

CITY of ALBUQUERQUE
TWENTY SIXTH COUNCIL

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

SPONSORED BY: Tammy Fiebelkorn, by request

1 ORDINANCE

2 ADOPTING A ZONING MAP AMENDMENT FROM NR-LM TO MX-M FOR 3
3 SUBJECT SITES TOTALING APPROXIMATELY 19 ACRES AND FROM NR-C TO
4 MX-M FOR 13 SUBJECT SITES TOTALING APPROXIMATELY 10.17 ACRES
5 WITHIN THE MENAUL METROPOLITAN REDEVELOPMENT AREA PLAN.

6 WHEREAS, the subject sites are within the boundaries of the Menaul
7 Metropolitan Redevelopment Area Plan (the “Menaul MRA” or “Menaul MRA
8 Plan”) and are located north of I-40, east of I-25, west of Vassar Dr. NE, and
9 south of Phoenix Ave. NE; and

10 **WHEREAS, the subject sites have existing land uses that include**
11 **commercial services, hotel or motels, vacant restaurants, office, or group**
12 **living; and**

13 WHEREAS, the Menaul MRA, after notice and public hearing, as required by
14 the New Mexico Metropolitan Redevelopment Code, (herein the “MR Code”)
15 Chapter 3, Article 60A, Section 1-49 NMSA 1978, as amended, was officially
16 recognized as an official Metropolitan Redevelopment Area within the City of
17 Albuquerque via Resolution R-22-92; and

18 WHEREAS, the Menaul MRA was found to suffer from blight and economic
19 deterioration; and

20 WHEREAS, the Menaul MRA Plan recommends a zone change to Mixed Use
21 – Medium Intensity (MX-M) to allow for a wider range of uses and introduce
22 mixed-use and multi-family residential development to the area; and

23 WHEREAS, the subject sites are owned by multiple property owners with
24 the authority to request a Zone Map Amendment for their respective
25 property(s); and

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 through 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;

1 M. Parcel 4-A-1, Plat of Tract A-1-A & Parcel 4-A-1, Menaul
2 Development Area [2011 Menaul Blvd. NE (alt: 2019 Menaul Blvd.)],
3 approximately 2.39 acres;

4 N. Tract E4C1, Plat of Tracts E4C1, E4C2, & E4C3, Menaul
5 Development Area (2119 Menaul Blvd. NE), approximately 0.30 acres;

6 O. Tract E4C3, Plat of Tracts E4C1, E4C2 & E4C3, Menaul
7 Development Area (2201 Menaul Blvd. NE), approximately 0.31 acres; and

8 P. Tract F-1, Menaul Development Area (Being a Replat of
9 Tract F, Menaul Development Area) (2331 Menaul Blvd. NE), approximately
10 2.20 acres.

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

12 A. The first phase was the Menaul Redevelopment Study (R-
13 21-207/R-2021-079) that identified conditions that were contributing to
14 disinvestment south of Candelaria Rd., north of I-40, west of San Mateo Blvd.,
15 and east of I-25 in November 2021.

16 B. The second-phase, MRA Designation Report specified a
17 portion of the Menaul Redevelopment Study area for the establishment of a
18 new MRA bound by I-25, Phoenix Ave. NE, the Albuquerque Metropolitan
19 Arroyo Flood Control Authority (AMAFCA) North Diversion Channel, and I-40.
20 The City Council approved the Menaul MRA Designation Report and MRA
21 boundaries on May 16, 2022 (R-21-230/R-2022-034).

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.

1 **C. GOAL 5.3 EFFICIENT DEVELOPMENT PATTERN: Promote**
2 **development patterns that maximize the utility of existing infrastructure and**
3 **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.

10 **D. POLICY 5.3.1 INFILL DEVELOPMENT: Support additional**
11 **growth in areas with existing infrastructure and public facilities.**

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.

18 **E. GOAL 5.6 CITY DEVELOPMENT AREAS: Encourage and**
19 **direct growth to Areas of Change where it is expected and desired and ensure**
20 **that development in and near Areas of Consistency reinforces the character**
21 **and intensity of the surrounding area.**

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.

1 C. POLICY 8.1.2 RESILIENT ECONOMY: Encourage economic
2 development efforts that improve the quality of life for new and existing
3 residents and foster a robust, resilient, and diverse economy.

4 A change in zoning from NR-C or NR-LM to MX-M could encourage economic
5 development efforts that improve quality of life for new and existing residents
6 and foster a robust, resilient, and diverse economy by supporting the
7 redevelopment of the Menaul MRA into a more complete community whereby
8 residential and residential scale development is permissive.

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:

21 A. Goal 3: Promote creative placemaking opportunities that
22 support the Menaul MR Area in becoming a more vibrant and attractive
23 destination.

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.

28 B. Goal 4: Increase the amount of market rate and affordable
29 housing within the MR Area through the redevelopment of vacant and
30 underutilized sites and the conversion of non-residential buildings.

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.

1 6. 6-7(G)(3)(f): The applicant's justification for the
2 requested zone change is not completely based on the property's location on
3 a major street.

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.

12 7. 6-7(G)(3)(g): The applicant's justification is not
13 based completely or predominantly on the cost of land or economic
14 considerations.

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.

21 8. 6-7(G)(3)(h): The zone change does not apply a
22 zone district different from surrounding zone districts to one small area or
23 one premises (i.e. create a "spot zone") or to a strip of land along a street (i.e.
24 create a "strip zone") unless the change will clearly facilitate implementation
25 of the ABC Comp Plan, as amended, and at least one of the following applies:

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.

29 ii. The site is not suitable for the uses allowed
30 in any adjacent zone district due to topography, traffic, or special adverse
31 land uses nearby.

1 iii. The nature of structures already on the
2 premises makes it unsuitable for the uses allowed in any adjacent zone
3 district.

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.

15 B. 6-7(H)(3)(b): If the application is for the creation or
16 amendment of an NR-BP zone district, all of the following criteria:

17 1. The NR-BP zone district and Master Development
18 Plan will result in an internally coordinated system of land uses, development
19 intensities, and open spaces that is more consistent with the adopted ABC
20 Comp Plan, as amended, that is visually more attractive to surrounding areas,
21 and that promotes economic development of the City better, than could be
22 achieved without the NR-BP zone district.

23 2. The NR-BP zone district and Master Development
24 Plan will result in street, circulation, open space, and storm drainage systems
25 that connect and integrate with the City’s existing systems.

26 3. The City and other service providers have adequate
27 infrastructure and public service capacity to serve the proposed development
28 without decreasing service quality to existing City residents or increasing
29 financial burdens on existing City residents, or the applicant has made
30 adequate financial commitments to ensure this result.

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:

3 1. The proposed amendment and related Framework
4 Plan meet any criteria for approval for a Planned Community adopted by City
5 Council.

6 2. The Framework Plan for the property will result in
7 street, circulation, open space, and storm drainage systems that connect and
8 integrate with the City's existing system.

9 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.

14 4. The City and other service providers have adequate
15 infrastructure and public service capacity to serve the proposed development
16 without decreasing service quality to existing City residents or increasing
17 financial burdens on existing City residents, or the applicant has made
18 adequate financial commitments to ensure this result.

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. COMPILATION. 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 15th 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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26 ATTEST:

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29 Ethan Watson, City Clerk
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[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion