

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

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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

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

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

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

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

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

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

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

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

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

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

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

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

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

L. Parcel 2 Menaul Development Area (2015 Menaul Blvd. NE), 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.

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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

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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

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

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

i. There was typographical or clerical error when the existing zone district was applied to the property.

ii. There has been a significant change in neighborhood or community conditions affecting the site.

iii. A different zone district is more advantageous to the community as articulated by the ABC Comp Plan, as amended (including implementation of patterns of land use, development density and intensity, and connectivity), and other applicable adopted City plan(s).

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

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

i. There was typographical or clerical error when the existing zone district was applied to the property.

ii. There has been a significant change in neighborhood or community conditions affecting the site that justifies this request.

iii. A different zone district is more advantageous to the community as articulated by the ABC Comp Plan, as 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.

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

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

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

3. The Framework Plan for the property accommodates reasonably anticipated growth of the City in a manner that is more consistent with the ABC Comp Plan, as amended, than the accommodation of such growth that could be achieved without the PC zone district.

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

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

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

25. The Santa Barbara Martineztown Neighborhood Association is 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.

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

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

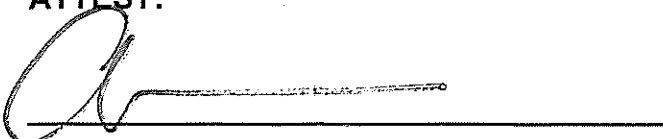
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13 APPROVED THIS 23 DAY OF December, 2025

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16 Bill No. O-25-100

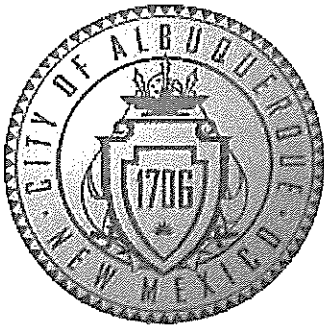
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21 Timothy M. Keller, Mayor
22 City of Albuquerque

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26 ATTEST:

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29 Ethan Watson, City Clerk



CITY OF ALBUQUERQUE
Albuquerque, New Mexico
Office of the Mayor

Mayor Timothy M. Keller

INTER-OFFICE MEMORANDUM

October 21, 2025

TO: Brook Bassan, President, City Council

FROM: Timothy M. Keller, Mayor



SUBJECT: Zoning Map Amendment – Council from NR-C or NR-LM to MX-M for 16 parcels located within the Menaul Metropolitan Redevelopment Area (ZMA-2025-00013)

Request

This request is for a Zoning Map Amendment (zone change) from NR-C or NR-LM to MX-M for 16 parcels (“subject sites”) totaling approximately 30 acres within the boundaries of the Menaul Metropolitan Redevelopment Area (MRA) Plan. The subject sites are located north of I-40, east of I-25, west of Vassar Dr. NE, and south of Phoenix Ave. NE (“subject area”).

The intention of the request is to implement the goals and priorities of the Menaul MRA Plan. The plan recommends a zone change to MX-M to allow for a wider range of uses and to introduce mixed-use and multi-family residential development to the area. The MRA Study found that the area is suffering from blight and economic deterioration. With the zone change, vacant (e.g., restaurant) and undeveloped properties may be developed or re-developed to enhance the economic vitality of the area, and in turn, deter crime.

EPC Recommendation

The Environmental Planning Commission (EPC) held a public hearing on September 18, 2025 (ZMA-2025-00013) to consider the proposed Zoning Map Amendment.

The EPC found that the proposed zone change was consistent with applicable City policies and Review and Decision Criteria in IDO §14-16-6-7(H)(3) and forwarded to City Council a Recommendation of Approval subject to the Findings in the Notice of Decision. The EPC found that the proposed zone change supports existing uses and allows new uses compatible with surrounding development, while encouraging desirable development and redevelopment in the appropriate location in Albuquerque.

The EPC voted unanimously (7-0) to forward a recommendation of approval to the City Council for the zoning map amendment.

Neighborhood/Public

The Santa Barbara Martineztown Neighborhood Association boundary is within 660 feet of the subject sites and was notified as required. All property owners within 100 feet of the subject sites were also notified as required. There was no known neighborhood or public support or opposition.

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

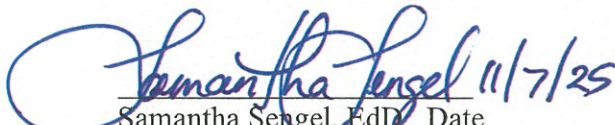
Conclusion

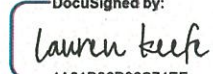
The EPC is forwarding a recommendation of Approval to the City Council for the Zoning Map Amendment from NR-C or NR-LM to MX-M for 16 parcels totaling approximately 30 acres within the Menaul Metropolitan Redevelopment Area. The request is consistent with the Albuquerque/Bernalillo County Comprehensive Plan and applicable City policies, and the proposed zoning matches the established pattern of development in the surrounding area. The Official Notification of Decision dated September 18, 2025 contains the EPC's Findings.

TITLE/SUBJECT OF LEGISLATION: Zoning Map Amendment from NR-C or NR-LM to MX-M for 16 parcels located within the Menaul Metropolitan Redevelopment Area (ZMA-2025-00013).

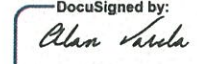
Approved:

Approved as to Legal Form:


Samantha Sengel, EdD Date
Chief Administrative Officer

DocuSigned by:
 10/30/2025 | 2:54 PM MDT
1A21D96D32C74EE...
Lauren Keefe Date
City Attorney

Recommended:

DocuSigned by:
 10/27/2025 | 9:29 AM MDT
947D6BB0EF4C443...
Alan Varela Date
Planning Department Director

Cover Analysis

1. What is it?

This request is for a Zoning Map Amendment from NR-C or NR-LM to MX-M for 16 parcels (“subject sites”) totaling approximately 30 acres in an Area of Change. The subject sites are within the boundaries of the Menaul Metropolitan Redevelopment Area (MRA) Plan and are located north of I-40, east of I-25, west of Vassar Dr. NE, and south of Phoenix Ave. NE (“subject area”). The intention of the request is to implement the goals and priorities of the Menaul MRA Plan. The plan recommends a zone change to MX-M to allow for a wider range of uses and to introduce mixed-use and multi-family residential development to the area.

2. What will this piece of legislation do?

This legislation would change the zoning of three subject site parcels zoned NR-C (Non-Residential – Commercial Zone District) and 13 subject site parcels zoned NR-LM (Non-Residential – Light Manufacturing Zone District) to be rezoned to MX-M (Mixed-Use – Medium Intensity Zone District).

3. Why is this project needed?

The MRA Study and City Council Resolution R-2022-034 found that the area is suffering from blight and economic deterioration. This zone change is needed to implement the goals and priorities of the Menaul MRA Plan. The plan recommends a zone change to MX-M to allow for a wider range of uses and to introduce mixed-use and multi-family residential development to the area. With the zone change, vacant (e.g., hotel) and undeveloped properties may be developed or re-developed to enhance the economic vitality of the area, and in turn, deter crime.

4. How much will it cost and what is the funding source?

No governmental cost is associated with the request.

5. Is there a revenue source associated with this Plan? If so, what level of income is projected?

No. N/A.

6. What will happen if the project is not approved?

The area will remain challenging to redevelop and may continue to experience issues related to blight, economic decline, and increased criminal activity.

7. Is this service already provided by another entity?

No.

FISCAL IMPACT ANALYSIS

TITLE: Zone change for 16 Properties - Menaul Metropolitan Redevelopment Area (ZMA-2025-00013)

R:

O:

FUND:

DEPT:

- ☒ No measurable fiscal impact is anticipated, i.e., no impact on fund balance over and above existing appropriations.
- ☐ (If Applicable) The estimated fiscal impact (defined as impact over and above existing appropriations) of this legislation is as follows:

	2026	Fiscal Years 2027	2028	Total
Base Salary/Wages				-
Fringe Benefits at				-
Subtotal Personnel	-	-	-	-
Operating Expenses		-		-
Property		-		-
Indirect Costs	-	-	-	-
Total Expenses	\$ -	\$ -	\$ -	\$ -
[X] Estimated revenues not affected				
[] Estimated revenue impact				
Revenue from program				0
Amount of Grant		-	-	
City Cash Match				
City Inkind Match				
City IDOH	-	-	-	-
Total Revenue	\$ -	\$ -	\$ -	\$ -

These estimates do not include any adjustment for inflation.

* Range if not easily quantifiable.

Number of Positions created

COMMENTS ON NON-MONETARY IMPACTS TO COMMUNITY/CITY GOVERNMENT:**COMMENTS ON NON-MONETARY IMPACTS TO COMMUNITY/CITY GOVERNMENT:**

This legislation would change the zoning of three subject site parcels zoned NR-C (Non-Residential – Commercial Zone District) and 13 subject site parcels zoned NR-LM (Non-Residential – Light Manufacturing Zone District) to be rezoned to MX-M (Mixed-Use – Medium Intensity Zone District). There are no monetary impacts to community/city government.

PREPARED BY:

Debbie Dombroski

FISCAL ANALYST

APPROVED:

DocuSigned by:

Alan Smith 10/27/2025 | 9:29 AM MDT847D88B6EF46443...
DIRECTOR

REVIEWED BY:

DocuSigned by:

Kevin E. Nelson 10/30/2025 | 12:57 PM68A9A311B432A46...
EXECUTIVE BUDGET ANALYST

DocuSigned by:

Lawrence Davis 10/30/2025 | 2:45 PM6B261A6B4262184...
BUDGET OFFICER

Signed by:

Christine Bourgeois 10/30/2025 | 2:46 PM MDTE02C282348C647D...
CITY ECONOMIST

Environmental Planning Commission

September 18, 2025 Hearing

ZMA-2025-00013

Menaul Metropolitan Redevelopment Area

Zoning Map Amendment – Council

Chair Aragon: Okay, let's move to the next agenda item.

Catherine Heyne: Good morning, Commissioners. This is Catherine Heyne, and I'll be next on the agenda.

Chair Aragon: Well, good morning, Ms. Heyne. Let's... for the record, you are sworn in, and let's proceed.

Catherine Heyne: Alright, let me share my screen. Oops, that's the wrong screen. Let's share the right screen. Alright, are you all seeing that?

Chair Aragon: Yes, we can see.

Catherine Heyne: Awesome. Well, thank you, and good morning, Mr. Chair, Commissioners, and members of the public. Again, my name is Catherine Heyne, and I'm the staff planner reviewing this request. This is Agenda item number 3, plan number ZMA-2025-00013, a Zoning Map Amendment - Council.

This Zoning Map Amendment request is to downzone 16 properties within the central and western portions of the approximately 94-acre Menaul Metropolitan Redevelopment Area, or MRA, from NR-LM, or NR-C, to MX-M. These 16 properties total approximately 30 acres, and are located between Interstate 25 on the east, Vassar Drive on the west, Interstate 40 on the south, and Phoenix Avenue northeast on the north. Since the subject area is more than 20 gross acres of land, located entirely within an Area of Change, and proposes a zone district other than NR-PO-B, the EPC is a recommending body to City Council in this case, and City Council is this decision-making body. This is a quasi-judicial request.

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ZMA-2025-00013 Zoning Map Amendment – Council for Menaul MRA

As part of Resolution R-2022-034, City Council found that the Menaul MRA meets the definition of a blighted area. They stated that this area is an economic and social burden and is a menace to public health, safety, moral welfare of the residents of Albuquerque. Consequently, the intention of this request is to not only promote the goals and policies of the Comp Plan, but to implement the goals and priorities of the City Council-approved Menaul Metropolitan Redevelopment Area Plan. And this is to help guide revitalization through the identification of opportunities and strategies for redevelopment activities. One recommendation with the Menaul MRA plan is to update area zoning to allow for a wider range of land uses, including commercial and mixed use, including residential uses.

The general subject area was annexed in the 1950s, and this was around the time that the Federal Highway Act created the interstate highway system that led to the construction of I-40 and I-25 in the mid-1960s. The subject area was ideally situated near the intersection of these two freeways for commercial and travel-focused business. And the subject area flourished through the 1990s until the restructuring of the interstate interchange in the early 2000s, after which time the area lost visibility. The subsequent drop in traffic led to the loss of business and a general economic decline.

Properties labeled 1, 4, 6, and 7 are the large hotel establishments. Properties 2A and 2B are undeveloped, except for the eastern two parcels of 2B that serve as parking. Property 3 is a power station, 5 is a vacant restaurant, while 8 is an active restaurant, and Property 9 accommodates commercial services, and 10 is a group home.

The Zoning Map Amendment request primarily seeks to allow residential use within a district that has traditionally been non-residential. Specifically, medium- to higher-density housing and most types of group living, including hotel and motel conversions, would be permitted in an MX-M zone district. The proposed change would align most permissive uses with those currently allowed in the NR-C zone district, but one significant update involves the reclassification of a few higher intensity use categories, such as wholesaling and storage and large retail, both of which are currently permitted uses in the NR-LM or NR-C districts, and these would now be designated as conditional uses.

The subject site is wholly within an Area of Change where growth and development are encouraged, and this designation continues north along the interstate. Areas of Consistency largely

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ZMA-2025-00013 Zoning Map Amendment – Council for Menaul MRA

encompass the non-residential light manufacturing and commercial areas to the north and northwest, as well as residential areas to the south of I-40, with a mix of both to the west of I-25.

The area is characterized by busy corridors, including the Menaul Boulevard Major Transit Corridor that transacts the subject area east to west. And this corridor was recently changed from a multimodal corridor designation through City Council Resolution R-25.125. A Major Transit Corridor is generally auto-oriented, prioritizing high-frequency and local transit services over other modes of travel, and walkability is important, primarily near transit stops along these corridors. Although no transit service is currently offered, the North-South University Boulevard Premium Transit Corridor is intended to be served by high-quality, high-capacity, high-frequency public transportation. And this corridor type is planned for mixed-use and transit-oriented development within walking distance at strategic locations along the corridor.

And interstates I-25 and I-40 are designated as Commuter Corridors. Commuter Corridors are high-speed and higher traffic volumes with routes for people going across town. And these corridors accommodate faster and longer trips for personal vehicles and commuters.

Thirteen of the 16 subject site parcels are zoned NR-LM, or Non-residential – Light Manufacturing, and 3 parcels are zoned NR-C, or Non-residential Commercial. The request would add about 30 acres of MX-M zoning to the existing approximate 10-acre area already zoned MX-M near the eastern edge of the MRA.

The purpose of the, the light manufacturing zone district is to accommodate moderate intensity, commercial, light assembly, fabrication, and manufacturing uses, while buffering adjacent lower-intensity residential and mixed-use zone districts from traffic, noise, and other impacts of those uses.

The purpose of the NR-C zone district is to accommodate medium-scale retail office commercial and institutional uses, particularly where additional residential development is not appropriate or desired because of a deficit of jobs or service in relation to housing units in the area. Primary land uses include a wide spectrum of retail and commercial uses intended to serve both neighborhood and area-wide needs, as well as some light industrial uses.

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And the purpose of the proposed MX-M, or Mixed-use – Medium Intensity zone district, is to provide for a wide array of moderate intensity, retail, commercial, institutional, and moderate density residential uses with taller, multi-story buildings encouraged in Centers and Corridors.

With the proposed change, the conditional use of the 2.2-acre parcel, located on, at 2331 Menaul Boulevard would remain the same, pursuant to IDO 14-16-1-(10)(A) and 14-16-6-4(W). Prior approvals remain valid unless specified otherwise, because they have a conditional use for a large group home.

Here, excuse me, here are street views of the subject area properties. As you can see, they all front either Menaul Boulevard, University Avenue, or both of these major thoroughfares.

Staff has analyzed the request using the Comprehensive Plan and found that it furthers Goals and Policies in Chapters 4, 5, 6, and 8, and this is summarized in Findings 17 through 20 for your consideration.

Staff has analyzed the request using the Menaul Metropolitan Redevelopment Plan and finds that it furthers three of the six goals presented in this document. Goal 3 is to promote creative placemaking opportunities that support the Menaul MRA area in becoming a more vibrant and attractive destination. Goal 4 is to increase the amount of market rate and affordable housing within the MRA through the redevelopment of vacant and underutilized sites, and the conversion of non-residential buildings. And perhaps most directly connected is Goal 6, which is to amend the existing zoning to encourage a wider range of commercial and mixed-use development, and decreases the amount of industrial zoning. And these responses are summarized in Finding 21 for your consideration.

Staff finds that this request meets all of the review and decision criteria for zone change as found in IDO § 6-7(H)(3). That is the request furthers Comp Plan goals and policies, and is consistent with the health, safety, and general welfare. The current zoning is inappropriate because there has been a significant change in community conditions, and a different zone district is more advantageous to the community. And although the request may include a few uses that could be considered harmful, any proposed development would be subject to applicable IDO and state regulations that serve to protect and preserve the identity of the neighborhood.

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Existing infrastructure should have adequate capacity to serve any new development. And the justification of zone change is not completely based on the location along a major street, the cost of land, or economic considerations. And given the area's context and total area to be updated to MX-M, the new zoning would not create a spot zone. IDO criteria 14-16-6-7(H)(3)(b) and (c) are not applicable to this request, and these responses are summarized in Finding 22 for your consideration.

All property owners within 100 feet and Neighborhood Associations within 660 feet of the subject site were notified as required. The applicant's agent responded to information-gathering phone calls from a neighborhood area representative and a business. Three letters in support of the project were received from the public as 48-hour material, and one of those three received was the public comment that the Commission was informed about prior to the hearing.

The Department of Municipal Development indicated that the request is both complementary and consistent with a Major Transit Corridor and strategies outlined in the City Vision, the City's Vision Zero Action Plan. Regarding plan number ZMA-2025-00013, staff recommends that the EPC forward a recommendation of approval to the City Council. This request is for a Zoning Map Amendment from NR-LM or NR-C to MX-M for 16 properties located in the Menaul Metropolitan Redevelopment Area between Interstate 25 and Vassar Drive Northeast and I-40 and Phoenix Avenue Northeast to facilitate the development at these locations. And as a side note, I'd like to present to Council one addendum to the findings at your convenience, and otherwise, with that, I stand for questions.

Chair Aragon: Thank you, Ms. Heyne. I don't have any questions at this time. Do any of the Commissioners have questions?

Vice Chair, Renn Halstead: Halstead.

Chair Aragon: Yes, Vice Chair?

Vice Chair, Renn Halstead: Thank you, Chair. Ms. Heyne, can you clarify the rationale behind why this will not create a spot zone?

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Catherine Heyne: I believe that it wouldn't create a spot zone because of the total area that will be affected. So, you can see here in this figure, everything of the site is in black. Right now we have this large, about 10-acre area. It's over here as an MX-M, and with these added parcels in this area it would create MX-M generally throughout the entire area. The whole area is about 94 acres, and this would add another 30 acres, so 30 acres in, in, our opinion would not create a spot zone for the area.

Vice Chair, Renn Halstead: Okay, thanks for that clarification. Thank you, Chair.

Chair Aragon: Thank you, Vice Chair. Any other questions or comments by the Commission?

Commissioner Adrian N. Carver: Carver.

Chair Aragon: Commissioner Carver?

Commissioner Adrian N. Carver: Yeah, thank you, Mr. Chair. Thank you, Ms. Heyne, and I want to say that I am supportive of this request, and I'm wrestling with the spot zone question. Are we saying that if an application comes in for multiple parcels or sites, some of which that are not contiguous that we can take a percentage of the total area to determine that it is not a spot zone, even if some of the parcels are not contiguous to the same uses?

Catherine Heyne: Thank you for that question, Mr. Carver, Commissioner Carver. I will defer to Ms. Jones for this response. Thank you.

Megan Jones: Thank you, Ms. Heyne. Thank you, Commissioner Carver. This is Ms. Jones speaking. So, the spot zone criteria in the IDO is reviewed on a case-by-case basis. There are several examples from past cases that we have on record where a property within proximity to another zone district, although not contiguous, is not considered a spot zone, and we do have examples where a property that is contiguous with another zone district is also not considered a spot zone.

So, in this case, because the properties here total up to a certain amount of acreage, and there is other MX-M, mixed-use zoning in the area we analyzed this case to not create a spot zone, because the, there, although the MX-M zoning is not contiguous across the Menaul MRA corridor

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ZMA-2025-00013 Zoning Map Amendment – Council for Menaul MRA

this zone change would create several parcels along the Menaul MRA corridor that would become MX-M zoning. Therefore, this is not one single you know, zone district that is created in an island of other zone districts, and I'm sorry, I'm kind of failing with my words here, getting a bit tongue-tied, but the fact of the matter is that we do review spot zones on a case-by-case basis, and because a certain amount of acreage is changed within this full MRA corridor area to MX-M, we don't consider this a spot zone. That doesn't mean that a future case would be analyzed similarly, it just depends on the circumstances of the project, the surrounding area. Any adverse impacts on the surrounding area, and the way that we analyze the zone change and a spot zone. If that helps?

Commissioner Adrian N. Carver: Thank you, Mr. Chair, Ms. Heyne, and Ms. Jones, I guess I'm curious, is it because we're in an MRA district that we're considering the percentages of the types of zoning, and I guess where I'm headed is, could a future applicant kind of say, well, I'm within XYZ boundary, and there's this percentage of the zone that I want to spot zone this, this, property to, and so it's no longer a spot zone because there's a precedent that other properties have been analyzed the same way?

Megan Jones: Commissioner Carver, this is Ms. Jones again. No, I don't believe that the percentage of the properties in the area were considered as part of this analysis, and Ms. Heyne can correct me if I'm wrong. I believe that it's because there is MX-M zoning within the full subject area, and enough properties, 16 properties to be exact, are being changed to MX-M. So, I mean, I don't think that there's a very cut-and-dry answer here, because spot zones are determined on a case-by-case basis. So, in sure, I do not think a future applicant can use this case as a precedent, because each project site is different and analyzed differently. We don't look at, you know, prior cases when analyzing a request. So, I mean, that's what I have to say on the matter. If, there's other staff that has any other feedback, I'd be open to hearing that as well.

Commissioner Adrian N. Carver: Thank you, Mr. Chair. Thanks, Ms. Jones. I, I, I'll ask the, I have a question about, like, why these, these sites, these parcels were, were chosen, but I think that's for the applicant, so I'll wait and ask that, but... Thank you, Mr. Chair.

Chair Aragon: Thank you, Commissioner Carver. Any other questions before we hear from the applicant? Alright, let's hear from the applicant.

Jackie Fishman/Consensus Planning: All right.

EPC Hearing September 18, 2025

ZMA-2025-00013 Zoning Map Amendment – Council for Menaul MRA

Chair Aragon: Well, good morning, Ms. Fishman.

Jackie Fishman/Consensus Planning: Good morning, Mr. Chairman.

Chair Aragon: If you could please state your name and address for the record, then we'll get you sworn in.

Jackie Fishman/Consensus Planning: I would love to. My name is Jackie Fishman. My address is 1820 Gabaldon Northwest, Albuquerque 87104.

Chair Aragon: And, do you swear to tell the truth under the penalty of perjury?

Jackie Fishman/Consensus Planning: I do.

Chair Aragon: I do see your hand raised. Thank you. Please proceed.

Jackie Fishman/Consensus Planning: Mr. Chair and Commissioners, before I start, Omega Delgado from Council Services wanted to say a few words, if we could?

Chair Aragon: Certainly.

Omega Delgado: Good morning, Commissioners. I will let you, let my, or let you, swear me in.

Chair Aragon: Okay, let's get you sworn in. If you could please state your name and address for the record?

Omega Delgado: Omega Delgado, address 1 Civic Plaza NW, Albuquerque, New Mexico, 87102.

Chair Aragon: And I see your hand is raised, do you swear to tell the truth under the penalty of perjury?

Omega Delgado: I do.

Chair Aragon: Excellent. Thank you, good morning, welcome, and please proceed.

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Omega Delgado: Great, good morning, Commissioners. I'm only going to take 1-2 minutes of your time. I just want to shed a little bit of more context. I know your decision is purely based on policy, but I think that there is some critical information just to understanding what's been happening in this district for the last couple of years.

So, before you today is really an opportunity, and the Council Services Department greatly thinks that this is an opportunity to advance a stronger economic future for the Menaul MRA. This Zone Map Amendment is really years in the making. It's a collaboration that began in 2021 with property owners and business owners partnering with the Council Services Department to establish this area as an MRA.

The area is showing, clear signs of distress between numerous vacant buildings, hotel room rates averaging about 20% below the city-wide rate. That's roughly \$88 compared to \$112 on a daily rate basis. No new industrial office construction in more than a decade in the area. The adopted vision of the plan is really to create, you know, it envisions a vibrant and Mixed-use Corridor with housing opportunities and active street life.

Today, this is 9 property owners, many of them hotel operators, which I think will also answer part of Commissioner Carver's question, who voluntarily are stepping forward to request this amendment to potentially retrofit their properties into housing, and attracting investment and residents into this underperforming stretch of the Menaul MRA... of Menaul.

Your recommendation is greatly pivotal in realizing this Rank 3 plan and ensuring that the vision, like many in other instances, that this plan does not just remain on the shelf. In addition, if, you know, this zone change is approved, ultimately, by the governing body, does unlock other tools of the city for the property owners. It would unlock MRA tools such as the Redevelopment Tax Abatement that is only available to property owners who bring residential or commercial projects online. It's been a great pleasure to work with these property owners over the last couple of months, and I also greatly thank the Commission for your consideration today.

Chair Aragon: Thank you, Ms. Delgado. We were having a little bit of audio issues there, with your background.

Omega Delgado: Sorry about that.

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Chair Aragon: But we did get to hear what you said. Thank you, we appreciate you.

Jackie Fishman/Consensus Planning: Alright, Mr. Chairman, this is Jackie Fishman. Is it okay if I take over now?

Chair Aragon: You do what you do.

Jackie Fishman/Consensus Planning: Okay, thanks. I'm gonna share my screen. Okay, all right, so, I'm here on behalf of 10 applicants, including Council Services. They are a co-applicant to this request. The Zone Map Amendments, again, cover 16 parcels that are either zone NR-C or NR-LM. Our request is for MX-M to allow for a wider range of land uses and multifamily development, and particularly targeting the underperforming hotels in the area.

As staff pointed out, the entire Menaul MRA is an area of change. The basis of this request is the Menaul MRA Plan, which identified existing zoning as a regulatory constraint to redevelopment and reinvestment in the Menaul Corridor, which is part of the Midtown area. This area of Midtown has by far the highest concentration of hotel rooms in Albuquerque, estimated to be at less than 30% occupancy currently.

The map on the screen, of course, shows the properties covered by this request. Several of them are hotels. This is a total of approximately 30 acres, as staff said prior, of MX-M to the existing 10.4 acres of MX-M on the east end of the MR Area. Together, this totals about 41% of the MR area that would be MX-M with approval of the zone changes. Just for reference, the, Crown Plaza is part of our applicant, group. That's on the southwest corner of Menaul and University. Ramada Hotel is on the southeast corner. The Red Roof Inn and La Quinta are across the street on the north side of Menaul.

Okay, so, the Menaul MRA project was three phases. The plan was the third phase of the three phases, and my firm completed that on behalf of Council Services. I was the primary author of the plan. Phase 1, was the redevelopment study, which was bounded by Candelaria, north, Road to the north, I-40 to the south, San Mateo to the east, and I-25 to the west.

This slide that you can see on your screens are is the Menaul study area that we completed in 2021. The study focused on the non-residential properties and issues related to vacant buildings

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and properties, deteriorated conditions and crime, changing retail trends, and multimodal transportation systems. It didn't include the large residential area between Carlisle and San Mateo, north of Menaul, as you can see on your screen.

Phase 2 of the project involves creating the designation report for the area shown on the screen, which goes from I-25 to the north diversion channel, I-40 to approximately Phoenix on the north. The City Council designated the MR Boundary in May of 2022.

Phase 3, of course, was the creation of the MR Plan. It was adopted by Council in May 2023. The MR Plan identified 22 recommendations and actions sorted into redevelopment projects, infrastructure and transportation improvements, and support actions, which included Zoning Map Amendments in alignment with the goals in the plan. Again, staff read them to you, I won't repeat them, but it's, you know, we're doing what the plan called for, and what the goals spoke to.

The page on the right of the screen is the Action Plan contained in the MR plan, and again, under the category of support actions is Action 21, Zone Map Amendments and Comprehensive Plan Designations. The zone changes being requested today represent a really important step towards implementing the MRA plan. The City Council recently approved, as you all know, the change in the designation of the Menaul Corridor to a Major Transit Corridor. Council Services and the MR agency also completed a market study after the MRA plan was done. I think that was completed in 2024 to confirm some of the recommendations in the MRA plan.

Here's a few site photos, and some, I think, 4 out of 5 are applicants. It's evident, very self-evident, the zone changes are consistent with the MRA plan, as well as the Comprehensive Plan. My policy analysis contained in the justification letter clearly demonstrates the zone changes further a myriad of Comp Plan goals and policies regarding Community Identity, Land Use, Centers and Corridors, Efficient Development Patterns, Infill Development, Mixed Use, Areas of Change, Land Use and Transportation Integration, Economic Development, Placemaking, and Resilient Economy.

We feel the existing zoning is inappropriate because a different zone, in this case MX-M, is far more advantageous to the community than NR-LM and NR-C. The zone changes will encourage reinvestment into these properties by allowing for the conversion of hotels to multifamily use, and allowing for mixed use in general in an area that has good access to a

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multimodal transportation system, only promised... promising to get better over time. Keeping these, properties zoned, NR-C and NR-LM especially dooms them to fail. As Ms. Delgado mentioned, there hasn't been any new, industrial in this area in over 10 years. Staying, therefore, it would stay underutilized, vacant, and unimproved without the zone changes.

This slide shows the use comparison between NR-C, NR-LM, and MX-M. It's contained in the justification letter. I'm sure you're familiar with these categories, but the stark difference here is the allowance of multifamily and other higher density residential uses. MX-M removes some of the more intense uses allowed in the NR-LM zone, such as heavy vehicle and equipment sales, rental, fueling and repair, adult retail, light manufacturing, above-ground storage of fuels or feed; all of which are more appropriately sited and currently exist to the north of the Menaul Corridor. Cannabis retail is, staff asked me to pull that out specifically. It's permissive in the NR-C, permissive accessory in NR-LM, and will remain permissive in the MX-M zone.

Use specific standards address being within 600 feet of another cannabis retail location, and within 300 feet of any school or daycare facility. So, we feel like we're well protected here. But I would also add there's a couple cannabis retail businesses in the corridor already, so I don't really believe this is a big concern.

Going back to my first slide, we're asking the EPC and ultimately the City Council to throw this area a lifeline, and I mean that really seriously, and be part of the solution to reclaim this area as a strong, revenue-generating business area that would also allow people to live there and have access to transit and the city's trail system. Not doing so will doom the area to further blighting and disinvestment.

As for public engagement, we held public meetings for each phase of the MR project. For the rezoning effort we held two public meetings, met with several property owners individually, all prior to our submittal to the EPC, and I believe several of the applicants are on the call today.

Lastly, I received a couple calls regarding this application. One was from the president of Santa Barbara Martineztown, the closest neighborhood association to the area, but actually on the west side of I-25. Our other call was from a business owner within the MRA area. Both asked a couple questions, and then didn't express any concerns about the rezoning.

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With that, Mr. Chairman, we urge your support, ask you that you recommend approval to the City Council. And then I would just add one last thing, if I could; regarding your previous conversation about spot zoning? Again, you know, I believe that this increases obviously, it increases the MX-M that's in the area. We have the 10-acre premise that's on the east side, so this adds to it. We have about 41% that would be MX-M. Commissioner Carver asked, how did we pick these sites? This was completely voluntary. We didn't pick them. We held the meetings, and people decided to join the application. I am hopeful that others will continue to ask for zone changes here. I just don't think those zones are very appropriate in this area.

But I would also point out that in Criterion 6-7(G)(3)(h), the one about spot zones, it talks about, zone different district, different from surrounding zone districts to one small area or one premise. And I think to just add to the justification of this, we aren't asking for one small property or one small premise. You know, again, together, this is... this is 30 acres. Would I have liked more to have joined? Of course, but I think this is a good start. I don't believe it's a zone, a spot zone, either. So, with that, I would stand for any questions.

Chair Aragon: Thank you, Ms. Fishman. I don't have any questions at this time.

EPC Counsel Matt Myers: Chairman Aragon?

Chair Aragon: Yes.

EPC Counsel Matt Myers: This is Matt Myers.

Chair Aragon: Yes, Mr. Myers?

EPC Counsel Matt Myers: Do you mind if I just add something on the spot zone?

Chair Aragon: Please. Thank you, sir.

EPC Counsel Matt Myers: I had, I meant to chime in earlier, and I should have, but then Ms. Fishman essentially said exactly what I was gonna say. When you read the specific language of the test, it says to one property, or she read it exactly, but it would not apply in this instance. So, I

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think this is not a spot zone, if you just look at the plain language of the zone change requirements. That's all I wanted to add,

Chair Aragon: Thank you, Mr. Myers. So, I've been wrestling with an internal question. When they said, mentioned a power station, I do represent my employer is a power company. I'm not aware of any power stations that we have in this map area. Maybe you could point that out for me? I don't want to create any issues.

Jackie Fishman/Consensus Planning: Yes. Mr. Chairman, I can do that. I think, staff misspoke. It is the Water Authority property on the far west end of the MR area. It is, on my screen, property number 3. It is definitely not a PNM substation.

Chair Aragon: Thank you. (01:06:11)

Jackie Fishman/Consensus Planning: It is the Water Authority, which... I was very pleased they joined this application. They did it to support the City's efforts here.

Chair Aragon: Very good. PNM does have two substations, but they are not in this mapped area.

Jackie Fishman/Consensus Planning: That's correct.

Chair Aragon: I just wanted to point that... point that out and make sure we're... Full disclosure. Thank you. Okay, do we have any concerned parties that would like to testify? Any members of the public here to speak?

Planning EPC: Chair, Commissioners, at this time, no one is signed up to speak. If you're a member of the public and you would like to speak on agenda item number 3, please raise your virtual hand and place your name and email address in the chat. If you're on the phone, star 9 to raise your virtual hand. And, Chair Commissioners, I'm not seeing anyone that is signed up to speak at this time.

Chair Aragon: Okay, thank you. Staff, do you have anything you want to add? Or clarify?

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Catherine Heyne: Thank you, Chair. I did want to, before we've completed, to update one of the Findings.

Chair Aragon: Please. Move forward with that.

Catherine Heyne: Alright, let me share my screen again. All right, and this is for the wording. We're just updating the wording to Finding number 16, and with the proposed change the use of the property located at the 2.2-acre parcel of 2331 Menaul Boulevard northeast will remain conditional and not nonconforming pursuant to IDO § 14-16-1-10(A) and 14-16-6-4(W), prior approvals remain valid and unless specified otherwise on the permit or approved approval documents for a specific type of development approval. So that it was conditional and not nonconforming.

Chair Aragon: Okay.

Jackie Fishman/Consensus Planning: Mr. Chairman, could I respond to that real quick?

Chair Aragon: Yes, Ms. Fishman, please. Shed some light on it for us.

Jackie Fishman/Consensus Planning: Thank you so much for, for catching that. I, I didn't notice that, and that's a really big deal. I'm assuming that's our, our project, or our, our numbered site, number 10. It is currently nonconforming. This brings it into conformity. There is a current conditional use on that property, so, thank you for that clarification. That's really a good addition, or a good change. Also, I think Joani Jones, who is the general manager of Crown Plaza, just put in the chat that she's having trouble speaking. If we could try to allow her to speak, I would appreciate that as well.

Chair Aragon: I'm okay with that. Staff, can we get her queued up?

Megan Jones: Mr. Chair and Commissioners, this is Ms. Jones. Before we move on to any public comment, can I just add one, clarification?

Chair Aragon: Yes.

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Megan Jones: While we're still on staff comments, I just wanted to clarify that the previous property that we've, that was brought up in question about it being a power station for PNM; the reason why that was noted as power station is because it is in the legal description of the site. The legal description is Power Station, City of Albuquerque, and it is noted as part of the record that that's not the use of the site. It is owned by the Water Utility Authority, and I just wanted it on record that the legal description is Power Station. The owner's the Water Authority.

Chair Aragon: Thank you.

Megan Jones: Thank you.

Chair Aragon: Appreciate that. Yeah, we'd already closed from public testimony, but because the person was saying she was trying and couldn't get in, we were going to allow her to present.

Jackie Fishman/Consensus Planning: I think she's queued up.

Chair Aragon: Okay, I'm not seeing anybody.

Planning EPC: This is Hearing Monitor Nichole Maher. I was wondering, Joani, Ms. Jones, can you hear us?

Joani Jones: Yes, I can hear you.

Planning EPC: Oh, okay.

Chair Aragon: Hello, Ms. Jones. If you could, my name is Chairman Aragon. If you could please state your name and address for the record, and we'll get you sworn in.

Joani Jones: Yes, my name is Joani Jones. My address is 7536 Staunton Place NW, Albuquerque, New Mexico.

Chair Aragon: If you could please raise your right hand, and do you swear to tell the truth under the penalty of perjury?

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Joani Jones: Yes, I do.

Chair Aragon: Alright, please proceed. Welcome.

Joani Jones: Yes, thank you, thank you, Chair and Commissioners. I, I represent 14 Acres, the Crown Plaza Hotel, along with the Albuquerque Hotel. We are a 450-room hotel property complex, and one of the largest in the state of New Mexico. And, as Jackie Fishman said, we're running less than 40% occupancy, which is really hard to sustain right at the University Menaul Corridor. I'm, it's just, we've had multiple problems, obviously. Everybody has seen the blighted buildings, and, so not only are we, have been heavily involved in the MRA, since 2021, but we're also really passionately interested in making sure that we get the zone change for the MX-M, so we can bring a little bit of the much-needed heartbeat back into the heart of the city.

We, we represent, our area represents 2,400 guest rooms, which is one of the largest concentrated areas in, in the state for rooms, and 450,000 travelers go through the Big I every single day. And a lot of those travelers are coming from other states and exit right off the University exit, off I-40, to come down into our little area. And I think it's very important that we try to get these travelers to come back and stay a while; to spend some money in Albuquerque. We need to pique their interests, instead of saying, I've driven through. I would like, at some point, for our blighted area to come back into the fold like we used to be. And I say used to be, that would be prior to 2000, 2001, to the Big I that had been, we, we renovated the Big I back in those years. And prior to those years, I mean, we were running 80% occupancies, if not higher. So, I know my time is up, but I'm available for questions.

Chair Aragon: Thank you, Ms. Jones, we appreciate your time today. Anyone have any questions for Ms. Jones?

Commissioner Eric Nelius: Con [inaudible] being. I have a question.

Chair Aragon: Yeah. Please.

Commissioner Eric Nelius: So, Ms. Jones, in order to, I guess, restore and reduce the blight, would you foresee just more businesses opening up along that corridor, besides just hotels, so

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people could... it would be, like, a walkable businesses so people staying at the hotels could visit other places. Or I guess the question I'm asking is, what businesses would help that area the most?

Joani Jones: Definitely. Thank you for the question. Certainly, walkable restaurants. We used to have 14 total walkable restaurants, and now we have maybe, maybe 3 or 4, but they're not really necessarily walkable because of the state of the sidewalks and the homeless that are currently residing in, in the area. But definitely restaurants, and any type of retail would definitely be helpful, be helpful.

Commissioner Eric Nelius: Thank you.

Chair Aragon: Thank you, Commissioners.

Commissioner Jarrod Likar: Likar.

Chair Aragon: Yes, Commissioner.

Commissioner Jarrod Likar: Ms. Jones, you're talking about changing to retail, but what's, if we change your zoning, what was your plan to do? Were you planning on changing up your business operation, or it sounds like we're changing the zoning for multiple hotels? How does that change the retail aspect? Are you planning on doing some kind of different business plan with the Town Plaza?

Joani Jones: Not probably a different business plan with the Crown Plaza Hotel, but we do own land around the property. And I'm not sure, what the owners plan to do with that land, but there are some other, other sites that are part of our property, right along Menaul.

Chair Aragon: Okay, does that address your questions, Commissioner Likar?

Commissioner Jarrod Likar: Yeah. Thank you, Ms. Jones.

Chair Aragon: Thank you very much.

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Jackie Fishman/Consensus Planning: Mr. Chairman, could I? This is Jackie Fishman. Could I add to that response?

Chair Aragon: Please, Ms. Fishman.

Jackie Fishman/Consensus Planning: Okay, so, Mr. Chair and Commissioner Likar, (01:16:52) I just wanted to add a little bit. Joani is correct. The Crown Plaza owners also own several of the parcels along the Menaul frontage. That's part of this application, and that area was one of our opportunity sites that we identified in the MR Plan for being particularly able to catalyze other redevelopment in the area. So, we thought that if that frontage could be, redeveloped with some, you know, nice retail restaurants, even residential, that would really have a great impact on the whole area. So, I just wanted to add that one little detail.

Chair Aragon: Thank you for that clarification. Okay, staff, do we have any final responses?

Catherine Heyne: Thank you, Chair Aragon. We just wanted to reiterate that we do not see that this area is a spot zone. And earlier, as Ms. Fishman showed on her Menaul study area map, that the whole area, especially to the east is mostly along Menaul, also MX-M, so this area just adds, you know, a few more properties, and plus the properties that is, are clustered on the western side of this request, they will also create that larger block of MX-M area that are contiguous. And other than that, we, we support this request. Thank you.

Chair Aragon: Thank you, Ms. Heyne. Okay, I guess we will... Did I hear a comment or question?

Commissioner Archuleta: Chair Aragon, I do have a question for staff. This is Commissioner Archuleta.

Chair Aragon: Yes, Commissioner. Please, ask your question.

Commissioner Archuleta: So, so seeing as this whole area will be kind of transitioning from non-transient living to permanent housing or permanent living, it sounds like it's what they're working towards; was APS involved in any of the discussions, or was APS contacted to see how their infrastructure could support something like that? I know that's off in the future. Or were other

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departments contacted in terms of the infrastructure, that that would be changing when you change kind of a lot of zoning in an area, and kind of changing the makeup of an area?

Catherine Heyne: Thank you for that question, Commissioner Archuleta. The City Planning Department does send out notification to 28 other departments that would bear, be impacted by this request, and APS did respond, but they responded just in the fact letting everyone know that what school, what the school area is, but they did not, they did not specifically address, this, this request. And, and I think Ms. Jones will, will, show you that on the screen. As you can see, here's the APS response to our request for comment.

Commissioner Archuleta: Chairman Aragon. So, with this increase, is there an estimation of how many DUs per acre would be in there, or, or what with the s- what the, I mean I kind of get a sense of some of the other hotels wanting to change to permanent, and changing the land use would also open up to multifamily, and I guess I'm just trying to look out vision-wise to see how that will eventually impact, you know, maybe 5, 7 years down the road. And so, I guess, is there any estimation on that?

Megan Jones: Mr. Chair and Commissioner Archuleta, this is Ms. Jones. I'm going to stop sharing my screen now with APS. Since this is a zone change, we don't particularly look at any future uses that could be developed as part of future project at this stage of development. Although, since you're bringing up these concerns, I am sure that, you know, the property owners that may be redeveloping their sites can look into, you know, these questions as those sites are redeveloped in the future, if Consensus Planning as the agent or City Council Services can make note of that as part of future discussions, that would be I think the best route forward at this time, although it hasn't been included as part of this specific request for a zone change. This is a recommendation to City Council, so, you can consider, you know, taking, you know, those comments into consideration moving forward with the request, but at this time, I just don't think talking about the dwelling units that would become potential residential uses in the future can be determined at this time.

Chair Aragon: Thank you for that clarification, Ms. Jones. Commissioner Archuleta, did you have any more questions or comments you wanted to address?

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Commissioner Archuleta: No, I, and I appreciate that. I just, getting the sense of what everybody is saying, I just am trying to have a, be a little bit more visionary, as to how we change things, or how things move to the future, because that's been issues that, that have happened in other areas and other places, and I'd just like us to recognize that as we move forward. Thank you.

Chair Aragon: Thank you, Commissioner. Alright, staff has made their, final comments. I believe we're gonna close from the floor. I guess what we have before us today is a pretty large zone change, that is kind of a down zone from an industrial area more into a commercial mixed-use residential area. Staff is supporting it, the community supports it, I think it's a great idea. I do work near this area, and I support these businesses on a daily basis, and it is getting to be a pretty rough area with the homeless in the transient population. It is kind of scary to walk around down there. So, I'm hoping that possibly changes like this could make a difference. And, I'm gonna support it. As far as the spot zone, I think the issue is...

Commissioner Tim MacEachen: Speed.

Chair Aragon: It's such a large zone change, it's not a spot. It's an area. And I think it's, it's that simple, as far as the explanation on that, but I'll, I'll be quiet, and I'll let any of the Commissioners offer any comments or suggestions.

Commissioner Tim MacEachen: Chair, Commissioner MacEachen.

Chair Aragon: Yes, Commissioner?

Commissioner Tim MacEachen: So, I too am in favor of this. I mean, I'm out and about in that area quite a bit, and I remember the word lifeline in somebody's presentation, and oh my goodness, does this need a lifeline! I think this is a very forward-thinking solution, so I will be in support of this.

Chair Aragon: Thank you, Commissioner.

Commissioner Eric Nelius: Mr. Chair?

Chair Aragon: Yes, Commissioner?

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Commissioner Eric Nelius: I, too, am in support of this. This area is pretty close to the heart of Albuquerque, and we have a bunch of empty lots, and building, housing, or retail, or really anything is a much better use of space than just having empty lots. One issue that I do want to bring up, though, is, and this may not be something that we decide at the, the EPC, but would it be possible to construct a bike lane through the median of Menaul? That might be an issue to bring up at the Metro Transit Board. I guess they have their monthly meetings as well.

But, you know, just to create an alternative to transportation besides buses or cars. Several cities I've visited, they put basically bike lanes through the median of major roadways, and it calms traffic, and as a result, you see more people out and about. I don't think that's something in our purview, but it's something that I do want to bring up as a means to revitalize that area. Would we need to talk to the Metro Transit Board to get something like that going?

Chair Aragon: Commissioner, thank you for your comments. I'm not sure that this is the right avenue to go into detail about doing some alternative transportation, but I will let staff take a stab at answering your question.

Catherine Heyne: Thank you, Chair. I think Ms. Delgado, came on screen, and she was, might want to address that.

Chair Aragon: All right. Ms. Delgado?

Omega Delgado: Yeah, I can definitely go ahead and answer that. Sorry for the background noise, I'm just in a coffee shop right now, but, Commissioner Nelius, this is not the only project that we're working on within the district. We are looking at improving the Menaul Boulevard and also, making improvements along the channel. You know, the channel is a heavily used bike, bike trail, so we are considering looking at a, a road, considering a road diet from Menaul, but that'll go through all of the analysis phase with consultants as well, and then, you know, would ultimately be a recommendation. But it is something that we are working on in the Council Office.

Commissioner Eric Nelius: Excellent. Thank you, Ms. Delgado.

Chair Aragon: Thank you, Ms. Delgado. Thank you, Commissioner.

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Commissioner Adrian N. Carver: Carver.

Chair Aragon: Alright. Yes, Commissioner Carver?

Commissioner Adrian N. Carver: Yeah, I am supportive of this application, and I do remain a little concerned about the spot zone issue, but I think that the argument has been made by staff and the applicant to, to vote in favor of this. I, I just, I, I'm concerned about, you know groups, you know, a large applicant coming together, and the precedent being set for allowing spot zones using... I feel like there might be a little loophole in the language that allows that. But with all that said, I would move that the EPC forward a recommendation of approval of Plan, ZMA-2025-00013, based on findings 1 through 25, and amended Finding number 16.

Vice Chair, Renn Halstead: Halstead seconds.

Chair Aragon: Alright, excellent. Thank you, Commissioner Carver and Vice Chair Halstead. For a motion and second. Let's take this to a vote. Unless there's any discussion that wants to take place? None, being, let's vote. Let's change it up here. Vice Chair Halsted?

Vice Chair, Renn Halstead: Halstead, aye.

Chair Aragon: Commissioner Carver?

Commissioner Adrian N. Carver: Carver, aye.

Chair Aragon: Commissioner Nelius?

Commissioner Eric Nelius: Nelius, aye.

Chair Aragon: Commissioner Likar?

Commissioner Jarrod Likar: Likar, aye.

Chair Aragon: Commissioner MacEachen?

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Commissioner Tim MacEachen: Commissioner MacEachen, aye.

Chair Aragon: Commissioner Archuleta?

Commissioner Archuleta: Archuleta, aye.

Chair Aragon: And Chairman Aragon is also an aye. Thank you, everybody.

Jackie Fishman/Consensus Planning: Thank you!

Chair Aragon: Hopefully this one turns out. Let's move on to the next agenda item.