

June 18, 2025

Daniel Aragon, Chair
Environmental Planning Commission
600 2nd Street NW, 3rd Floor
Albuquerque, NM 87102

Re: Plan-2025-0001

Dear Chair Daniel Aragon,

Santa Barbara Martineztown Neighborhood Association (SBMTNA) request a denial of the proposed Comprehensive Plan amendment to change the corridor designation of Menaul Blvd. west of Louisiana from multi-modal to major transit. SBMTNA is concerned that there has not been a meaningful and transparent public engagement throughout the affected corridor.

SBMTNA would like to know why a public meeting was not held at our neighborhood association meeting?

The amendment proposes to support the Menaul Metropolitan Redevelopment Area Plan, but that only extends from I-25 to the North Diversion Channel. That area and the area east to Louisiana is very different from the Martineztown Santa Barbara Neighborhood and North Valley. Buses easily travel this part of the corridor, but so do pedestrians, bicyclists, and other vehicles.

SBMTNA strongly supports improving public transit but the frequency change will be an increase from one bus every 40 minutes to two busses every 40 minutes – hardly necessitating a complete corridor designation change. This could happen now if the resources were available.

SBMTNA is a member of the North Valley Coalition and stands in support of their recommendations. SBMTNA opposes eliminating the multi-modal designation of Menaul west of I-25.

Sincerely,

Santa Barbara Martineztown Neighborhood Association:

Loretta Naranjo Lopez, President
Andrew Tafoya Leverett, Secretary
Gilbert Speakman, Board Member
Olivia Ayon, Board Member
Melissa Naranjo

Ronald Vallegos, Vice President
Jesse Lopez, Treasurer
Rosalie Martinez, Board Member
David Naranjo



STRONG TOWNS

Albuquerque

6/17/2025 21:15
On behalf of Strong Towns
ABQ
strongtownsabq@gmail.com

@StrongTownsABQ
www.strongtownsabq.org

Dear Members of the Environmental Planning Commission,

On behalf of Strong Towns Albuquerque, we write in full support of the proposed amendment to reclassify a portion of Menaul Boulevard from a “Multi-Modal Corridor” to a “Major Transit Corridor” in the Albuquerque-Bernalillo County Comprehensive Plan.

This proposed change aligns with both the vision and the practical recommendations of the ABQ RIDE Forward Network Plan, a critical framework for updating our city’s transit system for the 21st century. By recognizing Menaul’s evolving role as a key east-west connector and high-frequency route, this amendment enables our Comp Plan to reflect how transit is being prioritized on the ground and reflects our ridership and transit needs. That consistency supports predictable, coherent land use policy.

This reclassification will also bolster the momentum of the Menaul Metropolitan Redevelopment Area. This area has already seen significant investment and visioning as a vibrant, walkable district that serves hotel guests, workers, and local residents. Today, much of Menaul functions as a “**stroad**”—a hybrid between a street and a road that moves cars quickly but fails to serve people well. This amendment helps transform Menaul from an unsafe, car-centric corridor into one that supports walkability, transit, and neighborhood vitality.

This change does not mean one-size-fits-all development. On the contrary, it enables a more **thoughtful, incremental approach**—one that allows housing and businesses to grow near transit in a context-sensitive way. That means buildings designed with people in mind, transitions that respect existing neighborhoods, and opportunities for the “missing middle” housing that’s been largely absent from our city for decades.

Strong Towns ABQ is a grassroots, volunteer-led group committed to building a stronger, more resilient city. Our membership represents every ZIP code in Albuquerque, including a large number of residents who live in the districts directly affected by this proposal. We advocate for incremental, people-centered development that builds long-term financial health and equitable growth. This corridor-level policy amendment helps achieve that by:

- Supporting transit-oriented land use that lowers car dependency and infrastructure costs
- Encouraging new mixed-use and residential development near frequent transit
- Enhancing pedestrian safety and access, especially around stops and intersections
- Strengthening the case for higher-frequency service and better bus stop design
- Aligning citywide planning goals with on-the-ground redevelopment opportunities

We urge approval of this amendment to ensure that our city’s most important land use document, the Comprehensive Plan, stays in step with the investments we are making in mobility, housing, and neighborhood vitality.

Sincerely,

Strong Towns Albuquerque Leadership Board

Dear Members of the Environmental Planning Commission & Planning Department,

I am writing to express my full support for the proposed amendment to reclassify a segment of Menaul Boulevard as a Major Transit Corridor in the Albuquerque/Bernalillo County Comprehensive Plan.

As someone who lives in the urban core and cares deeply about how Albuquerque grows, I see this redesignation as a smart, forward-thinking step. It brings our land use policy into alignment with how our city is evolving, especially with the planned improvements to the Route 8 bus line through the implementation of the ABQ Ride Forward Network.

Reclassifying Menaul doesn't just clean up the zoning map. It creates clarity, consistency, and a stronger foundation for investment. It signals that we want to build around transit, not against it, and that we're ready to welcome more modest housing options and neighborhood-serving businesses along one of our most important east-west corridors. It makes development easier for our community, and opens up new possibilities for a brighter economic future.

I also strongly support changes in our codes that enable compact, sustainable, and affordable development. This redesignation supports exactly that: it lays the groundwork for modest density, improved walkability, and a return to the kinds of vibrant, mixed-use neighborhoods that make cities work, both economically and socially. Far from undermining neighborhood character, modest infill and walkable design can help preserve and strengthen what people love about where they live: by supporting local businesses, enabling multigenerational living, and making neighborhoods more resilient to change. A corridor like Menaul should evolve in a way that reflects not just its past, but the needs of current and future residents — including those not represented by this process.

Much of Menaul today is a stroad: unsafe, fragmented, and built more for throughput than for people. But it doesn't have to stay that way. With this change, we can begin to unlock a corridor that works better for transit riders, small businesses, nearby residents, and our city's long-term resilience.

This redesignation won't solve everything. But it's a crucial first step toward reimagining Menaul as a place of possibility rather than just passage.

Thank you for considering this amendment and for the work you do to help Albuquerque grow more equitably, sustainably, and intentionally.

Sincerely,

Jordon Bennett McConnell

Downtown Core Resident

Strong Towns Albuquerque Member

Transit Advisory Board Member

Comment submission via online portal

Case: PLAN-2025-00001

Date Submitted: 6/18/2025 12:46

Liz Parsons

elizabeth.parsons6@gmail.com

401 14th St SW, Apt 3

Resident

EPC Case Location Description: Menaul

Comment:

I strongly support the proposed amendment to reclassify Menaul Blvd as a Major Transit Corridor. This change reflects existing transit investment and sets the stage for smarter, more equitable development along one of Albuquerque's key east-west connectors. Let's align our planning tools with our transportation goals.

Comment submission via online portal

Case: PLAN-2025-00001

Date Submitted: 6/18/2025 16:07

Brandi Thompson

brandithomp@gmail.com

1817 Truman St NE

Resident

EPC Case Location Description: Changing Menaul into a transit corridor

Comment:

I strongly support the proposed amendment to reclassify Menaul Blvd as a Major Transit Corridor. This change reflects existing transit investment and sets the stage for smarter, more equitable development along one of Albuquerque's key east-west connectors. Let's align our planning tools with our transportation goals.

Dear Members of the Environmental Planning Commission & Planning Department,

I am writing to express my full support for the proposed amendment to reclassify a segment of Menaul Boulevard as a Major Transit Corridor in the Albuquerque/Bernalillo County Comprehensive Plan.

As a resident who plans to spend the remaining decades of my life in this incredible city I care deeply about how Albuquerque grows. This redesignation is a smart step that brings Albuquerque out of the struggling car-centric and isolated housing pattern of the past and into a new era of place making and community building.

Right now Menaul is a “stroad” wanting to be a major east-west road of throughput, but also a main street where residents are expected to stop and frequent businesses. This pattern of development from the last half century has struggled to hold up successfully for businesses, and communities. This reclassifying and adjustment to an area with more modest housing options and local businesses that can be supported without needing to own a car is a proven pattern that is working in cities across the US and the world.

Far from undermining neighborhood character, modest infill and walkable design reveal that just below the surface our communities are even more vibrant, economically rich, and enjoyable for all walks of life and incomes. A corridor like Menaul should grow in a way that reflects not just its past, but the needs of current and future residents — including those not represented by this process.

There is no silver bullet for housing affordability, economic revival, or redevelopment. There are lots of tools we have at our disposal and it is our duty in the face of a housing crisis, and severe economic stagnation to use as many as we can - not just the ones that look familiar.

Thank you for considering this amendment and for the work you do to help Albuquerque grow
To be the best city it can be

Sincerely,
Bryan Dombrowski
Taylor Ranch Neighborhood Association, Board of Directors
Strong Towns Albuquerque Member

Comment submission via online portal

Case: PLAN-2025-00001

Date Submitted: 6/19/2025 9:44

Erika Robers

erika.robbers@gmail.com

3124 Vermont St NE

Resident

Citywide Case Type: Comp Plan

Comment:

I strongly support the proposed amendment to reclassify Menaul Blvd as a Major Transit Corridor. This change reflects existing transit investment and sets the stage for smarter, more equitable development along one of Albuquerque's key east-west connectors. Let's align our planning tools with our transportation goals.

Comment submission via online portal

Case: PLAN-2025-00001

Date Submitted: 6/19/2025 13:25

Tyler Jordan

tylerscottjordan@proton.me

7117 Marilyn Ave NE

Resident

Citywide Case Type: Comp Plan

Comment:

I am in support of making Manual a Major Transit corridor. This will help increase mobility, which in turn grows business and improves our city. Additionally, transit corridors move more people with less infrastructure, saving our city money.

Comment submission via online portal

Case: PLAN-2025-00001

Date Submitted: 6/20/2025 12:21

Luis (Lucho) Sutherlin

luchosutherlin@gmail.com

Resident

Comment:

I am writing to express my support for the proposed amendment that will change the Menaul corridor between Louisiana and Rio Grande from Multi-Modal to a Major Transit Corridor. As a frequent rider of the #8 bus, I was excited to see the proposed update to our transit system that increases the frequency of buses along this stretch. It is critical that the city make appropriate changes to zoning and right of way design standards to take full advantage of the updates to ABQ Ride. To make things work well, both this amendment and ABQ Ride's increased frequency of the #8 buses need to be implemented. Thank you! -Lucho

Comment submission via online portal

Case: PLAN-2025-00001

Date Submitted: 6/23/2025 11:55

Tyler Richter

tyler.richter@gmail.com

Resident

Citywide Case Type: Comp Plan

Comment:

I'm writing today in strong support of the proposed designation change for the Menaul corridor, upgrading it from a Multi-Modal Corridor to a Major Transit Corridor. This change would have a significant and positive impact on our city by:

- Increasing bus frequency from Uptown through American Square, the North Valley, and into the Sawmill District
- Improving connectivity across neighborhoods and reducing dependency on personal vehicles
- Incentivizing thoughtful redevelopment in an underutilized corridor already designated as a Metropolitan Redevelopment Area
- Creating a more accessible and equitable transit system for residents who rely on public transportation

Comment submission via online portal

Case: PLAN-2025-00001

Date Submitted: 6/23/2025 14:18

Mark Ehrhart

mark7mde@gmail.com

Resident

Citywide Case Type: Comp Plan

Comment:

Menaul is becoming more than a road, it's a corridor for people. Reclassifying it as a Major Transit Corridor supports affordability, resilience, and walkable growth. Let's align land use with transit and build a more livable, sustainable, and equitable Albuquerque.

EPC Commissioners
Albuquerque Environmental Planning Commission

June 2025

RE: Support for Menaul as a Major Transit Corridor

Dear EPC Commissioners:

I am a member of Generation Elevate New Mexico (GENM), a coalition of young leaders committed to shaping the future of our state through smart, sustainable, and equitable development. Our mission is to support projects and policies that enhance quality of life, expand opportunity for youth, diversify the job base, and foster reinvestment in our urban corridors.

I'm writing today in strong support of the proposed designation change for the Menaul corridor, upgrading it from a Multi-Modal Corridor to a Major Transit Corridor.

This change would have a significant and positive impact on our city by:

- Increasing bus frequency from Uptown through American Square, the North Valley, and into the Sawmill District
- Improving connectivity across neighborhoods and reducing dependency on personal vehicles
- Incentivizing thoughtful redevelopment in an underutilized corridor already designated as a Metropolitan Redevelopment Area
- Creating a more accessible and equitable transit system for residents who rely on public transportation

Better transit infrastructure not only delivers immediate benefits to current riders, through increased reliability and service and also lays the foundation for long-term urban revitalization. Higher-frequency bus service has been shown to attract transit-oriented development and support more walkable, mixed-use communities.

As Albuquerque continues to sprawl, the strain on our infrastructure grows. The most sustainable path forward is to reinvest in and optimize the corridors we already have, making them more useful, accessible, and connected for all.

I urge the Environmental Planning Commission to approve this important designation change and take a step toward a more resilient and inclusive Albuquerque.

Thank you!

GENM Member

RE: Opposition to Designating Menaul as a Major Transit Corridor

To the Environmental Planning Commission:

I'm writing to express my strong opposition to the proposed designation change for the Menaul corridor from a Multi-Modal Corridor to a Major Transit Corridor.

While I support smart infrastructure investments, this proposal is neither thoughtful nor beneficial for the long-term health of our neighborhoods. Instead of creating equity, this plan creates a pipeline from historically underserved areas into higher-income neighborhoods-without addressing the root causes of inequality or improving conditions in the communities being funneled through.

This change would negatively impact our city by:

- Increasing pressure on residential neighborhoods that were never designed to handle high-frequency transit traffic, leading to congestion, noise, and overcrowding.
- Undermining community stability by inviting speculative development and density bonuses that benefit outside investors-not the people who actually live here.
- Exacerbating social friction by artificially forcing connectivity between neighborhoods with very different needs, without meaningful input from affected residents.
- Distracting from the urgent need to invest directly in underserved communities, rather than routing people out of them under the guise of "access."

The idea that transit access alone creates equity is flawed. True equity means improving conditions where people already live-not using transit as a tool to export poverty or fast-track gentrification.

This plan prioritizes development potential over community well-being.

I urge the EPC to reject this designation change and to pursue infrastructure improvements that serve existing residents with respect, transparency, and long-term vision.

Thank you.

June 23, 2025

Daniel Aragon, Chair
Environmental Planning Commission
600 2nd Street NW, 3rd Floor
Albuquerque, NM 87102

Re: Plan-2025-0001

Dear Chair Daniel Aragon and EPC Commission Members,

Increasing bus frequency along specified portions of Menaul Blvd will not “magically” increase bus ridership without addressing the following infrastructure “roadblocks,” specifically between Carlisle Blvd NE and Louisiana Blvd NE.

I have driven along this portion of the arterial for over 60 years. In the last 10 years, this section of Menaul Blvd NE has become increasingly dysfunctional for the following reasons:

- The roads and sidewalks are in poor condition.
- Lack of bus access pullouts at bus stops causes traffic to back up when buses stop for riders.
- The bus stops lack weather protection.
- Existing development along this corridor consists primarily of retail strip centers with extensive curb cutouts; therefore, the sidewalks are not conducive to pedestrian use.
- The ingress and egress to local businesses are difficult and a safety risk due to congestion. This may have contributed to the high vacancy rate of retail businesses in this area.

Upzoning has not proven to be a magic bullet for development.

The existing infrastructure needs many improvements. Please vote no.

Evelyn J Rivera
Rio Real Estate Services

EPC Commissioners
Albuquerque Environmental Planning Commission

6/23/25

RE: Support for Menaul as a Major Transit Corridor

Dear EPC Commissioners:

I'm writing today in strong support of the proposed designation change for the Menaul corridor, upgrading it from a Multi-Modal Corridor to a Major Transit Corridor.

This change would have a significant and positive impact on our city by:

- Increasing bus frequency from Uptown through American Square, the North Valley, and into the Sawmill District
- Improving connectivity across neighborhoods and reducing dependency on personal vehicles
- Incentivizing thoughtful redevelopment in an underutilized corridor already designated as a Metropolitan Redevelopment Area
- Creating a more accessible and equitable transit system for residents who rely on public transportation

Better transit infrastructure not only delivers immediate benefits to current riders, through increased reliability and service and also lays the foundation for long-term urban revitalization. Higher-frequency bus service has been shown to attract transit-oriented development and support more walkable, mixed-use communities.

As Albuquerque continues to sprawl, the strain on our infrastructure grows. The most sustainable path forward is to reinvest in and optimize the corridors we already have, making them more useful, accessible, and connected for all.

I urge the Environmental Planning Commission to approve this important designation change and take a step toward a more resilient and inclusive Albuquerque.

Thank you,

Nicole (Nick) Wilson
Albuquerque Resident
and GENM Member



To: Albuquerque Environmental Planning Commission (EPC), Senior Planner William Steele, and Principal Planner Megan Jones

From: Westside Coalition of Neighborhood Associations (WSCONA) Executive Committee

Date: June 23, 2025

Re.: Plan Number: PLAN-2025-00001 -- Amending the Albuquerque/Bernalillo County Comprehensive Plan (the "Comp Plan") to change the designation of a section of Rio Grande Blvd. NW, Indian School Rd. NW, and Menaul Blvd. from Multi-modal Corridors to Major Transit Corridors ("MT Corridor").

The WSCONA Executive Committee unanimously endorsed the position of the North Valley Coalition regarding changing the designation of portions of Menaul Blvd. from a Multi-Modal Corridor to a Major Transit Corridor:

We are requesting a deferral of at least four months on the proposed Comprehensive Plan amendment to change the corridor designation of Menaul Blvd. west of Louisiana from multi-modal to major transit. A deferral is necessary to provide for meaningful and transparent public engagement throughout the affected corridor. The city needs to provide an open and transparent process for this change. If a deferral is not approved, we oppose the redesignation. (North Valley Coalition public comment, dated June 13, 2025)

The main reason for requesting the deferral and seeking meaningful public input is that the process of dramatically changing the Menaul-area zoning west of I-25, and particularly non-Pueblo land west of 6th Street, had not been adequately considered in any public forum. This failed to meet the public-input requirements and procedures of both the IDO and Comprehensive Plan. Therefore, a deferral and effort to inform and include the public is clearly needed.

Unfortunately from our perspective, efforts to up-zone residential areas without adequately informing or involving the public appears to be an all-too-frequent practice of the current City Council, its EPC and the City Planning Department that reports administratively to the City Council, even though the IDO and the Comprehensive Plan both contain extremely clear provisions about how this should be accomplished. In this sense, the Council, its EPC, and the Planning Department are often deliberately, and all too consistently, ignoring their own statutes and due process procedures. In many instances this is done in the name of resolving a housing crisis, ending homelessness or encouraging and expediting economic development. In fact, despite recent efforts to expedite such re-zoning, these end-runs around procedures have failed to

address homelessness, create more affordable housing, or attract responsible development to our community. Instead, it is more likely to be a give-away to developers and their lobbyists who chaff at having to seek meaningful public engagement or justify their plans. This directly contradicts the principles of informed consent of citizen-based and community-endorsed urban planning.

One of the rationales for the west Menaul up-zoning was to produce better public transit along the corridor. However, in the most recent meeting on this proposal the staff specifically acknowledged that up-zoning was not necessary to either increase the frequency or type of public transit that could be provided along Menaul. In short, although we endorse efforts to increase and improve public transit and pedestrian usage, like the up-zoning proponents' appeals to end homelessness and produce affordable housing, that too appeared to be a canard.

Again, quoting from the North Valley Coalition:

In summary, we request a deferral in order to engage more people and learn more about the consequences of the proposed redesignation. If a deferral is not approved, we oppose eliminating the multi-modal designation of Menaul west of I-25. (North Valley Coalition public comment, dated June 13, 2025)

EPC Commissioners
Albuquerque Environmental Planning Commission

June 2025

RE: Support for Menaul as a Major Transit Corridor

Dear EPC Commissioners:

I am a member of Generation Elevate New Mexico (GENM), a coalition of young leaders committed to shaping the future of our state through smart, sustainable, and equitable development. Our mission is to support projects and policies that enhance quality of life, expand opportunity for youth, diversify the job base, and foster reinvestment in our urban corridors.

I'm writing today in strong support of the proposed designation change for the Menaul corridor, upgrading it from a Multi-Modal Corridor to a Major Transit Corridor.

I relied on the bus network when I totaled my car about two years ago. I live in an area that is Major Transit, so I have the benefit of reliable buses. Had I lived in an area in the current Menaul corridor I would have been in a world of hurt. I hope that the infrequency of buses currently is taken into account and improved.

I urge the Environmental Planning Commission to approve this important designation change and take a step toward a more resilient and inclusive Albuquerque.

Thank you!

JT Mitchell

Date: June 23, 2025
To: EPC Chair Daniel Aragon
From: Patricia Willson, Albuquerque resident
Re: Agenda Number: 02
Plan #: PLAN-2025-00001
Hearing Date: June 26, 2025
Amendment to Comp Plan to change corridor designation of Menaul

Chair Aragon,

I attended the June 3rd meeting referenced in the Staff Report. While attendees were in favor of increased transit service, there did seem to be confusion regarding tying the corridor designation to the ABQ RIDE Forward Network Plan. My concern is that the change from a Multi-modal to a Major Transit Corridor may have unintended consequences resulting from permissive upzoning. Please note these following quotes.

... amending the Comp Plan to make Menaul Blvd a Major Transit corridor will direct the City to focus growth along this corridor and bring more residents in close proximity to the frequent transit system."

- Staff Report

"...a Major Transit Corridor designation may benefit the area's growth by enabling height bonuses for workforce housing and may be more appropriate for a more mixed-use corridor as envisioned in this Plan."

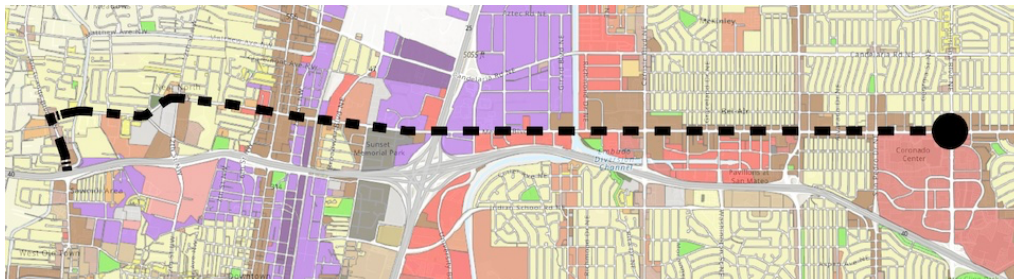
*-Menaul Metropolitan Redevelopment Area Plan; Adopted May 2023
Area Profile, P. 17*

*"...This change does not mean one-size-fits-all development. On the contrary, it enables a more **thoughtful, incremental approach**—one that allows housing and businesses to grow near transit in a context-sensitive way. That means buildings designed with people in mind, transitions that respect existing neighborhoods, and opportunities for the "missing middle" housing that's been largely absent from our city for decades."*

- Strong Towns Albuquerque Leadership Board letter of support

And yet, the development proposed for the former American Furniture site at Menaul and Carlisle is completely auto-centric design; retail, a carwash, 4 drive-thru restaurants. It also provides over twice number of required parking spaces. 344 parking spaces does not equal Transit Oriented Development.

As shown on this map from the Staff Report, most of the Menaul MRA is non-residential (only 6.7% of is Mixed Use (MX-M), while over 93% of the area is Non-Residential Commercial or Light Manufacturing (NR-C and NR-LM). However, areas to the west of 6th Street and east of Morningside are zoned R1-C and are within Areas of Consistency as defined in the IDO. Those residents deserve notification and information.



I would agree with North Valley residents who have asked for a deferral. The City has not done an adequate job to communicate the possible consequences of this corridor redesignation. Please defer this request.

Sincerely,

Patricia Willson

Comment submission via online portal

Case: PLAN-2025-00001

Date Submitted: 6/24/2025 23:49

MicheleGaidelis

michele.gaidelis@hey.com

4101 Central Ave NE, Apt 4014,

Resident

Citywide Case Type: Comp Plan

Comment:

I am asking Albuquerque to reclassify Menaul Blvd as a Major Transit Corridor. Thank you. We need equitable spaces that offer options to those of us that prefer non single-occupancy-vehicles. Please allow the city to improve transportation and housing.



NNVNA
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ALBUQUERQUE, NM
87197

MARIT TULLY
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JOE SABATINI
SECRETARY
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Councilor Joaquin Baca

Councilor Tammy Fiebelkorn

Matt Cox, Council Services
Senior Planner

Omega Delgado, Council
Services Senior Planner

William Steele, Staff Planner,
Planning Department

NEAR NORTH VALLEY NEIGHBORHOOD ASSOCIATION

**VOLUNTEERS WORKING INCLUSIVELY TO PROTECT,
PRESERVE, AND ENHANCE THE COMMUNITY**

June 24, 2025

Environmental Planning Commission
City of Albuquerque
cabq.gov/epc-public-comment

Re: PLAN-2025-00001

Dear Chairman Aragon and Commissioners,

Near North Valley Neighborhood Association opposes the proposed "major transit" redesignation of the Menaul Corridor west of I-25 and requests that the EPC recommend to the City Council that the proposed amendment to the Comprehensive Plan be limited to the Menaul Corridor east of I-25.

NNVNA first learned of the proposed redesignation of the corridor—which in our area includes both Menaul Boulevard and Indian School Road—from Council Services' May 8, 2025, emailed notice. At our request, Council Services Principal Planner Omega Delgado attended our May 14, 2025, Board meeting and made a presentation about the proposed redesignation. Our Board continued its discussion and took a vote at our June 11, 2025, Board meeting.

The character of the Menaul Corridor west of I-25 is markedly different than the corridor to the east. The west part of the corridor has well-established businesses, institutions, and residential areas. West of 6th Street, there is a healthy and sustainable mix of high-density and single-family housing—*on the corridor and behind it*—and more has been approved. The "auto-oriented" development focus of "major transit" is not appropriate. The densification and commercialization tools provided by designating Menaul/Indian School as "major transit" are not needed. Changes in land use are not warranted nor appropriate. "Upzoning" the area would destabilize it.

Furthermore, with respect to the area west of 6th Street, for decades NNVNA has worked with the City, Pueblos, and community to create a safe and welcoming pedestrian- and bicyclist-oriented area where vehicles, including

buses, are fully accommodated. This approach has well served cultural and economic redevelopment interests, has supported the vision of a cultural corridor, and has vastly improved quality of life in the neighborhood. This progress should be valued and not overturned. Moreover, it is not necessary to change the Comprehensive Plan designation for the Menaul Corridor in order to increase the frequency and geographic reach of the Menaul bus.

While we oppose redesignating the Menaul Corridor west of I-25 from "multi-modal" to "major transit," we support extending the Menaul bus, which now stops at 12th Street, to Rio Grande Boulevard. We have recommended this extension in the past as there is a concentration of housing on Indian School Road west of 12th Street, including high-density housing. Again, extending the Menaul bus can be done without redesignating Menaul/Indian School as "major transit."

As we stated at the outset, we request that the EPC recommend not redesignating the Menaul Corridor west of I-25 as "major transit." In the alternative, we request that the EPC defer this matter for several months to ensure a proper public engagement process and sufficient studies. Notice of the proposed change should be provided directly to all properties along the corridor. A series of well-publicized public meetings organized by the City should be held. And, much more thorough explanations of the consequences of redesignation to "major transit" should be given.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink that reads "Marit Tully". The signature is written in a cursive, flowing style.

Marit Tully
President, Near North Valley Neighborhood Association