 7.9.5. General Design Requirements shall apply: See Section 8.0 General Design Standards.

7.0 Zoning SU-2/MTSB C-2

7.10. SU-2/MTSB C-2 (Community Commercial)

The SU-2/MTSB C-2 (Community Commercial) zone is included to accurately label the zoning for properties zoned C-3 in the 1990 Plan, which restricted uses in the C-3 zone to C-2 uses with additional C-3 uses permitted within an existing building.

The SU-2/MTSB C-2 (Community Commercial) zone corresponds to the City Zoning Code §14-16-2-17 C-2 zone with the following exceptions:

- 7.10.1. **Existing Uses:** Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.
- 7.10.2. **Buffering:** Per City Zoning Code §14-16-3-10.
- 7.10.3. **Code Enforcement:** All properties shall come into compliance with City Zoning Code §14-16-3-1, §14-16-3-19, and §14-16-3-10 within one year of this Plan's adoption per Section 6.3 in this Plan.
- 7.10.4. Site Development Plan approval shall be required. See Section 6.4.
- 7.10.5. General Design Requirements shall apply: See Section 8.0 General Design Standards.

7.0 Zoning SU-2/MTSB M-1

7.11. SU-2/MTSB M-1 (Light Manufacturing Zone)

The SU-2/MTSB M-1 (Light Manufacturing) zone is included to ensure that light manufacturing uses adjacent to residential areas preserve the health, safety and general welfare of residents.

7.11.1. **Existing Uses:** Existing legal uses that are non-conforming upon adoption of the plan are APPROVED CONDITIONAL USES per the requirements in §14-16-4-2(D) of the City Zoning Code. An approved conditional use shall be void/expired if the use ceases for a continuous period of one year. Upon expiration of the approved conditional use, the property owner is required to comply with the regulations of the adopted zone.

7.11.2. **Permitted/Prohibited Uses:** The SU-2/MTSB M-1 (Light Manufacturing) zone corresponds to the City Zoning Code §14-16-2-20 M-1 zone with the following exceptions:

- (i) Antennas shall be limited to 65 feet in height.
- (ii) Products that are manufactured, compounded, processed, assembled, or treated shall be conducted within a completely enclosed building and shall not result in detectable odors, dust, smoke, noise, vibration or other causes that will negatively impact adjacent residences.
- (iii) The following uses are prohibited east of Broadway Boulevard in the Plan area:
 - a. Auto dismantling (except in a completely enclosed building)
 - b. Commercial agriculture
 - c. Poultry storage and killing
 - d. Concrete manufacture
 - e. Gravel or sand stockpiling
 - f. Truck terminal
 - g. Fuel storage
 - h. Salvage yard
 - i. Uses listed as Conditional in the M-1 zone.

7.11.3. **Signage:** Signs as provided and as regulated by the C-2 Zone in the City Zoning Code, with the following exceptions:

- a. Freestanding signs are limited to 6 feet in height along local streets.
- b. Additional requirements per **Section 8.0 General Design Standards** in this Plan.

7.11.4. **Buffering:** Per City Zoning Code §14-16-3-10.

7.11.5. **Code Enforcement:** All properties shall come into compliance with City Zoning Code §14-16-3-1, §14-16-3-19, and §14-16-3-10 within one year of this Plan's adoption per **Section 6.3** in this Plan.

7.11.6. Site Development Plan approval shall be required. See **Section 6.4**.

7.11.7. General Design Requirements shall apply: See **Section 8.0 General Design Standards**.

8.0 General Design Standards

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CHAPTER III: REGULATIONS

8.0 General Design Standards

8.1. Applicability

The following General Design Regulations shall apply to all properties in the Plan area unless otherwise specified.

8.2. Purpose / Intent

These regulations are intended to contribute to the following:

8.2.1. Improve the compatibility of proximate residential, institutional, commercial and industrial land uses through requirements for site design, buffering, screening, and landscaping.

8.2.2. Protect and conserve the area's distinct, historic physical characteristics by guiding the design of new construction and additions to blend and harmonize with existing building character, sizes, and massing without becoming unaffordable.

8.2.3. Improve the environment adjacent to the public right-of-way (roadways, sidewalks, landscape strips) through requirements for site parking, walls, fences, landscaping, and pedestrian connections.

8.3. Off-Street Parking

Off-Street Parking regulations are determined by zone. Where regulations are not indicated by zone, City Zoning Code §14-16-3-1 General Parking Regulations shall apply.

8.4. Signage

Signage shall comply with City Zoning Code §14-16-3-5, except in the SU-2/MTSB MX and SU-2/MTSB VC zones, where the individual zone's requirements shall prevail.

8.5. Landscaping

City Zoning Code §14-16-3-10 General Landscaping Regulations shall apply with the following exceptions:

8.5.1. For the provision in City Zoning Code §14-16-3-10 (E)(4), an 8-foot high wall may be substituted for five (5) feet of buffering in developed lots that lack space for a 10-foot landscaping buffer between commercial uses and adjacent residential uses.

8.6. Residential Building Design

8.6.1. Building exterior materials (stucco, brick, wood, etc.), window and door styles, and roof slope and materials shall be the same or similar on all parts of a structure and on all detached dwelling units on one lot.

8.6.2. Standard exposed cement masonry unit (CMU) block is not allowed as a finish material for buildings.

8.6.3. New garage fronts shall be set back not less than 20 feet from the property line abutting a public right-of-way or private street.

8.6.4. Not more than 50 percent of a building's street frontage width shall be garage front.

8.6.5. Primary entrances shall face the street. In townhouse and multiple dwelling unit developments, the dwelling unit(s) adjacent to the public right-of-way shall have its (their) front door(s) oriented toward the street or have a street fronting porch.

8.6.6. Building façades facing a public right-of-way or private street shall contain windows or doors covering a minimum of 25% of the façade.

8.0 General Design Standards

8.7. Non-residential Building Design

In addition to the design regulations in City Zoning Code §14-16-3-18, non-residential zones shall comply with the following:

- 8.7.1. Primary entrances shall face the public right-of-way, except entrances may face a central courtyard, paseo or patio.
- 8.7.2. Except for buildings used only for manufacturing, assembling, treating, repairing, or rebuilding products, or for warehousing, not less than 50% of a building façade facing a public right-of-way shall be windows.
- 8.7.3. Standard, exposed concrete masonry unit (CMU) block is not allowed as a finish material for buildings.
- 8.7.4. Reflective glass shall be prohibited.

8.8. Utilities

- 8.8.1. All screening and vegetation surrounding ground-mounted transformers and utility pads shall allow 10 feet of clearance in front of the equipment door and 5 to 6 feet of clearance on the remaining three sides for access and to ensure the safety of work crews and the public during maintenance and repair. Please refer to the PNM Electric Service Guide for specifications.
- 8.8.2. Coordination with PNM will be necessary if existing utilities are present where in the SU-2/MTSB VC and SU-2/MTSB MX zones, including:
 - (i) Extension of public utility facilities;
 - (ii) Projections such as canopies, portals, stoops, balconies, shop fronts and awnings in utility easements;
 - (iii) Parking areas and alleys; and/or
 - (iv) Utility easements within rear lot lines.

8.9. Transportation

- 8.9.1. **Broadway Boulevard Cross Sections:** Updates to the roadway shall incorporate the most appropriate of the cross sections illustrated in **Exhibit 8.1**.
- 8.9.2. **Odelia Road Cross Section:** Updates to the roadway shall incorporate the cross section illustrated in **Exhibit 8.2**.
- 8.9.3. **Edith Boulevard Cross Section:** Updates to the roadway shall incorporate the cross section illustrated in **Exhibit 8.3**.
- 8.9.4. **Mountain Road Cross Sections:** Updates to the roadway shall incorporate the most appropriate of the cross sections illustrated in **Exhibit 8.4**.
- 8.9.5. **Mountain Road / Broadway Boulevard Intersection Improvements:** Updates to the intersection shall incorporate, at a minimum, the streetscape improvements illustrated in **Exhibit 8.5**.
- 8.9.6. **Mountain Road / Edith Boulevard Intersection Improvements:** Updates to the intersection shall incorporate, at a minimum, the streetscape improvements illustrated in **Exhibit 8.6**.

CHAPTER III: REGULATIONS

8.0 General Design Standards

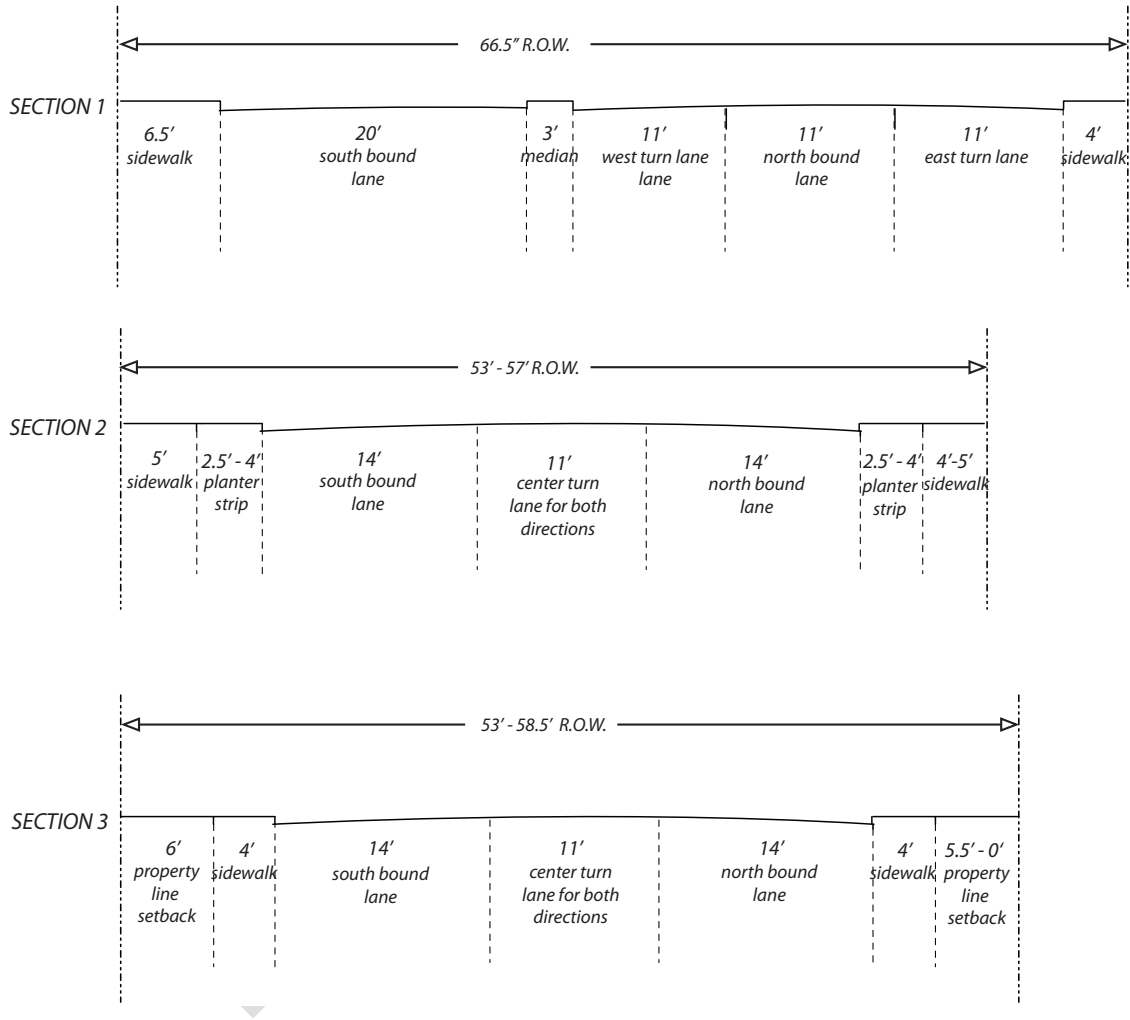
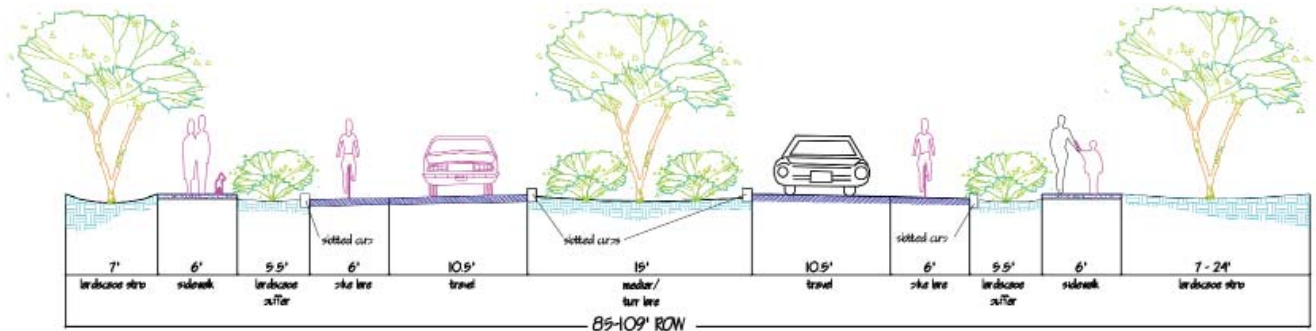


Exhibit 8.1 – Broadway Boulevard Alternative Cross Sections

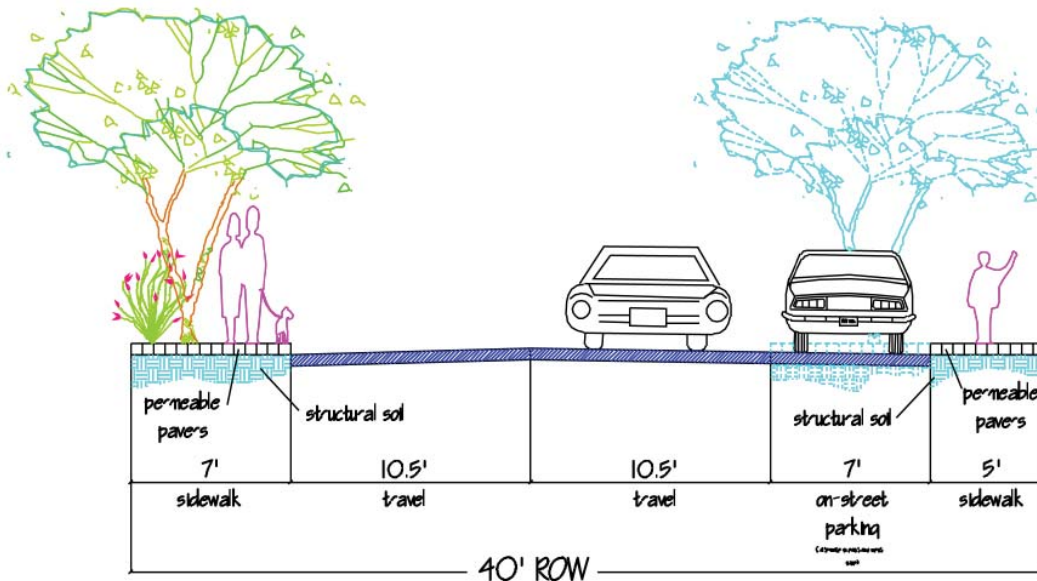
8.0 General Design Standards



Odella
East of High Street to Locust

[Update pending]

Exhibit 8.2 – Odella Road Cross Sections

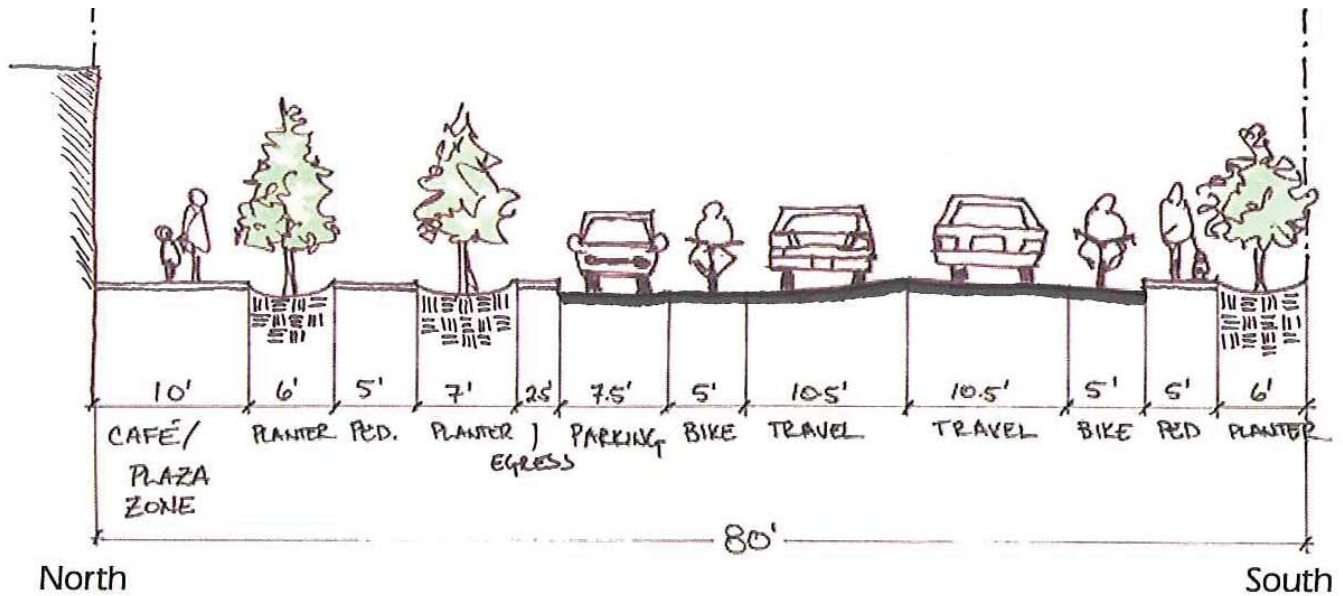


Edith
Odella to Lomas

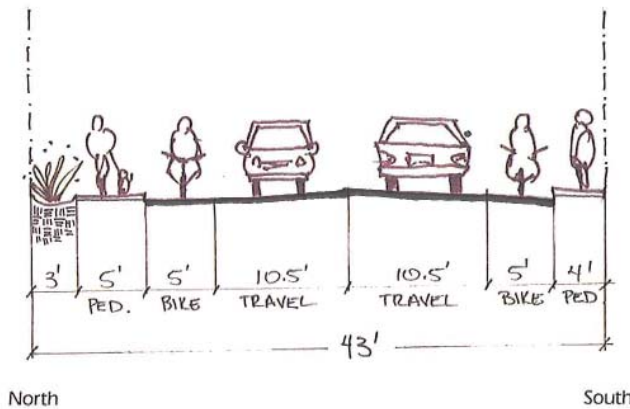
Exhibit 8.3 – Edith Boulevard Cross Sections

8.0 General Design Standards

[Updates pending]



Between Edith Road and Broadway Boulevard



Between Edith Road and High Street

Exhibit 8.4 – Mountain Road Cross Sections

CHAPTER III: REGULATIONS
8.0 General Design Standards

Mountain and Broadway



Exhibit 8.5 – Mountain Road / Broadway Boulevard Intersection Improvements

Mountain and Edith

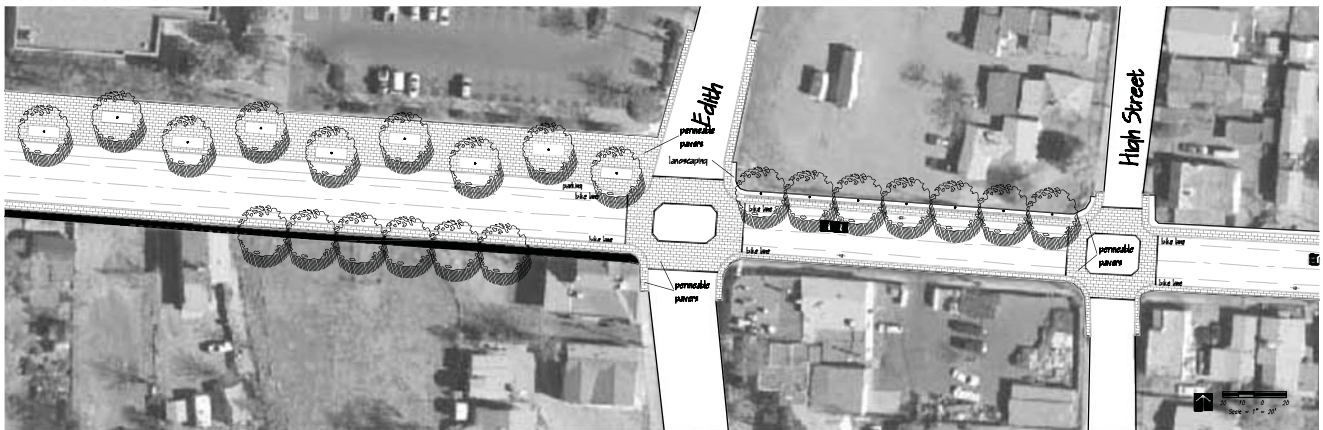


Exhibit 8.6 – Mountain Road / Edith Boulevard Intersection Improvements

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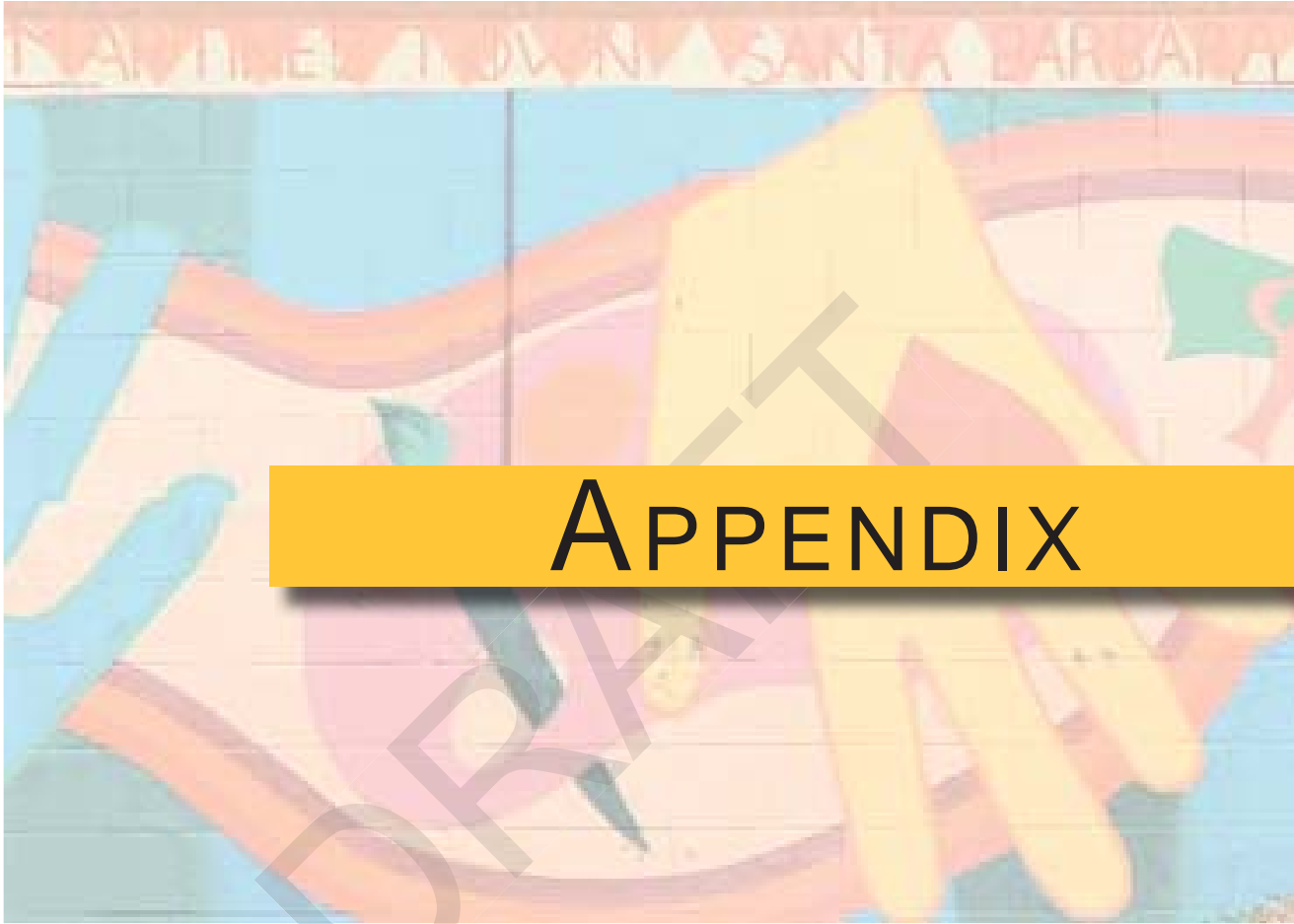
CHAPTER IV

metropolitan redevelopment plan

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APPENDIX

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A. Bibliography

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APPENDIX

A. Bibliography

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B. Historic Properties

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B. Historic Properties

Historic Landmarks Survey

The architectural resources of Martineztown/Santa Barbara were surveyed and evaluated between 1978 and 1983 as part of a City-wide Historic Landmarks Survey, which was sponsored by the State of New Mexico. The Historic Landmarks Survey identified buildings that were eligible for listing on the New Mexico State Register of Cultural Properties and the National Register of Historic Places.

The Historic Landmarks Survey identified the following three buildings as eligible for nomination to the State Register of Cultural Properties and/or the National Register of Historic Places.

1. 1431 Edith NE, circa 1907 farmhouse, Territorial pedimented lintels.
2. 402 Aspen NE, circa 1910 New Mexico Vernacular style with post Railroad use of modern materials with traditional adobe walls.
3. 517 Odellia NE, circa 1910 New Mexico Vernacular style.

Additionally, two potential historic districts were identified.

1. Martineztown Plaza District – located along Edith from Marble to just north of San Ignacio Church, approximately between the line of the old Barelás Ditch on the west and High Street on the east. It encompasses the part of the neighborhood which was probably the first settled circa 1850 according to local historians. It includes the most densely settled area (now thinned by demolitions), the site of the first home of Second Presbyterian Church and the 1916 San Ignacio Church.
2. The AAA and Sons Grocery District is a small area containing a wide variety of wellpreserved older homes and a store; these include an old neighborhood grocery, two rare shed-roofed cast stone-faced homes, an elaborately gabled 1920s house, and two small New Mexico Vernacular houses.

Several other buildings were deemed to have some historic or architectural interest during the Historic Landmarks Survey.

Tax Credit Programs for Historic Rehabilitations

New Mexico State Tax Credit

The State of New Mexico Investment Tax Credit program provides up to \$25,000 in income tax credit as a 50% match of approved expenses on qualified rehabilitation projects.

To be eligible for the state tax credit, a property must be listed on the State Register of Cultural Properties or listed as contributing in a registered historic district.

Contact the Historic Preservation Division in Santa Fe, (505)827-6320, to find out if your property meets this requirement.

The state income tax credit is available to owners of historic structures who accomplish qualified rehabilitation on a structure or stabilization or protection of an archaeological site. All work must conform to the Secretary of the Interior's Standards for Rehabilitation and program regulations. The property may be a personal residence, income-producing property (such as apartment building or office), or an archaeological site.

In general the program grants an amount equal to 50% of approved expenses toward income tax credit. Allowable expenses are limited to \$50,000 for any single project, limiting the credit to \$25,000, even though rehabilitation costs may exceed this figure. The credit may be used for a total of five years. Once the project is certified as a qualified rehabilitation and expenses/credit amount is established, the applicant may use the tax credit for the year in which funds were expended. Any remaining credit amount may be carried forward for four more years. If the total amount of credit cannot be utilized within five consecutive tax years, the surplus is forfeited. The Cultural Properties Review Committee must approve the proposed rehabilitation work prior to the beginning of the project.

B – Historic Properties

Typical work items whose costs may be eligible for credit are:

- New roofing or repairing roofing, eaves and fascia
- Repairing deteriorated woodwork
- Stabilizing foundation and structural elements
- Repairing windows
- Restoring interior and exterior finishes
- Repairing or replacing utility services to conform to applicable code requirements

For more information contact the Department of Cultural Affairs, Historic Preservation Division:

<http://www.nmhistoricpreservation.org/PROGRAMS/creditsloans.html>

Tax Credits and Financial Incentives for Registered Properties (Statewide):

Harvey Kaplan, Tax Credit Program
 harvey.kaplan@state.nm.us (505) 827-3971
 Robyn Powell, Tax Credit Program
 robyn.powell@state.nm.us (505) 827-4057

Federal Tax Credit

The Federal Investment Tax Credit Program allows up to 20% of qualified rehabilitation expenses to be credited against Federal Income Taxes. This program only applies to income-producing properties.

To be eligible for Federal Income Tax Incentives, a property must be listed on the National Register of Historic Properties or listed as contributing in a registered historic district.

Contact the Historic Preservation Division in Santa Fe, (505)827-6320, to find out if your property meets this requirement.

The project must be an income-producing property, not a personal residence. After rehabilitation, the historic building must be used for an income-producing purpose for at least five years. Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit. Rehabilitation work must conform to the Secretary of the Interior's Standards for Rehabilitation.

The program generally allows up to 20% of the eligible costs of rehabilitation work to be credited against Federal income taxes. The credit is applied against federal income taxes owed in the year the project is completed, carried backward 1 year and forward for twenty years. The eligible expenses of a rehabilitation project must be at least equal to the adjusted basis of the property. The project must meet the "substantial rehabilitation test." In brief, this means that the cost of rehabilitation must exceed the pre-rehabilitation cost of the building. Generally, this test must be met within two years or within five years for a project completed in multiple phases.

Some eligible items include: Walls, ceilings, windows and doors, plumbing and fixtures, components of central air conditioning or heating systems, electrical wiring and lighting fixtures, chimneys, stairs, and other components related to the operation or maintenance of the building.

A rehabilitation project completed prior to submitting a request for "certified historic structure" status cannot qualify for the rehabilitation tax credit. Therefore, it is very important that owners apply for the rehabilitation tax credit before completing work, and preferably, well in advance of beginning work.

For more information look online at:

<http://www.cr.nps.gov/hps/tps/tax/>

<http://www.nmhistoricpreservation.org/PROGRAMS/creditsloans.html>

Or contact the Department of Cultural Affairs, Historic Preservation Division, Tax Credits and Financial Incentives for Registered Properties (Statewide):

Harvey Kaplan, Tax Credit Program
 harvey.kaplan@state.nm.us (505) 827-3971
 Robyn Powell, Tax Credit Program
 robyn.powell@state.nm.us (505) 827-4057

B. Historic Properties

Secretary of the Interior's Standards for Rehabilitation

The Secretary of the Interior created ten basic principles to help preserve the distinctive character of a historic building and its site, while allowing for reasonable change to meet new needs.

The Standards (36 CFR Part 67) apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. Rehabilitation projects must meet the following Standards, as interpreted by the National Park Service, to qualify as "certified rehabilitations" eligible for the 20% rehabilitation tax credit. The Standards are applied to projects in a reasonable manner, taking into consideration economic and technical feasibility.

Source: http://www.nps.gov/hps/tps/standguide/rehab/rehab_standards.htm

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment.
10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

C. Guidelines for Historic Character

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C. Guidelines for Historic Character

[Pending]

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D. Public Involvement / Community Process

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D. Public Involvement / Community Process

Planning Process

The planning process for the Plan was led by the City of Albuquerque Planning Department with support from City Council District 3 Councilor Isaac Benton. In addition to the Planning Department, the planning team included staff from Council Services and consultants Sites Southwest, Strata Design, and Karpoff & Associates.

The process began with a Sector Development Plan kick-off meeting in June 2007. From that date until February of 2009, seven Advisory Committee meetings were conducted to assess existing conditions, further explore community issues, and develop recommendations to address those issues. Zoning issues were discussed, and zoning and design standards were developed.

During 2009, seven small group meetings were held to report the status of the plan to business owners and to the property owners within the plan boundaries. Additional input was received and recorded, resulting in further development of zoning and design standards.

In 2010, the efforts to date were incorporated into a draft plan, and an overview was presented to the Advisory Committee in August. The draft was presented at a public meeting at the Embassy Suites Hotel in September 2010.

In 2011, in response to feedback from an initial community draft, the planning team initiated a detailed analysis of on-the-ground existing conditions, which included field inventories of land use and development trends. In addition, the City organized a series of facilitated meetings with key stakeholders to receive additional comments and input on the community draft document. Finally, based on the feedback and field analysis, surveys were prepared for both the general Martineztown/Santa Barbara area as well as for five individual areas within the sector plan boundary identified as having unique conditions which needed further land use analysis. As a result of this analysis, in September 2011 a new zoning strategy was presented to the community, along with Metropolitan Redevelopment strategies for the area.

Public Input

Community involvement throughout the planning process has been essential to the development of the Plan. The planning team organized various committees; interviewed key stakeholders; conducted various public surveys regarding land use, transportation, CIP improvements, and MRA projects; and held numerous community meetings and working sessions. The following is a summary of the community involvement opportunities.

Advisory Committee: The Advisory Committee included a citizen's group of volunteers from the neighborhood who met to assess current needs as defined by the neighborhood association; identify additional neighborhood issues; and assist in developing this update to the 1990 Martineztown/Santa Barbara Sector Development Plan. All attendees at the initial public meeting held in June 2007 were invited to join the Advisory Committee.

Community Survey: After the Advisory Committee completed its identification and evaluation of capital improvement priorities in 2008, a survey was developed and mailed to property owners, business owners, and made available to renters within the plan boundaries. The survey listed 16 capital improvement projects and requested the respondent to rank the projects in order of importance. The respondents were encouraged to add additional projects. Approximately 2,000 surveys were distributed and 93 or approximately 5 percent were returned completed. The form and summary can be found in **Appendix E. Surveys**.

Focus Group Meetings: A special meeting attended by volunteers from the Advisory Committee was held in 2008 to discuss community services. Current needs were assessed, and additional issues were identified.

Business Owner Meetings: The area's business owners and business property owners also provided input and identified issues at two meetings held in 2009 for the area's commercial and service community. Issues noted by the community, possible solutions, and the results of the capital project survey were presented. Members of the business community were encouraged to discuss their concerns, and a useful dialogue ensued. The inputs of the commercial and service community are also reflected in this Plan.

D. Public Involvement / Community Process

Small Area Meetings: Five small area meetings were held in 2009 to allow residents, property owners and business people who lived, worked or owned property in a particular section of the Sector Plan boundary to further explore and comment on zoning proposals.

Community Workshop: A half-day community workshop was conducted in 2010 to respond to community concerns with the community draft plan. Community members participated in surveys, discussion and mapping exercises to obtain feedback on community vision, goals and objectives with respect to land use, transportation, infrastructure, and potential CIP and MR projects.

Land Use Surveys: A general land use survey was mailed to every property owner within the Plan boundaries in 2011. The survey solicited feedback on the desired mixture of residential and commercial in key planning areas including Mountain Road, Edith Road, Broadway, Lomas. In addition, five areas were identified for a more detailed survey of property owners with respect to land use: Broadway and Lomas, Mountain and Edith, Mountain and Broadway, the area south of Mountain and east of Broadway to Lomas, and the area east of Edith north of Mountain to Odelia. The results of these surveys informed the land use strategy. The surveys and summary can be found in **Appendix E. Surveys**.

Report to the Community: An evening meeting was conducted with the community in 2011 to present and discuss findings and analysis of the field visits and community surveys, a new land use strategy, and potential MR projects.

D. Public Involvement / Community Process

Project and Public Involvement Timeline

2007/2008

Assessment of existing conditions; input gathering from community; one on one stakeholder interviews

- 06/26/07 Sector Development Plan Kick-off Meeting
- 08/21/07 Advisory Committee Meeting
- 10/15/07 Advisory Committee Meeting
- 12/10/07 Advisory Committee Meeting
- 01/28/08 Advisory Committee Meeting
- 03/03/08 Advisory Committee Meeting
- 04/07/08 Community Services Focus Group
- 05/12/08 Advisory Committee Meeting

2009

Small group meetings to report status of plan; receive and record additional input for initial development of zoning and design standards

- 02/09/09 Advisory Committee Meeting
- 03/02/09 Business Owners Meeting
- 03/23/09 Business Owners Meeting
- 04/23/09 Small Group Meeting 1 Menaul to I-40
- 04/23/09 Small Group Meeting 2 I-40 to Odelia
- 04/27/09 Small Group Meeting 3 Odelia to Mountain
- 04/27/09 Small Group Meeting 4 Mountain to Lomas
- 05/27/09 Small Group Meeting 5 Railroad District
- 10/03/09 Contract with Sites Southwest ends

2010

Incorporation of comments into draft plan; sent draft to appropriate city divisions for vetting/editing and project cost estimates

- 08/19/10 Advisory Committee Draft Overview Meeting (invitations to join implementation team)
- 09/02/10 Embassy Suites Draft Plan Presentation
- 09/00/10 New Contract with Consultant Strata
- 10/16/10 Workshop to Comment on Draft Plan
- 11/16/10 Workshop Follow Up

2011

Facilitated meetings to aide in the discussion of preferred land uses

- 02/10/11 Karpoff & Associates hired by Council to Facilitate Additional Meetings
- 02/17/11 Neighborhood Association Meeting
- 04/05/11 Facilitated Area 1 Meeting
- 04/06/11 Facilitated Area 2 Meeting
- 04/27/11 Neighborhood Association Meeting
- 04/27/11 Martineztown Work Group Meeting, Second Presbyterian Church
- 07/21/11 Neighborhood Association Meeting
- 08/29/11 Martineztown Work Group Meeting, San Ignacio Church

Community Surveys

- Capital Improvement Priorities
- Flooding, Drainage, Sewer
- Transportation
- Redevelopment
- Visioning
- Land Use

Community Workshops

- Zoning Workshop
- Visioning Workshops (2007 and 2010)

Market Studies

- Martineztown/Santa Barbara Market Study – Commercial
- Martineztown/Santa Barbara Market Study – Residential

E. Surveys

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E. Surveys

CIP Survey and Ranked Projects

June 19, 2008

Dear Neighbors:

In June of 2007, a public meeting was held to obtain your input and discuss concerns regarding existing conditions and future visions for Martineztown/Santa Barbara. The issues identified of greatest concern were:

- 1) Zoning that does not reflect current land use;
- 2) Flooding and drainage problems; and,
- 3) Traffic congestion on Mountain Road.

This meeting initiated the City's process of updating the 1990 Martineztown/Santa Barbara Sector Development Plan.

We are pleased to report several major improvements soon to be completed in the plan area. These projects include: a detention pond near Odelia and Broadway; storm drain improvements along Odelia; and, improvements to the McKinley storm drain. Consultant selection for engineering analysis of drainage improvements along Mountain Road is underway.

An analysis of traffic counts along Mountain Road has been conducted by a local engineering firm and a separate report describing conditions and potential improvements of Mountain Road from Broadway to the I-25 Frontage Road has been generated by the Department of Municipal Development.

Currently the City, along with the consulting firm Sites Southwest is developing options for possible zoning modifications to present at the next public meeting.

The vision developed from comments taken at the first public meeting states:

"Martineztown-Santa Barbara will remain a low-density residential neighborhood that is family and child-friendly. Preservation of its historic architectural character will be maintained through preservation of historic buildings and development of new affordable infill housing or redevelopment designed to fit that character. Its streets will be narrow, pleasant, walkable and safe for pedestrians with good circulation for bicycles and buses. There will be a local restaurant and market for residents to walk to, some preservation of open space, and more multi-generational recreational opportunities. Storm water drainage will be sufficient and there will be adequate parking, paved streets and lighting."

CIP Survey and Ranked Projects

Currently the City, along with the consulting firm Sites Southwest is developing options for possible zoning modifications to present at the next public meeting.

The vision developed from comments taken at the first public meeting states:

“Martineztown-Santa Barbara will remain a low-density residential neighborhood that is family and child-friendly. Preservation of its historic architectural character will be maintained through preservation of historic buildings and development of new affordable infill housing or redevelopment designed to fit that character. Its streets will be narrow, pleasant, walkable and safe for pedestrians with good circulation for bicycles and buses. There will be a local restaurant and market for residents to walk to, some preservation of open space, and more multi-generational recreational opportunities. Storm water drainage will be sufficient and there will be adequate parking, paved streets and lighting.”

In response to the above vision, we are evaluating requests received from your neighborhood regarding capital improvement projects. A list of projects is enclosed for your review and comment. Please rank the items listed in order of importance/urgency and return by June 30, 2008. If you need assistance in Spanish, please call Ramona Gabaldon at 924-3923 or Maggie Gould at 924-3910.

Thank you for your participation in this important process. The results of this survey will determine what projects are listed as plan priorities for funding and implementation.

We will send notice of the next public meeting after the projects are ranked and various zoning scenarios ready for presentation.

I look forward to meeting each of you at the upcoming public meeting. If you have questions, please call me.

Sincerely,

Lorena Patten-Quintana
Planner, Project Manager
(505) 924-3940
lpatten-quintana@cabq.gov

E. Surveys

CIP Survey and Ranked Projects

MARTINEZTOWN/SANTA BARBARA

POTENTIAL CAPITAL IMPROVEMENT PROJECTS

Below are a number of potential capital improvement projects. Project descriptions are on the back of this survey. Please rank them according to your preference, with 1 being your highest priority and 10 your lowest, by circling the correct number. You may add and rank projects you think are missing.

1	Mountain Road: Road narrowing and streetscape improvements	1	2	3	4	5	6	7	8	9	10
2	Broadway Blvd.: Streetscape Improvements	1	2	3	4	5	6	7	8	9	10
3	Odelia Road: Streetscape Improvements	1	2	3	4	5	6	7	8	9	10
4	Lomas Blvd.: Streetscape improvements	1	2	3	4	5	6	7	8	9	10
5	Edith Blvd.: Streetscape Improvements (mostly north of Odelia)	1	2	3	4	5	6	7	8	9	10
6	Community Center	1	2	3	4	5	6	7	8	9	10
7	Community Pool (partner with APS)	1	2	3	4	5	6	7	8	9	10
8	Redesign and construction of Santa Barbara Park (next to church)	1	2	3	4	5	6	7	8	9	10
9	Redesign and construction of Santa Barbara Martineztown Park (large park)	1	2	3	4	5	6	7	8	9	10
10	Redevelopment of Mountain Rd/Broadway intersection as small activity center	1	2	3	4	5	6	7	8	9	10
11	Improve pedestrian connections at Lomas/Edith, Lomas/Broadway, Lomas/High	1	2	3	4	5	6	7	8	9	10
12	Historic interpretive signs/monument/walking tour brochure	1	2	3	4	5	6	7	8	9	10
13	Lighting improvements on Edith, north of Odelia and under freeway	1	2	3	4	5	6	7	8	9	10
14	Bus stop benches and shelters	1	2	3	4	5	6	7	8	9	10
15	Sidewalk repair/installation	1	2	3	4	5	6	7	8	9	10
16	Gateway features at Edith/Lomas and on Mountain and Odelia roads	1	2	3	4	5	6	7	8	9	10
17											
18											
19											
20											

Please return by June 30, 2008 to Lorena Patten-Quintana

By mail: Advance Planning, 600 2nd St. NW, 3rd floor, Albuquerque, NM 87102

Drop Off: 3rd floor, Plaza del Sol, 600 2nd St. NW, Albuquerque, NM 87102

Fax: (505) 924- 3339

CIP Survey and Ranked Projects

The Capital Implementation Program (CIP) is a way for the City to implement the goals of sector plans. The CIP administers approved capital expenditures for acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment such as roads, drainage systems, water/wastewater systems and parks. The potential projects listed on the questionnaire emerged from the neighborhood comments during the first public meeting as well as subsequent Advisory Committee meetings and a special Community Services Focus Group.

Project List (project numbers correspond to those on the accompanying ranking survey)

- 1) Narrowing Mountain Rd may include: widening sidewalks; adding bicycle lanes, lighting and trees to help slow traffic, promote walkability and establish design identity.
- 2) Streetscape improvements along Broadway Blvd may include adding street trees and other amenities to shield residential areas from warehouses and industrial buildings.
- 3) Streetscape improvements along Odelia/Indian School may include: completing sidewalk on north side of street near the high school; constructing raised, landscaped medians west of the I-25 overpass to provide pedestrian refuge; and, slowing cars by narrowing the roadway, widening bicycle lanes, and adding street trees.
- 4) Lomas streetscape improvements may include: constructing missing sidewalk between Edith and Woodward; adding crosswalks at Arno, High and Woodward intersections; adding street trees in the landscape strip and nichos similar to those on the south side of the street.
- 5) Streetscape improvements on Edith Blvd. (mainly north of Odelia) could entail widening sidewalks and, adding street trees and streetlights.
- 6) Development of a small neighborhood community center.
- 7) Development of a Community swimming pool.
- 8) Improvements to Santa Barbara Park (next to St. Ignacio Church).
- 9) Improvements to Santa Barbara/Martineztown Park (between Hannett and McKnight).
- 10) Redevelopment of the Mountain Rd/Broadway intersection as a small Neighborhood Activity Center to encourage a mix of small retail, service and community uses.
- 11) Safety improvements to pedestrian crossings at various locations.
- 12) Signs interpreting neighborhood history, a monument and a walking tour brochure.
- 13) Lighting improvements along Edith to improve Safety of the I-40 underpass.
- 14) Additional benches and shelters at neighborhood bus stops.
- 15) Repair and install sidewalks in various neighborhood locations.
- 16) Cultural elements such as arches, sculpture, and signs at Edith/Lomas and Mountain/Odelia Roads to signal visitors entering the Santa Barbara/Martineztown Neighborhood.
- 17-20) These spaces were left blank for respondents to add and rank projects not on the list.

E. Surveys

CIP Survey and Ranked Projects

CIP LIST PRIORITIZED BY THE NEIGHBORHOOD

1. Repair and install sidewalks in various neighborhood locations.
Mentioned widening in RR district – was removed
Under vehicular circulation issues
2. Additional benches and shelters at neighborhood bus stops.
3. Improve pedestrian connections at Lomas/Edith, Lomas/Broadway, Lomas/High.
4. Mountain Road: Road narrowing and streetscape improvements – Narrowing Mountain Rd may include: widening sidewalks; adding bicycle lanes, lighting and trees to help slow traffic, promote walkability and establish design identity.
5. Community Center
6. Broadway Boulevard: Streetscape Improvements - Streetscape improvements along Broadway Boulevard may include adding street trees and other amenities to shield residential areas from warehouses and industrial buildings
7. Redesign and construction of Santa Barbara Martineztown Park (large park between Hannett and McKnight).
8. Community swimming pool
9. Lighting improvements along Edith to improve Safety of the I-40 underpass.
10. Redevelopment of the Mountain Rd/Broadway intersection as a small Neighborhood Activity Center to encourage a mix of small retail, service and community uses.
11. Improvements to Santa Barbara Park (next to San Ignacio Church).
12. Streetscape improvements along Odelia/Indian School may include: completing sidewalk on north side of street near the high school; constructing raised, landscaped medians west of the I-25 overpass to provide pedestrian refuge; and, slowing cars by narrowing the roadway, widening bicycle lanes, and adding street trees.
13. Streetscape improvements on Edith Boulevard (mainly north of Odelia) could entail widening sidewalks and, adding street trees and streetlights.
14. Cultural elements such as arches, sculpture, and signs at Edith/Lomas and Mountain/Odelia Roads to signal visitors entering the Santa Barbara/Martineztown Neighborhood.
15. Lomas streetscape improvements may include: constructing missing sidewalk between Edith and Woodward; adding crosswalks at Arno, High and Woodward intersections; adding street trees in the landscape strip and nichos similar to those on the south side of the street.
16. Signs interpreting neighborhood history, a monument, and a walking tour brochure.

CIP Survey and Ranked Projects

MARTINEZTOWN/SANTA BARBARA POTENTIAL CAPITAL IMPROVEMENT PROJECTS

Potential Capital Improvement Projects	Score (Responses)
1 Mountain Road: Road narrowing and streetscape improvements	3.29 (4)
2 Broadway Boulevard: Streetscape Improvements	3.48 (6)
3 Odelia Road: Streetscape Improvements	3.99 (12)
4 Lomas Boulevard: Streetscape improvements	4.81 (15)
5 Edith Boulevard: Streetscape Improvements (mostly north of Odelia)	4.55 (13)
6 Community Center	3.41 (5)
7 Community Pool (partner with APS)	3.78 (8)
8 Redesign and construction of Santa Barbara Park (next to church)	3.97 (11)
9 Redesign and construction of Santa Barbara Martineztown Park (large park)	3.59 (7)
10 Redevelopment of Mountain Rd/Broadway intersection as small activity center	3.88 (10)
11 Improve pedestrian connections at Lomas/Edith, Lomas/Broadway, Lomas/High	3.18 (3)
12 Historic interpretive signs/monument/walking tour brochure	5.91 (16)
13 Lighting improvements on Edith , north of Odelia and under freeway	3.82 (9)
14 Bus stop benches and shelters	3.01 (2)
15 Sidewalk repair/installation	3.01 (1)
16 Gateway features at Edith/Lomas and on Mountain and Odelia roads	4.71 (14)

In the summary table above, the average score for each project is noted. The number in parantheses notes the number of responses.

Workshop Surveys and Summary

Flooding, Drainage and Sewer Survey.

The following are policy recommendations of the Plan; please indicate your position on these recommendation (Agree, Disagree, or other Comment):

Structural Recommendations (by COA Department of Municipal Development)

- 1) Improve the existing Broadway Pump Station or replace it with a new pump station that will provide a maximum pumping capacity of 150 cfs.
- 2) Upsize the underground pipes running under Broadway north and south of the Broadway Pump Station.
- 3) Install a new 36-inch storm drain in Hannett and route storm water through a new detention basin in Martineztown Santa Barbara Park.
- 4) Improve the street and drainage throughout the Broadway Drainage Basin to convey storm water run-off to the Broadway Pump Station.
- 5) Restrict the overflow system into the Barelás Drainage Basin.
- 6) Require new development to limit storm water discharge to a minimal amount per acre or design an outlet to release run-off after the peak of the storm has passed.
- 7) Promote the use of landscaping that will absorb and slow run-off, including swales, detention ponds, permeable paving.
- 8) Work with Albuquerque High School to reduce storm-water run-off and erosion from their western and northern slopes.
- 9) Encourage joint use of ponds (for example, parks and sports fields) that are 3 acres or larger.



Workshop Surveys and Summary

Martineztown/Santa Barbara SDP Transportation Survey:

The following are policy recommendations of the Plan; please indicate your position on these recommendation (Agree, Disagree, or other Comment):

- 1) Encourage commercial trucks to use Lomas, Broadway and Menaul Boulevards rather than Mountain as their main access routes to and from the freeways.
- 2) Make traffic lanes on Mountain Road a consistent width, widen the sidewalks, and add bicycle lanes, pedestrian lighting, street trees and other landscaping where possible.
- 3) Post signs on the frontage road directing southbound trucks to Lomas Boulevard after exiting I-25.
- 4) Designate Mountain Road a local road rather than a collector to allow posted truck restrictions and slower speeds.
- 5) Add a traffic light at Woodward and Lomas, if warranted.
- 6) Post speed limit signs on Edith Blvd. and replace faded signs with truck weight and axle limits.
- 7) Construct a raised, median with low landscaping on Odelia just west of the I-25 overpass to provide a pedestrian refuge and signal drivers to slow down near the Albuquerque High School entrance.
- 8) Make streetscape improvements on Odelia and on Edith north of Odelia to calm automobile traffic so that it travels at the speed limit while maintaining the current traffic capacity. (High, Stone, Towner).
- 9) Pave unpaved roads and add curb and gutter or alternative walkway/storm drainage features.
- 10) Create cul-de-sacs at the end of dead-end roads where possible, while allowing for continuity and connectivity of existing and proposed bicycle lanes.
- 11) Add striped bicycle lanes on both sides of Mountain Road, provided it is warranted after an engineering/feasibility analysis.
- 12) Investigate the feasibility of a west-east bicycle trail and lane for Indian School and McKnight, respectively, to connect First Street to Edith Boulevard.
- 13) Investigate the feasibility of an elevated east-west bikeway-pedestrian trail to connect Seventh Street to Edith Boulevard, adjacent to I-40.
- 14) Conduct an engineering/feasibility analysis for a bicycle/pedestrian trail along Menaul Boulevard to connect existing bikeway/pedestrian routes along Edith.
- 15) Ensure than any changes to street sections retain the AASHTO-recommended operating widths for striped or shared bicycle lanes.

E. Surveys

Workshop Surveys and Summary

Additional recommendations that the plan could address:

1. Trails (added to parks and streets)
2. Modern traffic circles
3. Pedestrian intersection improvements
4. Safe route to schools
5. Other:

DRAFT

Workshop Surveys and Summary

TRANSPORTATION AND DRAINAGE SURVEY RESULTS

	Description	Agree	Disagree	Other Comment
1)	Improve the existing Broadway Pump Station or replace it with a new pump station that will provide a maximum pumping capacity of 150 cfs.	13	2	"*No money *This is in the works. *Fix old pump station."
2)	Upsize the underground pipes running under Broadway north and south of the Broadway Pump Station.	10	3	"*No money *This is in the works. *Fix old pump station. *Up and down Edith too"
3)	Install a new 36-inch storm drain in Hannett and route storm water through a new detention basin in Martineztown Santa Barbara Park.	10	3	*No money
4)	Improve the street and drainage throughout the Broadway Drainage Basin to convey storm water run-off to the Broadway Pump Station.	9	2	*No money
5)	Restrict the overflow system into the Barelás Drainage Basin.	4	1	*No money
6)	Require new development to limit storm water discharge to a minimal amount per acre or design an outlet to release run-off after the peak of the storm has passed.	6	3	*No money
7)	Promote the use of landscaping that will absorb and slow run-off, including swales, detention ponds, permeable paving. (See concepts below).	11	1	*No money
8)	Work with Albuquerque High School to reduce storm-water run-off and erosion from its western and northern slopes.	13	1	*No money
9)	Encourage joint use of ponds (for example, parks and sports fields) that are three (3) acres or larger.	13	1	*No money
10)	Provide screening and landscaping for the interim detention basin at Broadway and Lomas.	9	1	*No money
11)	Identify and develop a new permanent, high capacity detention basin at Broadway and Lomas facility.	11	1	*No money
12)	Rehabilitate outdated sewer lines.	13	1	*No money

ADDITIONAL RECOMMENDATIONS THE PLAN COULD ADDRESS

	Description	Agree	Disagree	Other Comment
1)	Encourage street side raingardens, vegetated swales and stormwater planters/basins.	7	1	*No Money
2)	Encourage raingardens, vegetated swales and stormwater planters/basins on residential and commercial sites.	8	1	*No Money
Other:				*Must re-sewer Edith from Lomas north. It is currently "Orangeberg" old bad main sewer line- must be replaced. I snake out every 2 months.

E. Surveys

Land Use Surveys and Summary

Martineztown/Santa Barbara Sector Development Plan

General Land Use Survey

August 2011

The following questions will help us understand your vision for the future of Martineztown/Santa Barbara as well as for your property. Your responses will be kept confidential, but in order to properly analyze the survey, you must provide your address for your response to be considered.

Property Address (required):

Name (optional):

Email/phone (optional):

Name of Business (if applicable):

Part 1 – Land Use*

* *Land use is a description of the type of activity on a property.
(Residential examples: houses, townhouses, apartments, live-work units, etc.
Commercial examples: businesses, general retail, services, offices, etc.)*

1. Circle any of the following that apply to you:
 - a. I own property in Martineztown/Santa Barbara.
 - b. I live in Martineztown/Santa Barbara.
 - c. I own a business in Martineztown/Santa Barbara.
 - d. I work in Martineztown/Santa Barbara.

2. Are you are interested in pursuing any new land uses on your property?
(For example: Adding a residential use to a commercial property or adding a commercial use to a residential property.)

3. Are there any particular land uses that you would like to see limited or prohibited in Martineztown/Santa Barbara? *If so, where?*

4. Are there any particular land uses that you would like to see encouraged in Martineztown/Santa Barbara? *If so, where?*

5. Are there any other land-use issues you would like to see addressed overall in Martineztown/Santa Barbara?

Land Use Surveys and Summary

Part 2 – Future Development

Please tell us your preference and explain your choice.

1. Do you feel a Village Center for neighborhood businesses and community activities would be appropriate in any of the following locations?
 - a. Mountain & Broadway
 - b. Mountain & Edith
 - c. Both
 - d. Neither

Why or why not?

2. In the future, would you like to see townhouses, condominiums, and apartments along **Lomas Boulevard**, OR would you like it to remain businesses, services, and retail only?
 - a. Add townhouses, condominiums, and apartments
 - b. Remain businesses, services, and retail only
 - c. Other: _____

Please explain your choice.

3. In the future, would you like to see townhouses, condominiums, and apartments along **Broadway Boulevard**, OR would you like it to transition to businesses, services, and retail only?
 - a. Add townhouses, condominiums, and apartments
 - b. Transition to businesses, services, and retail only
 - c. Other: _____

Please explain your choice.

4. In the future along **Mountain Road**, would you like to see more residences, more businesses, OR both?
 - a. More residences
 - b. More businesses
 - c. Both
 - d. Other: _____

Please explain your choice.

5. In the future, would you like to see **Edith Boulevard** remain a mix of businesses and residences OR transition to a primarily residential street?
 - a. Remain a mix of businesses and residences
 - b. Transition to primarily residences
 - c. Other: _____

Please explain your choice.

E. Surveys

Land Use Surveys and Summary

Allowable Uses Option Survey

August 2011

Area 1: Lomas and Broadway

Property Address (Required):

Name (optional):

Email/phone (optional):

Name of Business (if applicable):

Circle any of the following that apply to you (Required):

- a. I own property in Martineztown/Santa Barbara.
- b. I live in Martineztown/Santa Barbara.
- c. I own a business in Martineztown/Santa Barbara.
- d. I work in Martineztown/Santa Barbara.

The following options for Residential and Commercial Uses along Lomas and Broadway are based on existing land uses, feedback from community meetings, property owner letters, and field research. This survey will help us understand your vision for the future of this area. Your responses will be kept confidential, but in order to properly analyze the survey, you must provide your address for your response to be considered.

Proposed Land-Use Options

Land use is a description of the type of activity on a property. (**Residential** examples are houses, townhouses, apartments, live-work units, etc. **Commercial** examples are businesses, general retail, offices, services, etc.)

NOTE: These options represent land uses only. Further refinement will be needed to decide the appropriate zoning requirements for setbacks, height allowances, signage, parking requirements, etc.

Please read the following options for Residential and Commercial Uses along Lomas and Broadway Boulevards and choose one in each section that best serves your vision for your property's future development and the future character of Area 1.

A. Properties Fronting Lomas Boulevard.

1. Which of the following options for future development along Lomas Boulevard best matches your vision?

OPTION 1: Adding Residential Uses and maintaining Commercial Uses.

- Future Land Uses would become a mix of Residential and Commercial Uses.
- Future Residential Uses would include multifamily units (example: apartments, duplexes, townhouses, etc.) but not single-family detached houses.
- Future Commercial Uses would remain a mix of general retail, office, and services.

(Continued on the next page)

Land Use Surveys and Summary

OPTION 2: Maintaining Commercial Uses only.

- Future Land Uses would remain primarily Commercial Uses.
 - *Legal existing Residential Uses* would become Approved Conditional Uses*.
2. Are there any Commercial Uses you would like to ADD or PROHIBIT along Lomas Boulevard? *If so, why?*

B. Properties Fronting Broadway Boulevard.

1. Which of the following options for future development along Broadway Boulevard best matches your vision?

OPTION 1: Adding Residential Uses and maintaining Commercial Uses.

- Future Land Uses would remain a mix of Residential and Commercial Uses.
- Future Residential Uses would include multifamily units (*examples: apartments and/or townhouses*) but not single-family detached houses.
- Future Commercial Uses would include businesses, general retail and services, and offices.
- *Legal existing single-family residences* would become Approved Conditional Uses*.
- *Legal existing Manufacturing Uses* would become Approved Conditional Uses*.

OPTION 2: Limiting future development to additional Commercial Uses.

- Future Land Uses would become primarily Commercial Uses.
 - Future Commercial Uses would include general retail, services, and offices.
 - *Legal existing Residential Uses* would become Approved Conditional Uses*.
 - *Legal existing Manufacturing Uses* would become Approved Conditional Uses*.
2. Are there land uses you would like to see **ADDED** along Broadway? *If so, why?*
3. Are there land uses you would like to see **PROHIBITED** along Broadway? *If so, why?*

* *Approved Conditional Uses means the existing use would be "grandfathered in," even if the property is sold; however, if not used for a year, the use is lost, and future uses are restricted to those permitted by the property's zoning.*

Comments:

E. Surveys

Land Use Surveys and Summary

Allowable Uses Option Survey
August 2011

Area 2: South of Mountain to Lomas Corridor

Property Address (required):

Name (optional):

Email/phone (optional):

Name of Business (if applicable):

The following are options for future Residential and Commercial land uses for the area south of Mountain, based on existing land use, feedback from community meetings, letters from property owners, and field research. This survey will help us understand your vision for the future of Area 2. Your responses will be kept confidential, but in order to properly analyze the survey, you must provide your address for your response to be considered.

Proposed Land Use Options

Land use is a description of the type of activity on a property. (**Residential** examples are houses, townhouses, apartments, live-work units, etc. **Commercial** examples are businesses, general retail, offices, services, etc.)

NOTE: These options represent land uses only. Further refinement will be needed to decide the appropriate zoning requirements for setbacks, height allowances, signage, parking requirements, etc.

Which of the following options best serves your vision for your property's future development and the future character of Area 2? Please choose one option.

Option 1: *Maintaining a mix of Residential Uses and Commercial Uses THROUGHOUT AREA 2 but limiting future Commercial Uses to small, neighborhood-serving businesses compatible with Residential Uses.*

- Future land uses would remain a mix of Residential and Commercial Uses.
- Future Residential Uses would be single-family houses, with additional dwelling units allowed on-site, and townhouses.
- Future Commercial Uses would be limited to a list of small, neighborhood-serving businesses (*examples:* Daycare, tailor, hair salon/barber, gallery, pottery/ceramics, jewelry, arts and crafts, woodworking, etc.).
- *Legal existing Commercial Uses* not on the list would become Approved Conditional Uses.*

Option 2: *Maintaining a mix of Residential and Commercial Uses ONLY along Edith Boulevard but limiting surrounding area to Residential Uses.*

- Along Edith, future land uses would remain a mix of Residential Uses and a limited list of small, neighborhood-serving businesses (*examples:* Daycare, tailor, hair salon/barber, gallery, pottery/ceramics, jewelry, arts and crafts, woodworking, etc.)
- For the rest of the area not on Edith, future development would be limited to Residential Uses, such as single-family houses, with additional dwelling units allowed on-site, and townhouses.
- *Legal existing Commercial Uses* not on the list would become Approved Conditional Uses.*

(Continued on the next page)

Land Use Surveys and Summary

- * *Approved Conditional Uses means the existing use would be “grandfathered in,” even if the property is sold; however, if not used for a year, the use is lost, and future uses are restricted to those permitted by the property’s zoning.*

Comments:

E. Surveys

Land Use Surveys and Summary

Allowable Uses Option Survey

August 2011

Area 3: Mountain and Broadway

Property Address (required):**Name (optional):****Email/phone (optional):****Name of Business (if applicable):**

The following options are possible Residential and Commercial land uses for future development in Area 3, based on existing land use, feedback from community meetings, letters from property owners, and field research. This survey will help us understand your vision for the future of Area 3. Your responses will be kept confidential, but in order to properly analyze the survey, you must provide your address for your response to be considered.

Proposed Land-Use Options

Land use is a description of the type of activity on a property. (**Residential** examples are houses, townhouses, apartments, live-work units, etc. **Commercial** examples are businesses, general retail, offices, services, etc.)

NOTE: These options represent land uses only. Further refinement will be needed to decide the appropriate zoning requirements for setbacks, height allowances, signage, parking requirements, etc.

Which of the following options best serves your vision for your property's future development and the future character of Area 3? *Please choose one option.*

Option 1: *Maintaining Residential Uses and increasing Commercial Uses.*

- Area 3 would transition to a more commercial character over time.
- Future Residential Uses would be limited to residences that are built above or behind commercial buildings.
- Future Commercial Uses would be limited to a list of general retail, offices, and services.
- *Legal existing Commercial or Manufacturing Uses* not on the list would become Approved Conditional Uses*.
- *Legal existing Residential Uses* would become Approved Conditional Uses*.

Option 2: *Maintaining Commercial Uses and increasing Residential Uses.*

- Area 3 would remain a mix of Residential and Commercial Uses.
- Future Residential Uses would include townhouses, apartments, and live-work units.
- Future Commercial Uses would be limited to a list of general retail, offices, and services.
- *Legal existing Commercial or Manufacturing Uses* not on the list would become Approved Conditional Uses*.
- *Legal existing detached, single-family houses* would become Approved Conditional Uses*.

(Continued on the next page)

Land Use Surveys and Summary

- * *Approved Conditional Uses means an existing use would be “grandfathered in,” even if the property is sold; however, if not used for a year, the use is lost, and future uses are restricted to uses permitted by the property’s zoning.*

Comments:

E. Surveys

Land Use Surveys and Summary

Allowable Uses Option Survey
August 2011

Area 4: Mountain and Edith

Property Address (required):

Name (optional):

Email/phone (optional):

Name of Business (if applicable):

The following are possible land use options for future development along Mountain Road, east of Broadway to Edith, and along Edith from Rosemont to just south of Mountain. The proposed options are based on existing land uses, feedback from community meetings, letters from property owners, and field research.

The survey will help us understand your vision for the future of Area 4. Your responses will be kept confidential, but in order to properly analyze the survey, you must provide your address for your response to be considered.

Proposed Land Use Options

Land use is a description of the type of activity on a property. (**Residential** examples are houses, townhouses, apartments, live-work units, etc. **Commercial** examples are businesses, general retail, offices, services, etc.)

NOTE: These options represent land uses only. Further refinement will be needed to decide the appropriate zoning requirements for setbacks, height allowances, signage, parking requirements, etc.

Which of the following options best serves your vision for your property's future development and the future character of Area 4? *Please choose one option.*

Option 1: Maintaining a mix of Residential Uses and Commercial Uses that are compatible with Residential Uses.

- Future land uses would remain a mix of Residential and Commercial Uses.
- Future Commercial Uses would be limited to a list of general retail, offices, and services compatible with Residential Uses.
- *Legal existing Commercial Uses* not on the list would become Approved Conditional Uses.*
- For properties accessed from Mountain or Edith, future Residential Uses would be limited to townhouses and multifamily residences.
- For other properties in Area 4, future Residential Uses would include single-family detached houses, with additional dwelling units allowed on-site, and townhouses.
- *Legal existing Residential Uses* would become Approved Conditional Uses*.

(Continued on the next page)

Land Use Surveys and Summary

Option 2: *Maintaining a mix of Residential and Commercial Uses, but limiting future Commercial Uses to small, neighborhood-serving businesses that are compatible with Residential Uses.*

- Future land uses would remain a mix of Residential and Commercial Uses, but Commercial Uses would be limited to those intended to serve the neighborhood.
- Future Commercial Uses would be limited to a list of small, neighborhood-serving businesses (*examples:* Daycare, tailor, hair salon/barber, gallery, pottery/ceramics, jewelry, arts and crafts, woodworking, etc.).
- *Legal existing Commercial Uses* not on the list would become Approved Conditional Uses.*
- Future Residential Uses would be the same as those proposed in Option 1.
- *Legal existing Residential Uses* would become Approved Conditional Uses*.

* *Approved Conditional Uses means the existing use would be “grandfathered in,” even if the property is sold; however, if not used for a year, the use is lost, and future uses are restricted to those permitted by the property’s zoning.*

Comments:

E. Surveys

Land Use Surveys and Summary

Allowable Uses Option Survey
August 2011

Area 5: North of Mountain to Odelia/Indian School

Property Address (required):

Name (optional):

Email/phone (optional):

Name of Business (if applicable):

The following options are possible future Residential and Commercial land uses for the area north of Mountain. The options are based on existing land use, feedback from community meetings, letters from property owners, and field research. The survey will help us understand your vision for the future of Area 5. Your responses will be kept confidential, but in order to properly analyze the survey, you must provide your address for your response to be considered.

Proposed Land Use Options

Land use is a description of the type of activity on a property. (**Residential** examples are houses, townhouses, apartments, live-work units, etc. **Commercial** examples are businesses, general retail, offices, services, etc.)

NOTE: These options represent land uses only. Further refinement will be needed to decide the appropriate zoning requirements for setbacks, height allowances, signage, parking requirements, etc.

Which of the following options best serves your vision for your property's future development and the future character of Area 5? *Please choose one option.*

Option 1: Maintaining a mix of Residential and Commercial Uses THROUGHOUT AREA 5.

- Future land uses would remain a mix of Residential and Commercial Uses.
- Future Residential Uses would include single-family detached houses, with additional dwelling units allowed on-site; townhouses; and apartments located above businesses.
- Future Commercial Uses would be limited to a list of small, neighborhood-serving businesses compatible with Residential Uses (*examples: Daycare, tailor, hair salon/barber, gallery, pottery/ceramics, jewelry, arts and crafts, woodworking, etc.*).
- *Legal existing Commercial Uses* not on the list would become Approved Conditional Uses*.

(Continued on the next page)

Land Use Surveys and Summary

Option 2: *Maintaining a mix of Residential and Commercial Uses ONLY along Edith and Mountain but limiting surrounding areas to Residential Uses.*

- Along Edith and Mountain, future land uses would remain a mix of Residential Uses and a limited list of small, neighborhood-serving businesses (*examples: daycare, tailor, hair salon/barber, gallery, pottery/ceramics, jewelry, arts and crafts, woodworking, etc.*).
- For areas not on Edith or Mountain, future development would be limited to Residential Uses only.
- *Legal existing Commercial Uses* not on the list of neighborhood-serving businesses would become Approved Conditional Uses.*

* *Approved Conditional Uses means the existing use would be “grandfathered in,” even if the property sold; however, if not used for a year, the use is lost, and future uses are restricted to those permitted by the property’s zoning.*

Comments:

APPENDIX

E. Surveys

Land Use Surveys and Summary

MTSB Survey summary
Area 1: Lomas and Broadway
Property Owner Survey
Number Surveyed: 48
Number of Respondents: 1
No data

[Reformatting Pending]

General Survey
Number Surveyed: 841
Number of Respondents: 94
Respondent breakdown: 23 (20 of these are Property owners) residents only (24%), 22 own businesses and are property owners (23%), 12 live/own a business (13%), 37 own property but do not live or own a business in MTSB (39%).
Favored Response: Remain Commercial Only
Breakdown: 4 + 4 residents (35%), 8 + 3 businesses (50%), 11 both (92%), 12 + 3 property owners only (41%)
Residential preference: 6 + 1 Add apt/condos/townhouses; 6 +1 NR
Business preference: 8 + 3; Remain Commercial Only
Both preference: 11 Remain Commercial Only
Property Owner Only preference: 12 + 3 Remain Commercial Only

	Residents	Businesses	Both	Property Owner Only	Total
Lomas					
Add Apt./Condos/Townhouses		6 + 1	2 + 1	0	12 + 2
Remain Commercial Only	4 + 4	8 + 3	11	12 + 3	35 + 10
Other	1	1	1	0	3
NR	6 + 1	6 + 1	0	7 + 1	19 + 3

Proposed Strategies
Option: 1 – Change zoning to C-2 to reflect current allowed uses
Option: 2 – Add residential as option (might not be need if residential addition to C-2 is passed by Council)

Area 2: Mountain to Lomas
Property Owner Survey
Number Surveyed: 220
Number of Respondents: 20 + 3
Respondent breakdown: 8 residents, 2 businesses, 2 both, 8 + 3 property owners
Favored Response: Mixed use throughout
Breakdown: 6 residents, 1 business, 5 + 2 property owners
Residential preference: 6 mixed use throughout
Business preference: 1 mixed use throughout; 1 NR
Property Owner preference: 5 + 2 mixed use throughout

General Survey Edith
Number Surveyed: 841
Number of Respondents: 94
Respondent breakdown: 23 (20 of these are Property owners) residents only (24%), 22 own businesses and are property owners (23%), 12 live/own a business (13%), 37 own property but do not live or own a business in MTSB (39%).
Favored Response: Mixed use throughout

Land Use Surveys and Summary

Breakdown: 4 + 2 residents (26%), 10 + 3 business (59%), 11 both (92%), 21 + 2 property owners (62%)

Residential preference: 6 + 3 Transition to more residential

Business preference: 10 + 3 mixed use throughout

Both preference: 11 Mixed use throughout

Property owner preference: 21 + 2 mixed use throughout

Edith	Residents	Businesses	Both	Property Owner Only	Total		
Remain a mixture of Res. And Comm.			4 + 2	10 + 3	11	21 + 2	46 + 7
Transition to more residential		6 + 3	+ 1	1	6 + 3	13 + 7	
Other	1 (no opinion)	2	0	0	3		
NR	6 + 1	5 + 1	0	4 + 1	15 + 3		

Proposed Strategies

Option: 1 – Create new mixed use zone to limit commercial uses to Neighborhood Commercial limiting auto related uses to those that are already existing and create minimum lot sizes for commercial uses to accommodate parking or require that parking be met on site with buffering and landscaping requirements.

Option: 2 – Retain existing NRC zoning; Change C-3 zoning to NRC on properties not fronting Lomas or Mountain.

Area 3: Broadway and Mountain

Number Surveyed: 40

Number of Respondents: 2

Respondent breakdown: 2 businesses, 2 both

Favored Response: Increasing Residential

Breakdown: 1 both, 1 business

Business preference: 1 Increasing residential

Both preference: 1 Increasing residential

General Survey – Village Center at Broadway and Mountain

Number Surveyed: 841

Number of Respondents: 94

Respondent breakdown: 23 (20 of these are Property owners) residents only (24%), 22 own businesses and are property owners (23%), 12 live/own a business (13%), 37 own property but do not live or own a business in MTSB (39%).

Favored Response: Both Locations

Breakdown: 9 + 3 residents (52%), 1 business (5%), 9 both (75%), 11 + 2 property owners (24%)

Residential preference: 9 + 3 Both Locations

Business preference: 6 + 1 Neither

Both preference: 9 Both

Property owner preference: 11 + 2 Both Locations

	Residents	Businesses	Both	Property Owner Only	Total
Village Center					
Mountain and Broadway	1	2 + 2	0	6	9 + 2
Mountain and Edith	1	1 + 1	2	7	11 + 1
Both Locations	9 + 3	1	9	11 + 2	30 + 5
Neither	1	6 + 1	0	2 + 3	9 + 4
NR	5 + 3	7 + 1	1	5 + 1	18 + 5

E. Surveys

Land Use Surveys and Summary

General Survey –Mountain Road

Number Surveyed: 841

Number of Respondents: 94

Respondent breakdown: 23 (20 of these are Property owners) residents only (24%), 22 own businesses and are property owners (23%), 12 live/own a business (13%), 37 own property but do not live or own a business in MTSB (39%).

Favored Response: Both

Breakdown: 5 +1 residents (26%), 3 + 3 business (27%), 1 both (8%), 20 + 2 property owners (60%)

Residential preference: 6 + 1 Residential

Business preference: 3 + 3 Both

Both preference: 10 More Businesses

Property owner preference: 20 + 2 Both

Mountain	Residents	Businesses	Both	Property Owner Only	Total
More Residences	6 + 1	1	0	2 + 1	9 + 2
More Businesses	2	4	10	3 + 2	19 + 2
Both	5 + 1	3 + 3	1	20 + 2	29 + 6
Other	2 + 1 (none)	2	1 (mixed use)	2 (leave as is)	7 + 1
NR	4 + 1	8 + 1	0	4 + 1	16 + 3

Proposed Strategies

Option: 1 – Create new zone based on FBZ Infill

Option: 2 – Create new zone based on FBZ MX

Option: 3 – Add residential per C-2 language with design standards

Area 4: Mountain and Edith

Number Surveyed: 23

Number of Respondents: 9

No data

General Survey – Village Center at Broadway and Mountain

Number Surveyed: 841

Number of Respondents: 94

Respondent breakdown: 23 (20 of these are Property owners) residents only (24%), 22 own businesses and are property owners (23%), 12 live/own a business (13%), 37 own property but do not live or own a business in MTSB (39%).

Favored Response: Both Locations

Breakdown: 9 + 3 residents (52%), 1 business (5%), 9 both (75%), 11 + 2 property owners (24%)

Residential preference: 9 + 3 Both Locations

Business preference: 6 + 1 Neither

Both preference: 9 Both

Property owner preference: 11 + 2 Both Locations

	Residents	Businesses	Both	Property Owner Only	Total
Village Center					
Mountain and Broadway	1	2 + 2	0	6	9 + 2
Mountain and Edith	1	1 + 1	2	7	11 + 1
Both Locations	9 + 3	1	9	11 + 2	30 + 5
Neither	1	6 + 1	0	2 + 3	9 + 4

Land Use Surveys and Summary

NR 5 + 3 7 + 1 1 5 + 1 18 + 5

General Survey – Edith

Number Surveyed: 841

Number of Respondents: 75 + 18

Respondent breakdown: 27 + 6 residents, 15 + 6 businesses, 14 both, 31 + 5 property owners

Favored Response: Both Locations

Breakdown: 18 + 2 residents, 12 + 1 business, 11 both, 21 + 2 property owners

Residential preference: 18 + 3 Both Locations

Business preference: 2 + 3 Mountain and Edith; Neither 4 + 1

Both preference: 2 Mountain and Edith

Property owner preference: 11 + 2 Both Locations

General Survey Edith

Number Surveyed: 841

Number of Respondents: 94

Respondent breakdown: 23 (20 of these are Property owners) residents only (24%), 22 own businesses and are property owners (23%), 12 live/own a business (13%), 37 own property but do not live or own a business in MTSB (39%).

Favored Response: Mixed use throughout

Breakdown: 4 + 2 residents (26%), 10 + 3 business (59%), 11 both (92%), 21 + 2 property owners (62%)

Residential preference: 6 + 3 Transition to more residential

Business preference: 10 + 3 mixed use throughout

Both preference: 11 Mixed use throughout

Property owner preference: 21 + 2 mixed use throughout

Edith	Residents	Businesses	Both	Property Owner Only	Total
Remain a mixture of Res. And Comm.			4 + 2	10 + 3	11 21 + 2 46 + 7
Transition to more residential		6 + 3	+ 1	1	6 + 3 13 + 7
Other	1 (no opinion)	2	0	3	
NR	6 + 1	5 + 1	0	4 + 1	15 + 3

Proposed Strategies

Option: 1 – Create new zone based on FBZ Infill

Option: 2 – Create new zone based on FBZ MX

Option: 3 – Add residential per C-2 language with design standards

Area 5: Mountain to Odelia

Number Surveyed: 67

Number of Respondents: 4

Respondent breakdown: 1 resident, 3 property owners

Favored Response: Mixed use throughout

Breakdown: 3 property owners

Residential preference: 1 mixed use on Edith and Mountain only

Property Owner preference: 3 mixed use throughout

General Survey Edith

Number Surveyed: 841

E. Surveys

Land Use Surveys and Summary

Number of Respondents: 94

Respondent breakdown: 23 (20 of these are Property owners) residents only (24%), 22 own businesses and are property owners (23%), 12 live/own a business (13%), 37 own property but do not live or own a business in MTSB (39%).

Favored Response: Mixed use throughout

Breakdown: 4 + 2 residents (26%), 10 + 3 business (59%), 11 both (92%), 21 + 2 property owners (62%)

Residential preference: 6 + 3 Transition to more residential

Business preference: 10 + 3 mixed use throughout

Both preference: 11 Mixed use throughout

Property owner preference: 21 + 2 mixed use throughout

Edith	Residents	Businesses	Both	Property Owner Only	Total		
Remain a mixture of Res. And Comm.			4 + 2	10 + 3	11	21 + 2	46 + 7
Transition to more residential		6 + 3	+ 1	1	6 + 3	13 + 7	
Other	1 (no opinion)	2	0	0	3		
NR	6 + 1	5 + 1	0	4 + 1	15 + 3		

Proposed Strategies

Option: 1 – Create new mixed use zone to limit commercial uses to Neighborhood Commercial limiting auto related uses to those that are already existing and create minimum lot sizes for commercial uses to accommodate parking or require that parking be met on site with buffering and landscaping requirements.

Option: 2 – Change existing RCM zoning to NRC; Change C-3 zoning to NRC on properties not fronting Edith or Mountain.

F. Market Study Summary

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F. Market Study Summary

Retail Opportunity: Martineztown/Santa Barbara Market Study

The following summary is based on the preliminary results of a market study that was commissioned in 2010 to analyze the retail and commercial opportunities within the Martineztown/Santa Barbara Sector Development Plan area. This study will provide policy guidance to the type of development that the Plan should foster. The market study was based on population, consumer expenditure and demographic data; retail gravitational and traffic patterns; and income and employment data of a defined trade area for the Martineztown/Santa Barbara study area.

Boundaries

Santa Barbara Martineztown Study Area

The study area is located approximately ½ mile northeast of Downtown Albuquerque. The boundaries of the Martineztown/Santa Barbara sector development plan area are:

- Menaul Blvd. on the north
- Lomas Blvd. on the South,
- The Atchison, Topeka and Santa Fe Railway tracks on the west; and
- Interstate 25 on the east.

Primary Trade Area boundaries are approximately:

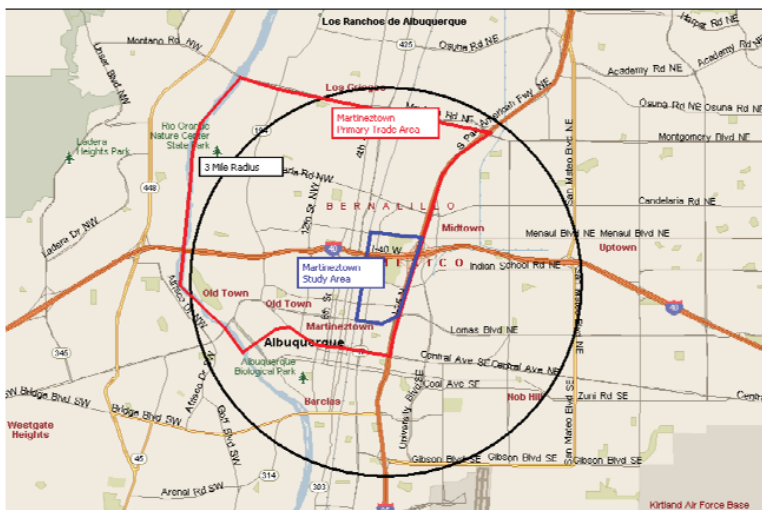
- North side along Montano Road
- East edge along Interstate 25
- South perimeter along Central Avenue through Downtown Albuquerque
- West border of the Rio Grande River

Secondary Trade Area boundaries are approximately:

- Paseo del Norte Blvd. to the north
- Coors Blvd. to the west
- Bridge Blvd. to the south
- East of I-25

This study finds that 39,400 square feet of additional retail is currently supportable in the Martineztown/Santa Barbara study area. This new retail can potentially capture an additional 8.9 million of revenue in 2010, growing to 10.2 million by 2015.

F. Market Study Summary



Primary Trade Area- Current and Future Demographic Data

	2010	2015
People:		
Population	34,347	35,970
Median age	38.9 (older)	39.6
Hispanic Origin	66.4%	68.4%
Jobs:		
Employees/jobs in trade area	46,000	
Employed 16 years and older	13,937	
White collar	60.4%	
Income:		
Per Capita Income	\$23,872	\$26,231
Average Household Income	\$55,685	\$60,495
Median Household Income	\$41,337 (below)	\$46,386
% hh w/incomes greater \$75,000	23.3%	26.4%
Household:		
Households	14,173	15,027
Average Household Size	2.30 (below)	2.27
Owner Occupied housing units	53.9%	52.9%

(Note: annual population growth rate is estimated to be 0.93 between 2010 and 2015).

F. Market Study Summary

Key Findings

1. People within the primary trade area are older, have smaller households, and a lower median income, and therefore disposable income, compared to residents in the state and country. The highest household incomes are found near the Rio Grande River, the western edge of the primary trade area.
2. The Menaul & Carlisle community retail cluster, including multiple retail centers and free-standing buildings, creates the greatest direct competition with future retail expansion in the study area. In addition, there is strong retail competition to the north and east, including Coronado Mall, and Albuquerque Uptown Lifestyle Center and Montgomery Plaza.
3. The study area has exceptional regional access. Menaul Blvd., Lomas Blvd., and Broadway Blvd. provide the best local access through the study area.
4. A number of assumptions were made, including that the study area is properly zoned to support infill and redevelopment projects with current and innovative standards.
5. One of the reasons that retail development has not taken off in this area is that there is a “lack of critical mass of retail development” from which to pull and grow. Once retail starts to develop, there is good potential for that development to spur additional development. Need for catalytic activity.
6. Other opportunities for expanding retail in the study area exist because there are many vacant infill sites as well as many existing commercial/industrial buildings, which are functionally obsolete. These buildings can be converted to new retail or mixed-use projects, especially along Broadway, which has the best vehicular access to the surrounding communities.
7. The number of people employed within the Primary Trade Area is greater than the number of people who live there, indicating that this trade area most likely draws employees from outside its boundaries. Major employers within the primary trade area are the service, government, retail, construction, wholesale, and manufacturing industries. Compared to state and national employment in these industries, employment is weak in the retail and manufacturing sectors. There is also under-representation in the finance, insurance and real estate sector.
8. The Martineztown/Santa Barbara study area lacks a significant retail presence and additional retail is currently supportable in 2010 (39,400 SF).