

# **CITY of ALBUQUERQUE**

## **TWENTY SIXTH COUNCIL**

COUNCIL BILL NO. O-25-100 ENACTMENT NO. 0.2025.033

**SPONSORED BY: Tammy Fiebelkorn, by request**

1       **WHEREAS**, the subject sites are located wholly within Areas of Change as  
2 designated by the Comprehensive Plan; and

3       **WHEREAS**, the zone change will clearly reinforce and strengthen the future  
4 vision of the area by allowing a range of residential uses and commercial uses  
5 to develop within the Menaul MRA; and

6       **WHEREAS**, the stagnation of development and decline of existing  
7 properties is a menace to the health, safety, and welfare of the people of the  
8 City of Albuquerque; and

9       **WHEREAS**, underperforming properties do not contribute to a robust tax  
10 base; and

11       **WHEREAS**, the Environmental Planning Commission (EPC), in its advisory  
12 role on land use and planning matters, heard the case on September 18, 2025,  
13 and voted to recommend approval of the proposed Zone Map Amendment to  
14 the City Council; and

15       **WHEREAS**, EPC recommended Findings #1-26 regarding the Zoning Map  
16 Amendment in its Official Decision dated September 18, 2025.

17       **BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
18 ALBUQUERQUE:**

19       **SECTION 1.** The zoning on the subject sites is hereby changed from Non-  
20 Residential – Light Manufacturing (NR-LM) to Mixed-Use Medium Intensity  
21 (MX-M) for approximately 19 acres, and from Non-Residential – Commercial  
22 (NR-C) to Mixed-Use Medium Intensity (MX-M) for approximately 10.2 acres as  
23 illustrated in Exhibit A.

24       **SECTION 2. FINDINGS.**

25       1. This request is for a Zoning Map Amendment from NR-C or NR-  
26 LM to MX-M for 16 parcels (“subject sites”) totaling approximately 30 acres in  
27 an Area of Change. The subject sites are located north of I-40, east of I-25,  
28 west of Vassar Dr. NE, and south of Phoenix Ave. NE (“subject area”).

29       2. The subject sites are within the boundaries of the Menaul  
30 Metropolitan Redevelopment Area (MRA) Plan.

31       3. The Environmental Planning Commission (EPC) is a  
32 recommending body to City Council in this case, since the subject sites are  
33 more than 20 gross acres of land and located entirely in an Area of Change

1 [IDO § 14-16-6-7(H)(1)(a)]. City Council is the decision-making body. The  
2 request is a quasi-judicial matter.

3           **4. The legal descriptions for the properties are as follows:**

4           **A. Tract 3, MRGCD Map 36, excluding the northwesterly**  
5           **portion, also excluding portions to the Right-of-Way (1901 University Blvd.**  
6           **NE), approximately 10.43 acres;**

7           **B. Tract situated in Lots 3 & 4, Industrial Subdivision, except**  
8           **westerly portion to Right-of-Way (1742 Menaul Blvd. NE), approximately 0.21**  
9           **acres;**

10           **C. Lot 5, Industrial Subdivision, except portion out to Right-of-**  
11           **Way (1742 Menaul Blvd. NE), approximately 0.12 acres;**

12           **D. A portion of Tract 3, MRGCD Map No. 36, excluding the**  
13           **westerly portions to Right-of-Way (1742 Menaul Blvd. NE), approximately 0.13**  
14           **acres;**

15           **E. Lot 8-A, Replat of Lots 7 & 8 of Industrial Subdivision,**  
16           **creating Lot 8-A and Additional Street Right-of-Way (1780 Menaul Blvd. NE),**  
17           **approximately 0.08 acres;**

18           **F. Lots 9 through 17, Industrial Subdivision (1780 Menaul**  
19           **Blvd. NE), approximately 1.62 acres;**

20           **G. 018, Industrial Subdivision (1780 Menaul Blvd. NE),**  
21           **approximately 0.22 acres;**

22           **H. 019, Industrial Subdivision (1780 Menaul Blvd. NE),**  
23           **approximately 0.22 acres;**

24           **I. Power Station, City of Albuquerque (Menaul Blvd. NE),**  
25           **approximately 0.46 acres;**

26           **J. Tracts A, B, X, & C, Koury Addition, Replat of Portion of**  
27           **Block G, Netherwood Park Addition (2020 Menaul Blvd. NE), approximately**  
28           **7.28 acres;**

29           **K. Tract C-1, Replat of Tract C & a Portion of Tract D of Plat of**  
30           **Tracts A though G, Netherwood Park (2200 Menaul Blvd. NE), approximately**  
31           **0.69 acres;**

32           **L. Parcel 2 Menaul Development Area (2015 Menaul Blvd. NE),**  
33           **approximately 2.85 acres;**

**11                   5. This request stems from a three-part project:**

22 C. Thirdly, on May 1, 2023, the City Council adopted the  
23 Menaul Metropolitan Redevelopment Area (MRA) Plan (R-22-92/R-2023-037) to  
24 help guide revitalization.

25                   6. The intention of the request is to implement the goals and  
26 priorities of the Menaul MRA Plan. The plan recommends a zone change to  
27 MX-M to allow for a wider range of uses and to introduce mixed- and multi-  
28 family residential uses to the area. The City Council Resolution R-21-  
29 230/Enactment R-2022-034 specified that the area is suffering from blight and  
30 economic deterioration. With the zone change, vacant (e.g., hotel) and  
31 undeveloped properties may be developed or re-developed to enhance the  
32 economic vitality of the area, and in turn, deter crime.

1           7. On September 3, 2025, the City Council approved an amendment  
2 to the Comp Plan that changes the Menaul corridor designation from a Multi-  
3 modal to a Major Transit Corridor within the subject area via R-25-175. This  
4 would also align with the intent of an updated transit network as proposed in  
5 the May 2024, ABQ RIDE Forward Network Plan (R-25-125). A Major Transit  
6 Corridor should prioritize high-frequency and local transit service over other  
7 modes to ensure a convenient and efficient transit system. Walkability is  
8 important near transit stops along these corridors, but otherwise they are  
9 generally auto-oriented.

10           8. The north-south University Blvd. Premium Transit Corridor is  
11 intended to be served eventually by high-quality, high-capacity, high-  
12 frequency public transit (e.g., bus rapid transit). This corridor type is planned  
13 for mixed-use and transit-oriented development within walking distance from  
14 transit stations at strategic locations along the corridor.

15           9. I-25 and I-40 are designated as Commuter Corridors. Commuter  
16 Corridors are higher speed and higher traffic volume with routes for people  
17 going across town (e.g., limited access roadways). These Corridors  
18 accommodate faster and longer trips for personal vehicles, commuter bus  
19 service, and often bicycling.

20           10. If the City Council adopts the proposed zone changes for these  
21 properties, the zoning will be converted to MX-M, and the Official Zoning Map  
22 will be revised accordingly. The subject sites would be controlled by the  
23 Integrated Development Ordinance (IDO); including MX-M zone district  
24 standards, applicable use-specific standards, and applicable development  
25 standards; and the DPM.

26           11. The Albuquerque/Bernalillo County Comprehensive Plan, the  
27 Menaul Metropolitan Redevelopment Plan, and the City of Albuquerque  
28 Integrated Development Ordinance (IDO) are incorporated herein by reference  
29 and made part of the record for all purposes.

30           12. The subject sites are within an Area of Change as designated by  
31 the Comprehensive Plan.

32           13. The subject sites are within the Comprehensive Plan designated  
33 Mid-Heights Community Planning Area.

1           14. Three subject site parcels are zoned Non-Residential –  
2   Commercial Zone District (NR-C). The purpose of the NR-C zone district is to  
3   accommodate medium-scale retail, office, commercial, and institutional uses,  
4   particularly where additional residential development is not appropriate or not  
5   desired because of a deficit of jobs or services in relation to housing units in  
6   the area. Primary land uses include a wide spectrum of retail and commercial  
7   uses intended to serve both neighborhood and area-wide needs, as well as  
8   some light industrial uses [IDO § 14-16-2-5(A)].

9           15. Thirteen subject site parcels are zoned Non-Residential – Light  
10   Manufacturing Zone District (NR-LM). The purpose of the NR-LM zone district  
11   is to accommodate moderate intensity commercial, light assembly,  
12   fabrication, and manufacturing uses, while buffering adjacent lower-intensity,  
13   Residential and mixed-use zone districts from the traffic, noise, and other  
14   impacts of those uses [IDO § 14-16-2-5(C)].

15           16. The purpose of the MX-M zone district is to provide for a wide  
16   array of moderate-intensity retail, commercial, institutional and moderate-  
17   density residential uses, with taller, multistory buildings encouraged in  
18   Centers and Corridors [IDO § 14-16-2-4(C)].

19           17. With the proposed change, the use of the property located at the  
20   2.2-acre parcel of 2331 Menaul Blvd. NE will remain conditional. Pursuant to  
21   IDO § 14-16-1-10(A) and § 14-166-4(W), prior approvals remain valid and unless  
22   specified otherwise on the permit or approval document for a specific type of  
23   development approval.

24           18. The request furthers the following applicable Goals and Policies  
25   from the Comprehensive Plan Chapter 4 – Community Identity:

26           A. GOAL 4.1 CHARACTER: Enhance, protect, and preserve  
27   distinct communities.

28   If approved, this zoning map amendment is intended to help protect and  
29   enhance the community within the Menaul Metropolitan Redevelopment Area  
30   (MRA). The conversion to an MX-M zone is part of a strategy for revitalizing the  
31   Menaul corridor east of I-25 by allowing a wider variety of land uses, while  
32   complementing the current mix of overnight lodging, commercial, and  
33   industrial properties. The MX-M zoning is consistent with existing nearby

1 development and permits uses that are already common on most of the  
2 affected parcels.

3 **B. POLICY 4.1.1 DISTINCT COMMUNITIES:** Encourage quality  
4 development that is consistent with the distinct character of communities.  
5 The proposed zone change is intended to encourage high-quality development  
6 and revitalization that is generally consistent with the distinct character of the  
7 community. Although, the proposed zone change would broaden the range of  
8 permitted uses in the area, the applicant's intention is to allow mixed-use  
9 development including multifamily residential use, there is potential to attract  
10 a more diverse mix of businesses and developments to the Menaul corridor.  
11 The request is consistent with the area's established land uses.

12 19. The request furthers the following applicable Goals and Policies  
13 from the Comprehensive Plan Chapter 5 - Land Use:

14 **A. GOAL 5.1 CENTERS & CORRIDORS:** Grow as a community  
15 of strong Centers connected by a multi-modal network of Corridors.

16 The request could contribute to the long-term vitality of the Menaul Major  
17 Transit and University Blvd. Premium Transit Corridors, that prioritizes transit  
18 above other modes to ensure a convenient and efficient transit system.  
19 Expanded development opportunities that include medium- to high-density  
20 residential uses, could boost ridership and better support high frequency,  
21 local transit (e.g., Rapid Ride, local, and commuter buses), thereby better  
22 connecting the community to nearby amenities and Centers.

23 **B. GOAL 5.2 COMPLETE COMMUNITIES:** Foster communities  
24 where residents can live, work, learn, shop, and play together.

25 If approved, the request would foster a community where residents can  
26 live, work, learn, shop, and play because the zone change would allow for an  
27 expanded diversity of allowable uses to include multi-family residential  
28 development, among others. Additionally, the subject sites are within easy  
29 reach of a variety of public amenities including the City's bikeway and multi-  
30 use trail system along the North Diversion and Embudo Channels and nearby  
31 American Square Activity Center.

**C. GOAL 5.3 EFFICIENT DEVELOPMENT PATTERN: Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.**

4 The request could contribute to promoting an efficient development pattern  
5 by facilitating infill and reuse of undeveloped or underdeveloped properties  
6 near existing infrastructure and public facilities. The possibility for denser  
7 housing and new job opportunities through infill development could further  
8 promote the use of adjacent public amenities like transit along Menaul Blvd.  
9 as well as nearby multi-use trails.

12 The request promotes development and redevelopment of a well-  
13 established area with existing infrastructure and public facilities such as  
14 water, sewer, road, transit services, and electrical infrastructure. Downzoning  
15 16 properties to MX-M would expand development choices and thereby  
16 potentially entice a greater variety of commercial, retail, and residential  
17 facilities.

22 The subject sites are located wholly within an Area of Change. The request  
23 would direct growth to this area where redevelopment is encouraged and  
24 adjacent to parcels with similar zoning and uses. Allowing MX-M zone within  
25 the Menaul MRA could allow for a diversification in redevelopment that would  
26 include medium to high density residential uses and expanded commercial  
27 and industrial services that align with the area's existing development  
28 pattern.

29 F. POLICY 5.6.2 AREAS OF CHANGE: Direct growth and more  
30 intense development to Centers, Corridors, industrial and business parks,  
31 and Metropolitan Redevelopment Areas where change is encouraged. The  
32 request could direct growth and more intense development to the Menaul  
33 MRA, which is both a Metropolitan Redevelopment Area and an Area of

1 Change, by expanding development possibilities. The proposed zoning  
2 allows for additional residential, commercial, and industrial uses, that can  
3 help activate blighted as well as undeveloped property and contribute to the  
4 vitality of the Menaul Major Transit Corridor. This in turn aligns with the City's  
5 goal to direct growth to areas where it is expected and desired.

6 20. The request furthers the following applicable Goals and Policies  
7 from the Comprehensive Plan Chapter 6 – Transportation:

8 **A. GOAL 6.1 LAND USE-TRANSPORTATION INTEGRATION:**

9 Land Use – Transportation Integration: Plan, develop, operate, and maintain a  
10 transportation system to support the planned character of existing and future  
11 land uses.

12 The request would enable a greater variety of development that aligns with  
13 transit-oriented development principles by increasing the number of  
14 residents and services near public transportation along Menaul Blvd., a major  
15 transit corridor. Higher density residential, commercial, or industrial uses in  
16 this area could also minimize vehicle trips taken when workers are able to live  
17 closer to places of employment, transit possibilities, and nearby trail system.

18 **B. POLICY 6.1.2 TRANSIT-ORIENTED DEVELOPMENT:**

19 Prioritize transit-supportive density, uses, and building design along Transit  
20 Corridors.

21 The request would enable a wider range of development that aligns with  
22 transit-oriented development principles by increasing the number of  
23 residents and services near public transportation along Menaul Blvd., a major  
24 transit corridor. Higher density residential, commercial, or industrial uses  
25 could minimize vehicle trips taken and/or support transit ridership.

26 **C. POLICY 6.1.3 AUTO DEMAND:** Reduce the need for

27 automobile travel by increasing mixed-use development, infill development  
28 within Centers, and travel demand management (TDM) programs.

29 The MX-M zone district would allow a wider variety of uses permissive within  
30 the Menaul MRA, an area adjacent to public transit and multi-use trails that  
31 connect to other areas of the City. An increased population in close proximity  
32 to the Menaul Major Transit Corridor with transit amenities could reduce the

1 need for person vehicle travel and create a more vibrant and active  
2 community.

3 21. The request furthers the following applicable Goals and Policies  
4 from the Comprehensive Plan Chapter 8 – Economic Development:

5 A. GOAL 8.1 PLACEMAKING: Create places where business  
6 and talent will stay and thrive.

7 The request could contribute to placemaking by allowing for the  
8 redevelopment and diversification of an area recently adopted in City Council  
9 Resolution R-21-230/Enactment R-2022-034 as showing signs of blight and  
10 economic disinvestment. Allowing MX-M zoning in a traditionally NR-C and  
11 NR-LM zoned area would provide opportunities for a range of housing types  
12 that could attract residents with diverse backgrounds and economic needs as  
13 well as permit neighborhood appropriate uses that could support a vibrant  
14 and more active community. This request could help create a more diverse  
15 and livable community that could support long-term growth and investment  
16 by creating places where business and talent will stay and thrive. Future  
17 development would be required to comply with applicable design and  
18 compatibility standards.

19 B. POLICY 8.1.1 DIVERSE PLACES: Foster a range of  
20 interesting places and contexts with different development intensities,  
21 densities, uses, and building scale to encourage economic development  
22 opportunities. The request could foster a wider range of interesting places  
23 and contexts with different development intensities, densities, uses, and  
24 building scale to encourage economic development opportunities along  
25 established major transit corridors. The proposed MX-M zoning within a  
26 predominantly non-residential area would allow for a greater mix of uses,  
27 including medium and higher density residential uses, that could create a  
28 more diverse neighborhood and added variety of mass and scale. The  
29 possibility of diversification of the area's use could further encourage  
30 economic development by attracting new investment. Future development  
31 would be required to adhere to design standards to ensure appropriate  
32 transitions and compatibility with the surrounding building scale and context.

9                   22. The Menaul MRA Plan identifies opportunities and strategies for  
10 the area's redevelopment. The aim is to initiate, direct, and facilitate positive  
11 revitalization activities and projects that could catalyze private investment  
12 and prevent further disinvestment. Furthermore, the Plan identifies public  
13 infrastructure and transportation improvements to be undertaken by the City  
14 and administered by the City's Metropolitan Redevelopment Agency. One of  
15 the overarching principles of the Menaul MR Area Plan is to encourage  
16 public/private partnerships. In addition to aligning with the Goals and Policies  
17 of the Comp Plan, the vision and goals of the Menaul MRA Plan are designed  
18 to reflect the aspirations of both the City of Albuquerque and the community.  
19 MRA Plan goals applicable this request includes three of the six  
20 **Redevelopment Vision and Goals:**

24 If approved, the request would foster communities where residents can  
25 live, work, learn, shop, and play because it would allow for an expanded  
26 diversity of permissive uses to include residential and residential scale  
27 development that could enhance the character and function of the area.

31 The request could allow the building of medium to higher density  
32 residential housing, which could boost the amount of market rate and  
33 affordable housing within the Menaul MR Area that currently does not permit

1      residential dwellings. This change would also allow the conversion of any  
2      hotel or motel impacted by this zone change to multi-family residential  
3      properties.

4                    C. Goal 6: Amend the existing zoning to encourage a wider  
5      range of commercial and mixed-use development and decrease the amount of  
6      industrial zoning.

7      The proposed MX-M zoning within a predominantly non-residential area  
8      would allow for a greater mix of uses, including medium- and higher-density  
9      residential uses, that could create a more diverse, transit-oriented community  
10     along major transit, premium transit, and commuter corridors.

11                  23. Pursuant to § 14-16-6-7(H)(3) of the Integrated Development  
12     Ordinance, Review and Decision Criteria, "An application for a Zoning Map  
13     Amendment – Council shall be approved if it meets all of the following  
14     criteria, as applicable."

15                  A. 6-7(H)(3)(a):

16                  1. 6-7(G)(3)(a): The proposed zone change is  
17     consistent with the health, safety, and general welfare of the City as shown by  
18     furthering (and not being in conflict with) a preponderance of applicable  
19     Goals and Policies in the ABC Comp Plan, as amended, and other applicable  
20     plans adopted by the City.

21      The proposed zone change is consistent or generally consistent with the  
22     health, safety, and general welfare of the City as shown by the applicant's  
23     policy-based response that adequately demonstrates the request furthers  
24     (and not being in conflict with) a preponderance of applicable Goals and  
25     Policies and does not present any significant conflicts with the  
26     Comprehensive Plan, as amended, or other applicable plans adopted by the  
27     City as shown in the sections above. Goals and/or Policies added by Staff are  
28     denoted with an asterisk (\*).

29                  Applicable citations: Goal 4.1 Character, Policy 4.1.1 Distinct Communities;  
30     Goal 5.1-Centers & Corridors; \*Goal 5.2 Complete Communities; Goal 5.3  
31     Efficient Development Pattern, Policy 5.3.1 Infill Development; Goal 5.6 City  
32     Development Areas, Policy 5.6.2 Areas of Change; Goal 6.1 Land Use-  
33     Transportation Integration, Policy 6.1.2 Transit-Oriented Development, Policy

1       **6.1.3 Auto Demand; Policy 8.1.1 Diverse Places, Policy 8.1.2 Resilient**  
2       **Economy.**

3                   **2. 6-7(G)(3)(b): If the proposed amendment is located**  
4       **wholly or partially in an Area of Consistency (as shown in the ABC Comp**  
5       **Plan, as amended), the applicant has demonstrated that the new zone would**  
6       **clearly reinforce or strengthen the established character of the surrounding**  
7       **Area of Consistency and would not permit development that is significantly**  
8       **different from that character. The applicant must also demonstrate that the**  
9       **existing zoning is inappropriate because it meets any of the following criteria:**

- 10                   **i. There was typographical or clerical**  
11       **error when the existing zone district was applied to the property.**
- 12                   **ii. There has been a significant change in**  
13       **neighborhood or community conditions affecting the site.**
- 14                   **iii. A different zone district is more**  
15       **advantageous to the community as articulated by the ABC Comp Plan, as**  
16       **amended (including implementation of patterns of land use, development**  
17       **density and intensity, and connectivity), and other applicable adopted City**  
18       **plan(s).**

19       **The subject sites are wholly located within an Area of Change and not**  
20       **wholly or partially in an Area of Consistency, as designated by the Comp**  
21       **Plan.**

22                   **3. 6-7(G)(3)(c): If the proposed amendment is located**  
23       **wholly in an Area of Change (as shown in the ABC Comp Plan, as amended)**  
24       **and the applicant has demonstrated that the existing zoning is inappropriate**  
25       **because it meets at least one of the following criteria:**

- 26                   **i. There was typographical or clerical**  
27       **error when the existing zone district was applied to the property.**
- 28                   **ii. There has been a significant change in**  
29       **neighborhood or community conditions affecting the site that justifies this**  
30       **request.**
- 31                   **iii. A different zone district is more**  
32       **advantageous to the community as articulated by the ABC Comp Plan, as**  
33       **amended (including implementation of patterns of land use, development**

1      density and intensity, and connectivity), and other applicable adopted City  
2      plan(s).

3      The applicant stated that the request to downzone the 16 parcels of the  
4      subject sites from NR-LM or NR-C to MX-M is more advantageous to the  
5      community in response to criterion 6-7(G)(3)(c)2 and 3. A different zone  
6      district would be more advantageous to the community as articulated by the  
7      ABC Comp Plan, as amended (including implementation of patterns of land  
8      use, development density and intensity, and connectivity), and other  
9      applicable adopted City plan(s). Allowing for more redevelopment options,  
10     could have a positive catalytic impact on the area and encourage  
11     redevelopment and infill of the subject properties. Additionally, the MX-M  
12     zone would continue to allow the existing hotels and motels within the MRA  
13     and allow conversions to multi-family residential use, which is not allowed in  
14     either the NR-C or NR-LM zoning districts. Also, the applicant's policy-based  
15     analysis demonstrates that the request would further a preponderance of  
16     applicable Comprehensive Plan Goals and Policies and would be more  
17     advantageous to the community than the current zoning.

18     There has been a significant change in neighborhood or community  
19     conditions affecting the site that justifies this request. Namely, after the  
20     reorganization of the interstate system, this area has been impacted by both  
21     physical and economic stagnation or decline as discussed in the Menaul  
22     Redevelopment Study. By allowing a wider variety of moderate intensity  
23     retail, commercial, institutional and a diversity of moderate-density residential  
24     uses, the zone change could spur growth and economic vitality.

25                  4. 6-7(G)(3)(d): The zone change does not include  
26     permissive uses that would be harmful to adjacent property, the  
27     neighborhood, or the community, unless the Use-specific Standards in IDO  
28     § 14-16-4-3 associated with that use will adequately mitigate those harmful  
29     impacts.

30                  The requested zoning generally does not include permissive uses that  
31     would be harmful to adjacent property, the neighborhood, or the community.  
32     Cannabis retail could be considered a harmful use, but although an  
33     Accessory use in NR-LM, cannabis retail was a permissive use in the NR-C

1 zone district; however, all future development under the MX-M zone district  
2 would be subject to applicable IDO and DPM standards that serve to protect  
3 and preserve the identity of the neighborhood by mitigating the impacts of  
4 potentially incompatible uses [IDO Table 4-2-1: Allowable Uses]. Additionally,  
5 cannabis-related uses would be regulated by New Mexico State law, including  
6 but not limited to any required spacing from other uses or facilities. Use-  
7 Specific Standards for cannabis retail should mitigate any harmful impacts,  
8 and its use is prohibited within 660 feet of another cannabis retail location  
9 and within 300 feet of any school or child day care facility.

10 While allowing a new Park and Ride could potentially increase local  
11 congestion and parking demand, it could also help spur denser development,  
12 boost transit ridership, and/or support alternative forms of transportation,  
13 which could ultimately reduce motorized traffic and associated pollution  
14 overall.

15 5. 6-7(G)(3)(e): The City's existing infrastructure and  
16 public improvements, including but not limited to its street, trail, and sidewalk  
17 systems meet 1 of the following requirements:

18 i. Will have adequate capacity based on  
19 improvements for which the City has already approved and budgeted capital  
20 funds during the next calendar year.

21 ii. Will have adequate capacity when the  
22 applicant fulfills its obligations under the IDO, the DPM, and/or an  
23 Infrastructure Improvements Agreement.

24 iii. Will have adequate capacity when the  
25 City and the applicant have fulfilled their respective obligations under a City-  
26 approved Development Agreement between the City and the applicant.

27 Given the current uses and existing infrastructure, this zone map amendment  
28 request meets Criteria 1. The City's existing infrastructure and public  
29 improvements have adequate capacity to serve any proposed development  
30 that would be made possible by the zone change. The subject property has  
31 access to public utilities including water, sewer, and electric services. Menaul  
32 has transit services, and a well-connected road network.

4 The subject sites are located within the Menaul MRA that has faced  
5 economic challenges over the last few decades, the applicant's justification is  
6 not completely based on the subject site's location on a major street; rather,  
7 the applicant has adequately demonstrated that the request furthers and does  
8 not conflict with a preponderance of applicable Comp Plan goals. And as the  
9 subject sites are within an Area of Change where growth and development  
10 are encouraged, the diversification of building types through the zone change  
11 could help bolster an economically struggling area.

15 While economic considerations are a factor, the applicant's justification is  
16 not completely or predominantly based upon the cost of land or economic  
17 considerations. Rather, the applicant's request is an attempt to help  
18 reinvigorate a blighted area by allowing currently owned properties a wider  
19 choice of land uses than is currently allowed by the NR-C or NR-LM zones  
20 within a City Council approved MRA.

26 i. The area of the zone change is different from  
27 surrounding land because it can function as a transition between adjacent  
28 zone districts.

4 The analysis of spot zones in the City is determined based on several  
5 factors identified in the review and decision criteria, including assessing  
6 surrounding zone districts, land uses, and applicable IDO definitions. A zone  
7 change that includes 16 parcels totaling approximately 30 acres to MX-M  
8 would not create a “spot zone” as this designation would comprise over 30%  
9 of the resulting zoning within the Menaul MRA. Second, zoning for these  
10 parcels, mostly along Menaul, would be consistent with 10 acres of already  
11 existing MX-M zoned properties. The request furthers a preponderance of the  
12 Comprehensive Plan Goals and Policies and is consistent with the intent of  
13 the Comprehensive Plan as shown in the response to Criterion A. MX-M  
14 zoning also aligns with Menaul MRA Plan goals.

31 This request is not for the creation or amendment of an NR-BP zone  
32 district, but an MX-M zone district.

1 C. 6-7(H)(3)(c): If the application is for the creation or  
2 amendment of a PC zone district, all of the following criteria:

## 1. The proposed amendment and related Framework

**4 Plan meet any criteria for approval for a Planned Community adopted by City  
5 Council.**

### **3. The Framework Plan for the property**

10 accommodates reasonably anticipated growth of the City in a manner that is  
11 more consistent with the ABC Comp Plan, as amended, than the  
12 accommodation of such growth that could be achieved without the PC zone  
13 district.

19 This request is not for the creation or amendment of a PC zone district, but  
20 an MX-M zone district.

21                   24. The Department of Municipal Development submitted a comment  
22 indicating that the segment of Menaul Blvd encompassing the subject area is  
23 designated as part of the City's Prioritized High Fatal and Injury Network  
24 (HFIN) per the City of Albuquerque Vision Zero Year-in-Review/Action Plan  
25 Update (Action Plan), and that the proposed zoning map amendment is both  
26 complementary and consistent with the upcoming Comp Plan designation of  
27 this section of Menaul Blvd as a Major Transit Corridor, as well as strategies  
28 outlined in the Action Plan. Zoning that supports land use for increased  
29 multimodal and transit-oriented development are important components  
30 towards the City's Vision Zero goal because it creates more transportation  
31 options in addition to private automobile travel.

32                   **25. The Santa Barbara Martineztown Neighborhood Association is**  
33                   **the only affected neighborhood organization within 660 feet of the properties**

1 that required notification and was notified as required. All property owners  
2 within 100 feet of the subject sites were notified as required. There is no  
3 known neighborhood or public support or opposition.

4                   26. The applicant was not required to offer a Pre-submittal Tribal  
5                   Meeting to Indian Nations, Tribes, and Pueblos as the subject sites are more  
6                   than 660 feet from Major Public Open Space [IDO § 14-16-6-4(B)].

7        **SECTION 3. SEVERABILITY.** If any section, paragraph, sentence, clause,  
8 word or phrase of this Ordinance is for any reason held to be invalid or  
9 unenforceable by any court of competent jurisdiction, such decision shall not  
10 affect the validity of the remaining provisions of this Ordinance. The Council  
11 hereby declares that it would have passed this Ordinance and each section,  
12 paragraph, sentence, clause, word or phrase thereof irrespective of any  
13 provision being declared unconstitutional or otherwise invalid.

14 SECTION 4. COMPILED. SECTION 1 and SECTION 2 of this Ordinance  
15 amends, is incorporated in, and is to be compiled as part of the Revised  
16 Ordinances of Albuquerque, New Mexico, 1994.

**17 SECTION 5. EFFECTIVE DATE. This Ordinance takes effect five (5) days**  
**18 after publication by title and general summary.**

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1 PASSED AND ADOPTED THIS 15<sup>th</sup> DAY OF December, 2025  
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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9 Brook Bassan, President  
10 City Council

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13 APPROVED THIS 23 DAY OF December, 2025

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16 Bill No. O-25-100

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21 Timothy M. Keller, Mayor  
22 City of Albuquerque

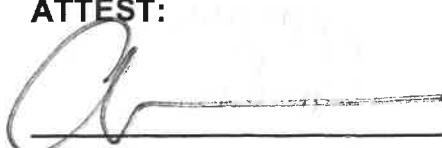
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ATTEST:



29 Ethan Watson, City Clerk

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