



Environmental Planning Commission

Agenda Number: 02
Plan #: PLAN-2025-00001
Hearing Date: June 26, 2025

Staff Report

Applicant

City Council Services
Department

Request

Update to the
Albuquerque/Bernalillo
County Comprehensive Plan
to designate sections of
Menaul Blvd. NW, Indian
School Rd., and Rio Grande
Blvd. NW as Major Transit
Corridors

Location

Rio Grande Blvd. NW from I-
25 to Indian School Rd. NW &
Indian School Rd. NW/Menaul
Blvd. from Rio Grande Blvd.
NW to Louisiana Blvd. NE.

Summary of Analysis

This request is for an amendment to the Albuquerque/Bernalillo County Comprehensive Plan (the "Comp Plan"). This update would 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. These new Major Transit Corridors would include extending the existing Major Transit Corridor designation on Rio Grande Blvd. NW north of I-40 to Indian School Rd NW. The Major Transit Corridor would continue east of Rio Grande Blvd. NW on Indian School Rd. NW, where it transitions to Menaul Blvd. NW and would end at Louisiana Blvd. NE. Associated maps would be amended. There are no other requested changes to the Comp Plan.

Staff Recommendation

APPROVAL of

Plan # PLAN-2025-00001

based on the Findings 1-19 on pg 17 and subject
to Conditions of Approval 1 & 2 on pg 23 within
this report.

Staff Planners:

William Steele – Senior Planner

Megan Jones – Principal Planner

Map

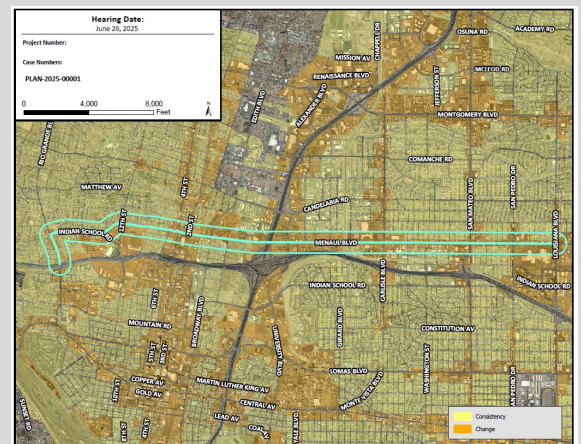


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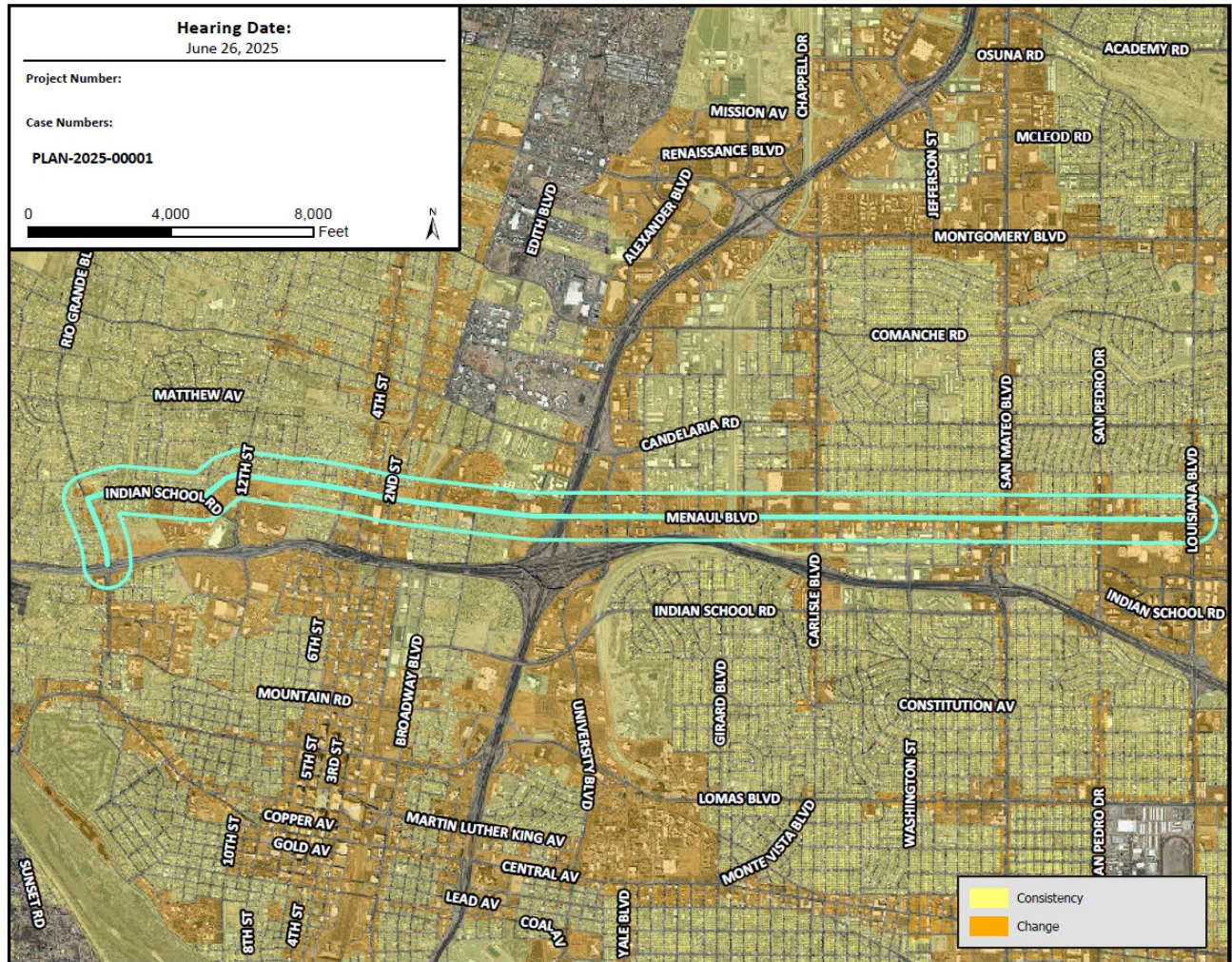
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I. Maps

Aerial Map



II. Introduction

Request

This request is for an amendment to 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”). These new Major Transit Corridors would include extending the existing Rio Grande Blvd. NW MT Corridor north of I-40 to Indian School Rd NW. The MT Corridor would continue east of Rio Grande Blvd. on Indian School Rd. NW to the Menaul Extension NW transition to Menaul Blvd. NW and would end at Louisiana Blvd. NE. Associated maps in the Comp Plan would be amended. There are no other requested changes to the Comp Plan.

This request is a result of an updated transit network proposed by ABQ RIDE. The [ABQ RIDE Forward Network Plan \(May 2024\)](#) is a culmination of years of research and analysis into how to recover from the COVID-19 pandemic’s impact on transit ridership. The plan identifies Menaul Blvd. as a key corridor in the Recovery Network and the MT corridor designation would match the intent of the ABQ Ride Forward Network Plan. By designating sections of Rio Grande Blvd. NW, Indian School Rd. NW, and Menaul Blvd. as MT Corridors, the Comp Plan would reflect the most recent plan for public transit and would encourage higher-density residential development and mixed-use development along the corridor, which can best be supported by – and support – public transit.

EPC Role

The EPC is a recommending body for Comp Plan Amendments [IDO §14-16-6-7(A)]. The EPC reviews the proposed changes and makes a recommendation to the City Council, which makes the final decision. The EPC may recommend Conditions of Approval to City Council, as necessary. This is a legislative matter.

History/Background

Comprehensive Plan History

The [Albuquerque/Bernalillo County Comprehensive Plan](#) is updated on a regular basis to reflect changes in trends, demographics, and best practices. A list of resolutions is included within the Comp Plan.

The first joint Albuquerque/Bernalillo County Comp Plan was adopted in 1975, largely in response to a growth boom in the 1960s. Most notably, it called for the acquisition of public open space to create an open space network, which has largely been accomplished, to provide recreational and educational opportunities in perpetuity throughout the region.

The next update was adopted in 1988, which replaced the earlier plan. The 1988 Comp Plan was amended by the City and the County to update and expand on certain elements,

but without fundamentally changing the plan's scope or balance of priorities. In the early 1990s, amendments refined policies for Planned Communities in Reserve Areas and adjusted other land use policies and Development Area boundaries.

Amendments in the early 2000s updated population, employment, and housing growth projections. The most relevant amendment in 2000 to the current request was to establish a process to determine Albuquerque's and Bernalillo county's centers and corridors and to designate certain activity centers and linked transportation corridors as locations where, by policy, the city will consider amending the Albuquerque/ Bernalillo county comprehensive plan and related implementation instruments to create a system of activity centers and corridors containing significant employment and greater variety of services and choice in housing ([R-2000-066/R-00-55](#)).

A 2013 amendment was limited to updating statistical data and the Centers and Corridors map.

A significant amendment/overhaul of the Comp Plan took place in 2016. The update integrated transportation with land use and designated Areas of Change and Areas of Consistency in the City. It was also consolidated to be non-repetitive and Goals and policies from Albuquerque's area plans and sector development plans were integrated into the Comp Plan ([R-16-108](#)).

The Comp Plan was last updated in 2024 to indicate progress on Comp Plan actions since they were added to the Comp Plan in 2017 and to add Community Identity policies recommended by Community Planning Area Assessments ([R-24-27](#)).

ABQ Ride Forward Network Plan Background

The proposed update would help implement the City's [ABQ RIDE Forward Network Plan \(May 2024\)](#) proposed by ABQ RIDE with the City Transit Dept. and reviewed by the Transit Advisory Board. The plan is the result of 3 years of research, analysis, planning, and public engagement that included over 3,000 survey responses, 18 small group discussions, multiple workshops, and 30 meetings. The Plan identified and proposes improvements to the transit network to increase the frequency of bus service in core areas of the city. Menaul Blvd. is a key corridor in the Recovery Network, proposed to have weekday daytime frequencies of 15 minutes instead of the current time of approximately 40 plus minutes.

The other key corridors identified in the ABQ RIDE Forward Network Plan are already designated as Major Transit Corridors in the Comp Plan.

The ABQ Ride Forward Equity Analysis was passed by Council ([R-25-142](#)).

Roadway System

The Long Range Roadway System (2040 LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), includes existing roadways and future recommended roadways along with their regional role.

- The LRRS designates Rio Grande Blvd. NW north of I-40 to Indian School Rd. NW as an Existing Minor Arterial.
- The LRRS designates Indian School Rd. NW from the intersection of Rio Grande Blvd. NW east to Menaul Extension NW as an Existing Community Principal Arterial.
- The LRRS designates Menaul Blvd. NE as an Existing Community Principal Arterial from Menaul Extension NW east to Louisiana Blvd. NE.
- MRCOG's 2040 Limited Access Facilities Map shows Rio Grande Blvd. NW intersecting with the I-40 Interstate.
- MRCOG's 2040 Primary Freight Corridors and Truck Restrictions Map shows Rio Grande Blvd. NW intersecting with the I-40 Interstate, a Primary Freight Corridor.

Bikeways / Trails

MRCOG's Long Range Bikeway System (LRBS) map identifies existing and proposed trails and bicycle lanes.

- The LRBS shows an Existing Bicycle Lane on Rio Grande Blvd. NW north of I-40 to Indian School Rd. NW.
- The LRBS shows a Proposed Bicycle Lane from the intersection of Rio Grande Blvd. NW and Indian School Rd. NW east to Menaul Extension NW.
- The LRBS shows an Existing Bicycle Lane on Menaul Extension NW/Menaul Blvd. NW east to 12th Street NW.
- The LRBS shows a Proposed Bicycle Lane from the intersection of Menaul Blvd. NW and 12th Street NW east to the North Diversion Channel (Embudo Channel).
- The LRBS shows an Existing Paved Trail from the intersection of Menaul Blvd. NE and Broadway Blvd. NE east to Edith Blvd. NE.

- The LRBS shows no Existing or Proposed Bicycle Lane from the North Diversion Channel (Embudo Channel) east to Louisiana Blvd NE.

Transit

Existing Conditions

The total distance from Rio Grande Blvd. NW at I-40 to Indian School Rd. NW/ Menaul Blvd. NW to Louisiana Blvd. NE is approximately 6 miles. According to the [ABQ RIDE Forward Network Plan](#), the current transit time is 40 to 60 minutes on Indian School Rd. NW/Menaul Blvd. NW. Bus stops run both east and west along the Menaul Blvd. from 12th St NW to Louisiana Blvd. NE. There are bus stops going north and south along Rio Grande Blvd. NW from I-40 to Indian School Rd. NW. There are no bus stops along Indian School Rd. NW and Menaul Extension NW.

III. ANALYSIS OF STATE AND LOCAL DOCUMENTS AND LAWS

In the following section, the applicable State and local documents and laws are discussed and written in plain text; Staff analysis of consistency with those documents and laws follows in bold italic text.

Charter of the City of Albuquerque

The City of Albuquerque adopted the City Charter in 1971. Applicable articles include:

Article I. Incorporation and Powers

Establishes the City of Albuquerque that may exercise all legislative powers and perform all functions not expressly denied by general law or charter, whose purpose is to provide for maximum local self-government.

Updating the Comprehensive Plan is an act of maximum local self-governance and is consistent with the purpose of the City Charter, as it serves as the guide for the zoning code and the substance of policy analysis for proposed development.

Article IX, Environmental Protection

The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment. To affect these ends the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.

The proposed update to the Comprehensive Plan reflects best practices for policy to guide the proper use and development of land coordinated with transportation. The change to a MT Corridor designation will help protect and enhance quality of life for

Albuquerque's citizens by creating an easily accessible public transit network which translates to a humane urban environment.

IV. Analysis of City Plans and Ordinances

Albuquerque / Bernalillo County Comprehensive Plan (Rank 1)

City Development Areas

Corridors are not designated City Development areas, although the proposed Major Transit Corridors run through designated Areas of Change and some Areas of Consistency. Areas of Change include Centers, Corridors, and Metropolitan Redevelopment Areas, where new development and redevelopment are desired and appropriate. While some Areas of Consistency have policies to protect and enhance the character of existing single-family neighborhoods and areas outside of Centers and Corridors, parks, and Major Public Open Space.

- North of I-40 on Rio Grande Blvd. NW to Indian School Rd. NW are adjacent to a majority of Areas of Change and some Areas of Consistency.
- Indian School Rd. NW to Menaul Blvd. Extension NW is primarily adjacent Areas of Consistency. A small section is identified as Areas of Change.
- The north side of Menaul Extension NW is primarily an Area of Consistency and all parcels south are in Areas of Change.
- The northside of Menaul Blvd. NW to 4th St. NW is in an Area of Consistency while most of the south side consists of Areas of Change.
- Menaul Blvd. NW from 4th St. NW to Louisiana Blvd. NE is adjacent to Areas of Change. There are a couple of areas where there are Areas of Consistency.

Center & Corridor Designations

According to the vision for Centers and Corridors within the Comp Plan, Centers are areas of relatively intense development with a variety of land uses that allow for many different activities. Most Centers have, or will strive for, a high degree of walkability, and are intended to be well served by transit and connected by trails and bike lanes. Corridors describe the mix of uses and transportation connections within walking distance of a major street. The of Corridor types balance the street system by ensuring access to Centers by walking, biking, and transit.

The request is to designate existing Multi-modal Corridors as Major Transit Corridors to align with the proposed ABQ Ride Forward Network Recovery Plan.

Major Transit Corridors are anticipated to be served by high frequency and local transit (e.g. Rapid Ride, local, and commuter buses). These corridors prioritize transit above other modes to ensure a convenient and efficient transit system. Walkability on these corridors

is key to providing a safe and attractive pedestrian environment, as well as good access for pedestrians, cyclists, and transit users to goods and services along these Corridors and the Centers they connect to. The proposed MT Corridor will connect two Activity Centers and one Urban Center Along Menaul Blvd. The Indian School Activity Center includes Menaul Extension NW, adjacent park to its north, Menaul Blvd. NW south to I-40 and bordering 8th and 9th Streets to the east.

- The American Square Activity Center includes both sides of Menaul Blvd. NE from Richmond Dr. east to half block before Morningside Dr.

Activity Centers provide convenient, day-to-day services at a neighborhood scale to serve the surrounding area within a 20-minute walk or a short bike ride.

- The Uptown Urban Center begins on Menaul Blvd. NE at Cagua Dr and continues east past Louisiana Blvd. NE to San Pablo St/Mesilla St.

Urban Centers are intended to be distinct, walkable districts that incorporate a mix of employment, service, and residential uses at a density and intensity lower than Downtown but higher than the neighborhood-oriented Activity Centers. Urban Centers serve a smaller regional area than Downtown, while Activity Centers serve the immediate surrounding area.

Community Planning Areas (CPA)

The proposed Major Transit Area will passthrough the Near North Valley and Mid Heights CPA. Both are divided east and west by I-25 and are bordered by I-40 to the south.

Comprehensive Plan Definitions

Activity Centers: Activity Centers incorporate a mix of residential and convenient services at a neighborhood scale, serving neighborhoods within a 20-minute walk or short bike ride.

Center: An area designated as a Center in the ABC Comp Plan, as amended, excluding Old Town. For the purposes of this IDO if any portion of a lot is within a Center, Center regulations apply to the entire lot.

Corridor: A street and adjoining land designated in the ABC Comp Plan, as amended, as one of 5 Corridor types designated based on travel modes and development intensity, excluding Commuter Corridors.

Major Transit Corridor: A Corridor type that prioritizes high frequency and local transit service over other modes to ensure a convenient and efficient transit system. Walkability is important near transit stops along these corridors, but otherwise they are generally auto-oriented.

Urban Centers: Urban Centers incorporate a mix of residential and employment uses at a lower density and intensity than Downtown. While Urban Centers serve a smaller portion of the region, they also provide a unifying urban identity for the areas that coalesce around them.

ABQ RIDE Forward Network Plan (May 2024)

The proposed [ABQ RIDE Forward Network Plan \(May 2024\)](#) is a joint effort between the City Transit Department, Rio Metro, Bernalillo County, transit stakeholders, and the community. According to ABQ-Ride, the ABQ RIDE Forward Network Plan is a review of the purpose and performance of Albuquerque’s bus network, and an update of the City’s plans for future improvements to the network. The plan will help identify goals and purposes of the City’s investment in public transit and will inform future decisions about where bus routes go, at what times they run, and how frequently.

The Transit Dept. has entered phase III of the project: “The Recovery Network.” The “Recovery Network” is intended to use 95% of the amount of bus service provided in 2019, prior to the COVID-19 pandemic. This plan identifies what the City could implement in the near future using its existing funding, workforce limitations and continuous input from the community. This request is an element from the Recovery Network Plan that can be implemented now regardless of the existing constraints mentioned above.

***Rank 3 Menaul Metropolitan Redevelopment Area Plan ([Council Bill No. R-22-92](#)
[Enactment No. R-2023-037](#))***

This Metropolitan Redevelopment Area (“MR Area”) includes Menaul Blvd. starting at I-25 to the west and ending at the North Diversion Channel (Embudo Channel) to the east. The Menaul MR Area Plan identifies how to strategically redevelop the area. It identifies improvements that need to be undertaken for transportation and public infrastructure. Redevelopment goals that relate to transportation within the area is reflected in Goal 5: Increase safety, mobility, and connectivity within the MR Area by improving street, sidewalk, trail, and transit systems. The Menaul MRA recognizes that a Major Transit Corridor designation should be considered in the next Comp Plan update. According to the MR Area Plan, “A Major Transit Corridor designation would enable new development in the area take advantage of the setback, building height, structure parking, open space and affordable housing bonuses”.

V. Amendment to Comp Plan

Overview

This request is an amendment to the Comp Plan [IDO §14-16-6-7(A)] to redesignate a section of Rio Grande Blvd. NW, Indian School Rd. NW, and Menaul Blvd. from Multi-modal Corridors to Major Transit Corridors. All related maps within the May 2024 Comp Plan would be amended including:

- Figure 3-1: Countywide Vision Map
- Figure 3-2: Metro-focused Vision Map
- Figure 5-2: Vision Map with Center Boundaries
- Figure 5-4: Centers and Corridors
- Figure A-15: Centers and Corridors
- Table A-9: Corridors

The amendment is aligned with the implementation of transit network improvement efforts as outlined in the ABQ Ride Forward Network Plan (May 2024).

It meets the Menaul MRA transit system goal of updating the area to a Major Transit Corridor to encourage redevelopment.

Upon review by the EPC, the commission is to make a recommendation to the City Council regarding the amendment, which makes the final decision. The EPC may recommend Conditions of Approval to City Council, as necessary

IDO §14-16-6-7(A)(3) Review and Decision Criteria

An application for Adoption or Amendment of the Comprehensive Plan shall be approved if it meets all of the following criteria.

6-7(A)(3)(a) Because of changed economic, social, environmental or other conditions, the adoption or amendment is necessary to protect the public health, safety, or welfare.

Applicant Response: *The change in condition is based on the new transit route and frequency of the transit route along Menaul Blvd. The Transit Department created a tool through the study that provided access analysis for different areas of town based on the recovery network versus the existing network. Please see a difference in 45-minute access based on the current network compared to the Recovery Network as shown in the graphics below based on the location at the intersection of Menaul Blvd. and I-25: [See Comp Plan Amendment Memo in Attachments dated June 5th, 2025, "Figure 1 Existing ABQ Ride Network (2024).]*

The different clouds on the images represent where riders could get within 45 minutes if using the transit network. This increased efficiency of access to a greater area of the City, gives time back to the citizens in their day. [See Comp Plan Amendment Memo in Attachments dated June 5th, 2025, "Figure 2 ABQ Ride Recovery Network.]

Staff Response: *The request is intended to align with the proposed ABQ Ride Recovery Network. The Transit Department provided a thorough analysis and data that shows that an increase number of bus riders would have efficient access to more areas of the city in the same about of time as when compared to the Existing ABQ*

*Ride Network. Therefore, the change is necessary to protect or enhance public welfare through transit ridership along Rio Grande Blvd and Indian School Rd./Menaul Blvd. **The applicant's response meets-Criterion A.***

6-7(A)(3)(b) The adoption or amendment will protect the public health, safety, or welfare better than retention of the continued application of the existing Comprehensive Plan.

Applicant Response: *The provided answer to 6-7(A)(3)(a) details out how the new Menaul route's efficiency helps citizens access greater areas of the City, but by 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.*

In order to ensure that our land use matches the new route's frequency, the surrounding land use needs to keep up as well, as per Policy 6.1.2 that states "Transit-Oriented Development: Prioritize transit-supportive density, uses, and building design along Transit Corridors." Transit Oriented Development is not only tied to residents access to public transit, but also is rooted in less CO2 production, promotion of smaller, local businesses and is one of the only ways to achieve a walkable community, sometimes coined a 15-minute city.

Additionally, this proposed designation aligns with and advances the goals and vision of the Rank 3 Menaul Metropolitan Redevelopment Plan, adopted in 2023, which offers a more focused lens on the realities of the built environment and disinvestment along this stretch of Menaul. The redevelopment plan calls for the City to actively deploy its tools to catalyze reinvestment and improvement conditions with better transit. Goal 5 of the plan is to "Increase safety, mobility, and connectivity within the MR Area by improving street, sidewalk, trail, and transit systems." The City will be better positioned to prioritize infrastructure improvements that directly impact safety and access through upgraded transit frequencies and capital improvements and better-connected multimodal networks. The proposed designation provides a more effective framework to protect and enhance public health, safety, and welfare than simply maintaining the status quo.

Staff Response: The request to change the designation of Menaul Blvd. from a Multi-Modal Corridor to a Multi-Transit Corridor will protect the public health, safety, or welfare better than retention of the continued application of the existing Comprehensive Plan, which is the Multi-Modal Corridor designation.

The Major Transit Corridor would prioritize transit Rapid Ride, local, and commuter buses above other modes to ensure a convenient and efficient transit system, which is consistent with the proposed 2024 ABQ-Ride Network Plan and the Menaul MR Area Plan.

The MT Corridor would better align with the purpose of prioritizing efficient and cost-effective transit as noted in the [Rank 3 Menaul Metropolitan Redevelopment Area Plan](#). This MR Area includes Menaul Blvd. starting at I-25 to the west and ending at the North Diversion Channel (Embudo Channel) to the east. The Menaul MR Area Plan prioritizes Comp Plan goals and policies pertaining to land use and transportation, which is in line with amending the Comp Plan for the benefit of Public Welfare:

- **Goal 5.1 Centers and Corridors:** Grow as a community of strong Centers connected by a multi-modal network of Corridors.

The proposed Major Transit Corridor will be part of a multi-modal network of Corridors by connecting Indian School Rd NW/Menaul Blvd. to three Centers.

- **Policy 5.6.2 Areas of Change:** Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

The majority of the area along the proposed Major Transit Corridor is designated as an Area of Change and includes a MRA where more growth and development are encouraged.

- **Goal 6.1 Land Use-Transportation Integration:** Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.

The ABQ-Ride Recovery Network Plan and MRA ensures that transit will support the planned character of existing and future land uses as encouraged in the Comp Plan. The update to a MT Corridor aligns with the goals of these plans.

- **Policy 6.2.1 Complete Networks:** Design and build a complete, well-connected network of streets and trails that offer multiple efficient and safe transportation choices for commuting and daily needs.

The request is aligned with the Recovery Network Plan and MRA plan to update Rio Grande Blvd. NW, Indian School Rd NW and Menaul Blvd. as MT Corridors. This would create a complete and well-connected network of corridors and provide safe transit options for daily commuting needs along the Corridor, which connects to Centers..

- **Policy 6.4.2 Air Quality:** Reduce the adverse effects of automobile travel on air quality through coordinated land use and transportation that promote the efficient placement of housing, employment, and services and improve the viability of multi-modal transportation options.

The request will reduce the effects of automobile travel on air quality by promoting bus transit to more individuals which will reduce the number of automobiles on the roads and related air pollution.

The request is both consistent with the referenced goals and policies in the Comp Plan and the applicant's response meets criterion b..

6-7(A)(3)(c) The adoption or amendment will result in general benefits to a large portion of the residents or property owners in the city.

Applicant Response: *R-25-142 is the required Equity Analysis per Title VI of the Civil Rights Act of 1964 if a municipality's public transit network changes in route allocation by 35%, whether that's an increase or decrease. In the Resolution, the equity analysis showed that there is a 40% increase of "revenue" trips (i.e. in service for the public), increasing from 6,180 trips to 8,560 trips.*

Included in the analysis is the impact that the new network would have on the Albuquerque minority population, as shown in the table below:

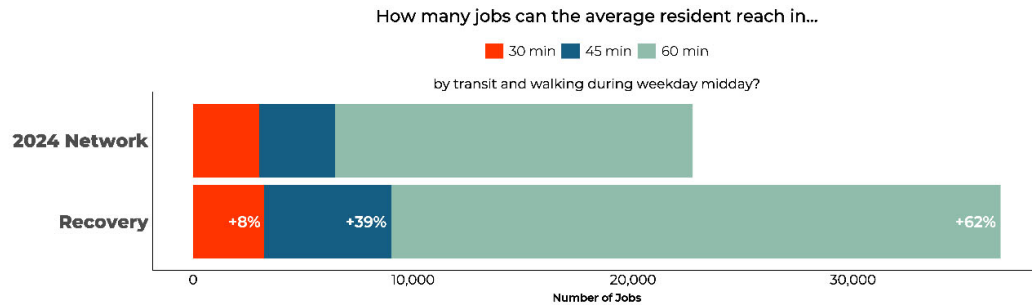
Comparison of Current Network to Recovery Network by Minority Status			
Number of people within walking distance of bus service			
Network	Total Population	Minority Population	% Minority
Current Network	427,081	278,068	65.1%
Recovery Network	421,345	274,496	65.1%

The new network shows that minority populations will not see a decrease in walkable access to transit and will also provide more access to the larger areas of the City in a more efficient timeframe via the "revenue" trips number above.

The Equity Analysis also needed to look at the impact of the new network on low-income households. The recovery saw an increase of .2% in accessibility to low-income households, as shown in the table below:

Comparison of Current Network to Recovery Network by Houshold Income Status			
Number of housholds within walking distance of bus service			
Network	Total Households	Low-Income Households	% Low- Income
Current Network	199,113	74,356	37.3%
Recovery Network	196,014	73,573	37.5%

The ABQ Ride Forward study also looked at job access and not just residential. Please see the graph below that compares job access between the current network and the recovery network:



An applicable policy to this change in corridor designation is 6.1.1 which states “Matching Land Use: When designing and improving streets, prioritize transportation related accommodations and amenities to match desired development context (e.g. urban, suburban, or rural) and/or the intended intensity of land uses.” When we see our transit networks start to evolve and promote more sustainable transit, the City pushes to have a land use that follows that approach, which is the reason why Major Transit has certain zoning entitlements tied to it.

Staff Response: In adherence to Title VI of the Civil Rights Act of 1964 the Transit Department preformed a service equity analysis based on ABQ Ride’s proposed major service change to determine whether those changes have a disparate impact on minorities or disproportionate burden on low-income populations.

According to ABQ Ride’s policy, a “major service change” is a change that increases or decreases service revenue hours on a route by 35 percent or more or that adds or eliminates service to 35 percent or more of the bus stops on a route.

The Equity Analysis found the “Recovery Network” represents a major service change by changing some routes and adding approximately 40% more service than the current service, which has been reduced due to staffing shortages, and will return total service to pre-pandemic levels.

The Equity Analysis of the ABQ RIDE Forward Proposed New “Recovery” Bus Route Network concluded that there was no disparate impact on minorities or disproportionate burden on low-income households as defined in the Department’s 2023 Title VI Program.

On June 2, 2025, City Council approved the [“ABQ RIDE Forward Proposed New “Recovery” Bus Route Network Spring 2025 ABQ RIDE Equity Analysis.”](#)

According to the Recovery Network Plan, “The average resident could reach +11% more jobs within 30 minutes, +32% more jobs within 45 minutes and +63% more jobs within 60 minutes of travel.” This would benefit the majority of existing and future bus riders and allow them to have access to more jobs.

The proposed Major Transit Corridor will result in general benefits to a large portion of the residents or property owners in the city by providing transit to more individuals and provide access to more areas in the City. **The applicant's response meets criterion c.**

6-7(A)(3)(d) If the adoption or amendment is being proposed by a small group of residents or property owners, it would not create significant adverse impacts on the remaining residents or property owners in the city.

Applicant Response: *Not Applicable as is proposed by City Council Services based on policy recommendations of the ABQ Ride Recovery Network commissioned by the City's Transit Department and the Rank 3 Menaul Metropolitan Redevelopment Plan.*

Staff Response: This amendment it is not being proposed by a small group of residents or property owner. It's being proposed by City Council Services. **The applicant's response meets criterion d.**

Discussion

The proposed change is consistent with several goals and policies of the comp plan and meets review and decision criteria in the IDO. City Council Service staff has worked to coordinate the efforts of the Menaul MRA Plan and the proposed ABQ-Ride Network Plan to provide a well-connected and more effecting transit route along Rio Grande Blvd. NW and Indian School Rd. NW/Menaul Blvd. by designating it as an official Major Transit Corridor. Staff's analysis of applicable plans, ordinances, and the IDO finds that the request meets the intention of applicable city plans and the comp plan and recommends approval. The maps and figures within the comp plan shall be updated to reflect these changes upon City Councils approval.

VI. Agency & Neighborhood Concerns

Reviewing Agencies

A few agencies submitted comments to Staff regarding this request. Most were not of any significance.

- The CABQ Metropolitan Redevelopment Agency (MRA) provided comments stating that designating Menaul as a Major Transit Corridor aligns with the goals and objectives to the Menaul Metropolitan Redevelopment Area Plan.
- The CABQ Municipal Development Transportation Section submitted a comment stating the proposed Comp Plan Amendment is complementary and consistent with the CABQ Vision Zero Year in review/ Action Plan Update goals and prioritized actions.
- CABQ Parks and Recreation/Urban Forestry recommends a "robust street tree plan" along the corridor for shade and to promote walkability.

- Bernalillo County Transportation Planning submitted a comment stating CABQ Transit will need to coordinate on changes to the corridor and routes affected in unincorporated areas.

Please refer to the Agency Comments section at the end of the report for complete comments.

Neighborhood/Public Meetings, Presentations and Comments

Pursuant to IDO 14-16-6-4(J)(2)€ all City Neighborhood Associations were notified as required. Public meetings were held with the public.

Two public meetings and presentations were held with various neighborhood associations and members of the public to provide information, receive public input and for discussion of the amended Comp Plan request. See the Memorandum from City Council to the EPC dated June 5th, 2025 in the Attachments for the complete notes from the meetings.

1. Near North Valley Neighborhood Association – May 21, 2025

The residents were in favor of increased bus frequency along the corridor. They had questions regarding how the Major Transit Corridor would impact Areas of Change and Areas of Consistency. The applicant explained the request would not impact the designation of the Areas. The residents questioned the ability of the bus to travel on Indian School Rd. NW and were informed that an existing bus route routinely travels the road with no problems.

2. North Valley Coalition – June 3, 2025

The residents in attendance were in favor of increased bus travel though not an aspect of the MTC designation. They were concerned about the character and land entitlements and traffic congestion. The applicant was able to inform the residents most of the lots off Rio Grande Blvd. NW are primarily comprised of small single family homes. It was highlighted larger lots were mostly east of 4th St. NW on Menaul Blvd. NW. Some residences wanted the multi-modal corridor to remain in certain sections but the applicant inform them this creates a broken corridor network which is not encouraged in the Comp Plan and inhibits consistent right-of-way design.

Public Comments

Staff received 2 letters and 1 email regarding the request.

A letter was received by Planning Staff on June 13, 2025 from the President of the North Valley Coalition claiming there has not been enough public engagement about the amendment and why it's necessary. They do not agree that the change is necessary before the transit route begins and claim that justifying the request based on ABQ-Ride

is not necessary. They also state that it's not necessary to justify the request based on the MRA plan, since its only for a portion of the corridor that they are requesting to change. They are requesting a 4-month deferral for more engagement opportunities and oppose eliminating the multi-modal designation of Menaul west of I-25.

A second letter was received on June 14, 2025 from the Rio Grande Neighborhood Association Vice-President, although the matter was not discussed with the NA, and this individual is representing themselves. They are requesting a 4 month deferral to allow time for more public engagement. They oppose the eliminating the multi-modal designation of Menaul west of I-25 and into the valley. They believe the existing pedestrian friendly and residential character of Indian School Blvd from Rio Grande Blvd NW to 6th St NW will be negatively impacted due to land use changes permissive with the Major Transit Corridor designation. They oppose the redesignation amendment if there is not a deferral for more public engagement.

Planning staff responded to the letters notifying them of the applicant's intent to have the application request heard by the EPC.

Council Staff (applicant) received an email from an executive member of the North Valley Coalition and the Chair of the Greater Albuquerque Active Transportation Committee (GAATC) with questions regarding what changes to zoning, transit, land use and development will occur related to the redesignation of the Menaul Blvd to Multi-Transit Corridor. They suggest that City Transit presents this request to the Transit Advisory Board (TAB) and GAATC.

Council Staff was able to provide more information to the individual regarding these questions.

Indian Nations, Tribes, or Pueblos

The applicant was not required to submit refer the case for tribal comment.

The City was not required to refer the case for tribal comment.

VII. Conclusion

This request is for an amendment to 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. This proposal is based on the ABQ RIDE Forward Network Plan (May 2024) and the [Rank 3 Menaul Metropolitan Redevelopment Area Plan](#) (Menaul Blvd. at I-25 heading east ending at the North Diversion Channel (Embudo Channel)). The designation to a Major Transit Corridor will protect the health, safety and welfare of the public better than the continued application of the existing Comp Plan for this existing multi-modal corridor. The amendment will benefit a large population of residents and property owners within the City. The request has been justified by the applicant pursuant to IDO review and decision criteria in §14-16-6-7(A) for a Comp Plan Amendment.

The applicant notified applicable neighborhood association and met with the Near North Valley NA and the NVC regarding their concerns. **Staff recommends that the EPC forward a recommendation of approval to City Council with recommended Conditions of approval.**

Findings, Albuquerque/Bernalillo County Comprehensive Plan

Plan #: PLAN-2024-00001

1. This request is for an amendment to 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”). These new Major Transit Corridors would include extending the existing Rio Grande Blvd. NW MT Corridor north of I-40 to Indian School Rd NW. The MT Corridor would continue east of Rio Grande Blvd. on Indian School Rd. NW to the Menaul Extension NW transition to Menaul Blvd. NW and would end at Louisiana Blvd. NE. Associated maps in the Comp Plan would be amended. There are no other requested changes to the Comp Plan.
2. The proposed amendment to the Comp Plan will help implement the City’s [ABQ RIDE Forward Network Plan \(May 2024\)](#) proposed by ABQ RIDE with the City Transit Dept. and reviewed by the Transit Advisory Board.
3. The amendment is a result of an updated transit network proposed by ABQ RIDE. The [ABQ RIDE Forward Network Plan \(May 2024\)](#) is a culmination of years of research and analysis into how to recover from the COVID-19 pandemic’s impact on transit ridership. The plan identifies Menaul Blvd. as a key corridor in the Recovery Network and the MT corridor designation would match the intent of the ABQ Ride Forward Network Plan. By designating sections of Rio Grande Blvd. NW, Indian School Rd. NW, and Menaul Blvd. as MT Corridors, the Comp Plan would reflect the most recent plan for public transit and would encourage higher-density residential development and mixed-use development along the corridor, which can best be supported by – and support – public transit.
4. The Albuquerque/Bernalillo County Comprehensive Plan, ABQ RIDE Forward Network Plan (2024), Rank 3 Menaul Metropolitan Redevelopment Area Plan, ABQ RIDE Forward Proposed New “Recovery” Bus Route Network Spring 2025 ABQ RIDE Equity Analysis and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.
5. Rio Grande Blvd. NW, Indian School Rd NW. and Menaul Blvd. are existing Multi-Modal Corridors that would be changed to Major Transit Corridors with this amendment. Major Transit Corridors are anticipated to be served by high frequency and local transit (e.g., Rapid Ride, local, and commuter buses) and connect to Centers.

The proposed Menaul Blvd. MT Corridor passes through the Indian School Activity Center, American Square Activity Center and Uptown Urban Center.

6. The American Square Activity Center includes both sides of Menaul Blvd. NE from Richmond Dr. east to half block before Morningside Dr. Activity Centers provide convenient, day-to-day services at a neighborhood scale to serve the surrounding area within a 20-minute walk or a short bike ride.
7. The Uptown Urban Center begins on Menaul Blvd. NE at Cagua Dr. and continues east past Louisiana Blvd. NE to San Pablo St/Mesilla St. Urban Centers are intended to be distinct, walkable districts that incorporate a mix of employment, service, and residential uses at a density and intensity lower than Downtown but higher than the neighborhood-oriented Activity Centers. Urban Centers serve a smaller regional area than Downtown, while Activity Centers serve the immediate surrounding area.
8. The proposed MT Corridor passes through the Menaul Metropolitan Redevelopment Area.
9. Although Corridors are not designated development areas, the proposed MT Corridors passes through a majority of Areas of Change and some Areas of Consistency as designated by the Comprehensive Plan.
10. Charter of the City of Albuquerque: The City of Albuquerque adopted the City Charter in 1971. Applicable articles include:
 - A. Article I. Incorporation and Powers: Establishes the City of Albuquerque that may exercise all legislative powers and perform all functions not expressly denied by general law or charter, whose purpose is to provide for maximum local self-government.

Updating the Comprehensive Plan is an act of maximum local self-governance and is consistent with the purpose of the City Charter, as it serves as the guide for the zoning code and the substance of policy analysis for proposed development.

- B. Article IX, Environmental Protection: The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment. To affect these ends the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.

The proposed update to the Comprehensive Plan reflects best practices for policy to guide the proper use and development of land coordinated with

transportation. The change to a MT Corridor designation will help protect and enhance quality of life for Albuquerque's citizens by creating an easily accessible public transit network which translates to a humane urban environment.

11. Pursuant to §14-16-6-7(A)(3) of the Integrated Development Ordinance, Review and Decision Criteria, "an application for Adoption or Amendment of the Comprehensive Plan shall be approved if it meets all of the following criteria."

- 6-7(A)(3)(a) Because of changed economic, social, environmental or other conditions, the adoption or amendment is necessary to protect the public health, safety, or welfare.

The request is intended to align with the proposed ABQ Ride Recovery Network. The Transit Department provided a thorough analysis and data that shows that an increase number of bus riders would have efficient access to more areas of the city in the same amount of time as when compared to the Existing ABQ Ride Network. Therefore, the change is necessary to protect or enhance public welfare through transit ridership along Rio Grande Blvd and Indian School Rd./Menaul Blvd.

- 6-7(A)(3)(b) The adoption or amendment will protect the public health, safety, or welfare better than retention of the continued application of the existing Comprehensive Plan.

The request to change the designation of Menaul Blvd. from a Multi-Modal Corridor to a Multi-Transit Corridor will protect the public health, safety, or welfare better than retention of the continued application of the existing Comprehensive Plan, which is the Multi-Modal Corridor designation.

The Major Transit Corridor would prioritize transit Rapid Ride, local, and commuter buses above other modes to ensure a convenient and efficient transit system, which is consistent with the proposed 2024 ABQ-Ride Network Plan and the Menaul MR Area Plan.

The MT Corridor would better align with the purpose of prioritizing efficient and cost-effective transit as noted in the [Rank 3 Menaul Metropolitan Redevelopment Area Plan](#). This MR Area includes Menaul Blvd. starting at I-25 to the west and ending at the North Diversion Channel (Embudo Channel) to the east. The Menaul MR Area Plan prioritizes Comp Plan goals and policies pertaining to land use and transportation, which is in line with amending the Comp Plan for the benefit of Public Welfare:

- **Goal 5.1 Centers and Corridors:** Grow as a community of strong Centers connected by a multi-modal network of Corridors.

The proposed Major Transit Corridor will be part of a multi-modal network of Corridors by connecting Indian School Rd NW/Menaul Blvd. to three Centers.

- **Policy 5.6.2 Areas of Change:** Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

The majority of the area along the proposed Major Transit Corridor is designated as an Area of Change and includes a MRA where more growth and development are encouraged.

- **Goal 6.1 Land Use-Transportation Integration:** Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.

The ABQ-Ride Recovery Network Plan and MRA ensures that transit will support the planned character of existing and future land uses as encouraged in the Comp Plan. The update to a MT Corridor aligns with the goals of these plans.

- **Policy 6.2.1 Complete Networks:** Design and build a complete, well-connected network of streets and trails that offer multiple efficient and safe transportation choices for commuting and daily needs.

The request is aligned with the Recovery Network Plan and MRA plan to update Rio Grande Blvd. NW, Indian School Rd NW and Menaul Blvd. as MT Corridors. This would create a complete and well-connected network of corridors and provide safe transit options for daily commuting needs along the Corridor, which connects to Centers..

- **Policy 6.4.2 Air Quality:** Reduce the adverse effects of automobile travel on air quality through coordinated land use and transportation that promote the efficient placement of housing, employment, and services and improve the viability of multi-modal transportation options.

The request will reduce the effects of automobile travel on air quality by promoting bus transit to more individuals which will reduce the number of automobiles on the roads and related air pollution.

- 6-7(A)(3)(c) The adoption or amendment will result in general benefits to a large portion of the residents or property owners in the city.

In adherence to Title VI of the Civil Rights Act of 1964 the Transit Department preformed a service equity analysis based on ABQ Ride's proposed major service change to determine whether those changes have a disparate impact on minorities or disproportionate burden on low-income populations.

According to ABQ Ride’s policy, a “major service change” is a change that increases or decreases service revenue hours on a route by 35 percent or more or that adds or eliminates service to 35 percent or more of the bus stops on a route.

The Equity Analysis found the “Recovery Network” represents a major service change by changing some routes and adding approximately 40% more service than the current service, which has been reduced due to staffing shortages, and will return total service to pre-pandemic levels.

The Equity Analysis of the ABQ RIDE Forward Proposed New “Recovery” Bus Route Network concluded that there was no disparate impact on minorities or disproportionate burden on low-income households as defined in the Department’s 2023 Title VI Program.

On June 2, 2025, City Council approved the “ABQ RIDE Forward Proposed New “Recovery” Bus Route Network Spring 2025 ABQ RIDE Equity Analysis.”

According to the Recovery Network Plan, “The average resident could reach +11% more jobs within 30 minutes, +32% more jobs within 45 minutes and +63% more jobs within 60 minutes of travel.” This would benefit the majority of existing and future bus riders and allow them to have access to more jobs.

The proposed Major Transit Corridor will result in general benefits to a large portion of the residents or property owners in the city by providing transit to more individuals and provide access to more areas in the City.

- 6-7(A)(3)(d) If the adoption or amendment is being proposed by a small group of residents or property owners, it would not create significant adverse impacts on the remaining residents or property owners in the city.

This amendment it is not being proposed by a small group of residents or property owner. It’s being proposed by City Council Services.

12. Two public meetings and presentations were held with various neighborhood associations and members of the public to provide information, receive public input and for discussion of the amended Comp Plan request.

A. Near North Valley Neighborhood Association – May 21, 2025

The residents were in favor of increased bus frequency along the corridor. They had questions regarding how the Major Transit Corridor would impact Areas of Change and Areas of Consistency. The applicant explained the request would not impact the designation of the Areas. The residents questioned the ability of the

bus to travel on Indian School Rd. NW and were informed that an existing bus route routinely travels the road with no problems.

B. North Valley Coalition – June 3, 2025

The residents in attendance were in favor of increased bus travel though not an aspect of the MTC designation. They were concerned about the character and land entitlements and traffic congestion. The applicant was able to inform the residents most of the lots off Rio Grande Blvd NW are primarily comprised of small single family homes. It was highlighted larger lots were mostly east of 4th St. NW on Menaul Blvd NW. Some residences wanted the multi-modal corridor to remain in certain sections but the applicant inform them this creates a broken corridor network which is not encouraged in the Comp Plan and inhibits consistent right-of-way design.

13. The CABQ Metropolitan Redevelopment Agency (MRA) provided comments stating that designating Menaul as a Major Transit Corridor aligns with the goals and objectives to the Menaul Metropolitan Redevelopment Area Plan.
14. The CABQ Municipal Development Transportation Section submitted a comment stating that the proposed Comp Plan Amendment is complementary and consistent with the CABQ Vision Zero Year in review/ Action Plan Update goals and prioritized actions.
15. CABQ Parks and Recreation/Urban Forestry recommends a “robust street tree plan” along the Major Transit Corridor for shade and to promote walkability.
16. Bernalillo County Transportation Planning submitted a comment stating that CABQ Transit will need to coordinate on changes to the corridor and routes affected in unincorporated areas.
17. Staff received two letters requesting a deferral of four months for more public engagement opportunities from the North Valley Coalition and an individual from the Rio-Grande Blvd. Neighborhood Association. Both letters stated that they would oppose the request if more opportunities for public engagement regarding the request was not given.
18. An email was received on June 11, 2025 from an executive member of the North Valley Coalition and the chair of GAATC with questions regarding; differences in zoning and development intensities as well as restrictions on development made by this request; and changes in transit frequencies and biking facilities needed due to the request. The individual suggests that City Transit coordinate with TAB and GAATC. The applicant responded to the questions.
19. Pursuant to IDO 14-16-6-4(J)(2)(e) all City Neighborhood Associations were notified as required. Meetings were held with Neighborhood Associations which included the general public.

Recommendation

APPROVAL of Plan #: PLAN-2024-00001, a request for an amendment to 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”). These new Major Transit Corridors would include extending the existing Rio Grande Blvd. NW MT Corridor north of I-40 to Indian School Rd NW. The MT Corridor would continue east of Rio Grande Blvd. on Indian School Rd. NW to where it becomes Menaul Blvd. NW and would end at Louisiana Blvd. NE. Associated maps in the Comp Plan would be amended. There are no other requested changes to the Comp Plan. The approval is based on the preceding Findings and following Conditions for Recommendation of Approval.

Conditions for Recommendation of Approval

Plan #: PLAN-2024-00001, request for an amendment to the Albuquerque/Bernalillo County Comprehensive Plan (the “Comp Plan”).

1. The applicant shall coordinate with the staff planner to ensure that all Conditions of Approval are met and then submit a vetted, final version to the staff planner for filing at the Planning Department.
2. Make any necessary editorial changes to the document, including minor text additions, revisions for clarity (without changing substantive content), adding cross references, reorganizing content for better clarity and consistency throughout, revisions to graphic content for clarity, and updating tables of contents, including, but not limited to the following:
 - A. Updated Maps in the Comp Plan that shall be amended with this amendment:
 - Figure 3-1: Countywide Vision Map
 - Figure 3-2: Metro-focused Vision Map
 - Figure 5-2: Vision Map with Center Boundaries
 - Figure 5-4: Centers and Corridors
 - Figure A-15: Centers and Corridors
 - Table A-9: Corridors

Megan Jones
Principal Planner

William Steele
Senior Planner

Notice of Decision cc list:

The List including Neighborhood Associations will be finalized subsequent to the EPC hearing on June 26, 2025.

Legal, acon@cabq.gov

EPC file

Agency Comments

OTHER CITY OF ALBUQUERQUE DEPARTMENTS / OFFICES

CABQ Metropolitan Redevelopment Agency

Designating Menaul as a Major Transit Corridor aligns with the goals and objectives of the Menaul Metropolitan Redevelopment Area Plan, having the potential to support development objectives, including increasing density, by allowing reduced parking minimums, greater building heights, and encouraging residents and visitors to utilize alternative modes of transportation.

CABQ Municipal Development

Transportation Section:

Per the City of Albuquerque Vision Zero Year-in-Review/Action Plan Update (Action Plan), Menaul Blvd. from 4th St. to between Juan Tabo Blvd. NE and Tramway Blvd. NE is on the City's Prioritized High Fatal and Injury Network (HFIN). This proposed Comprehensive Plan Amendment is complementary and consistent with the Action Plan goals and prioritized actions, including "promoting opportunities for people to safely walk, ride a bicycle, use mobility devices, and take transit." This section of Menaul Blvd spans an Index Score of 1 - >0.2 on the Social Vulnerability Index, with scores closer to one (1) meaning a higher vulnerability to traffic safety issues. Prioritizing multi-modal connectivity and supporting transit are strategies to achieve safety goals.

CABQ Parks and Recreation/Urban Forestry

- Forestry recommends installing trees at transit stops to provide shade and coolness in summer months.
- Forestry recommends a robust street tree plan to encourage pedestrian travel. Walkability is important near transit stops along this corridor. As such, street trees will be an important factor in encouraging increased walkability. Street trees provide traffic calming, visual and physical relief from the urban environment and have a long-term impact.
- Please note that clear sight triangles require minimum of 8' height from bottom of canopy.
- Trees not located in the ROW shall be placed as close to the roadway as possible.

OTHER AGENCIES

AMAFCA has no adverse comments to the Comp Plan Amendment

Bernalillo County Transportation Planning

City of Albuquerque Transit will need to coordinate with Bernalillo County on changes to transit corridors and transit service, especially as it affects routes in unincorporated areas.

Public Service Company of New Mexico (PNM)

There are existing PNM facilities and/or easements that cross and/or are along Menaul Boulevard, most notably from Carlisle Blvd. NE to 6th Street NW. Potential future development, including taller buildings and other structures, especially those made of metal like restrooms, storage buildings, and canopies, should not be within or near PNM easements without close coordination with and agreement from PNM. Perimeter and interior landscape design should abide by any easement restrictions and not impact PNM facilities. Please note the landscape standards for planting near utilities contained in IDO Section 14-16-5-6(C)(10) as applicable.

A) APPLICATION INFORMATION /
PUBLIC MEETING NOTES



CITY OF ALBUQUERQUE CITY COUNCIL

MEMORANDUM

TO: Daniel Aragon, EPC Chair

FROM: Matthew Cox, Principal Council Planner

SUBJECT: Comprehensive Plan Amendment

DATE: June 5th, 2025

Dear Chair Aragon,

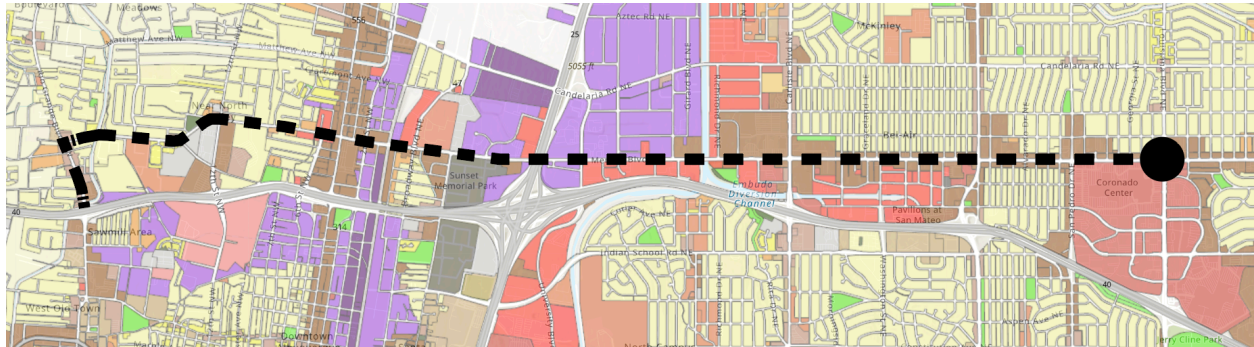
The City of Albuquerque's Council Services Planning Staff is submitting this application to the Environmental Planning Commission for a Comprehensive Plan Amendment to the Albuquerque/Bernalillo County Comprehensive Plan ("Comp Plan") to designate a section of Menaul Blvd. as a Major Transit Corridor.

Per § 3-19-10 of New Mexico's Statutes, an amendment to a municipality's Master Plan (Comprehensive Plan) must be given a recommendation by a majority of the City's planning commission. Under local ordinance 14-16-6-7(A), after the Planning Commission's recommendation, the application must come to City Council for final decision making.

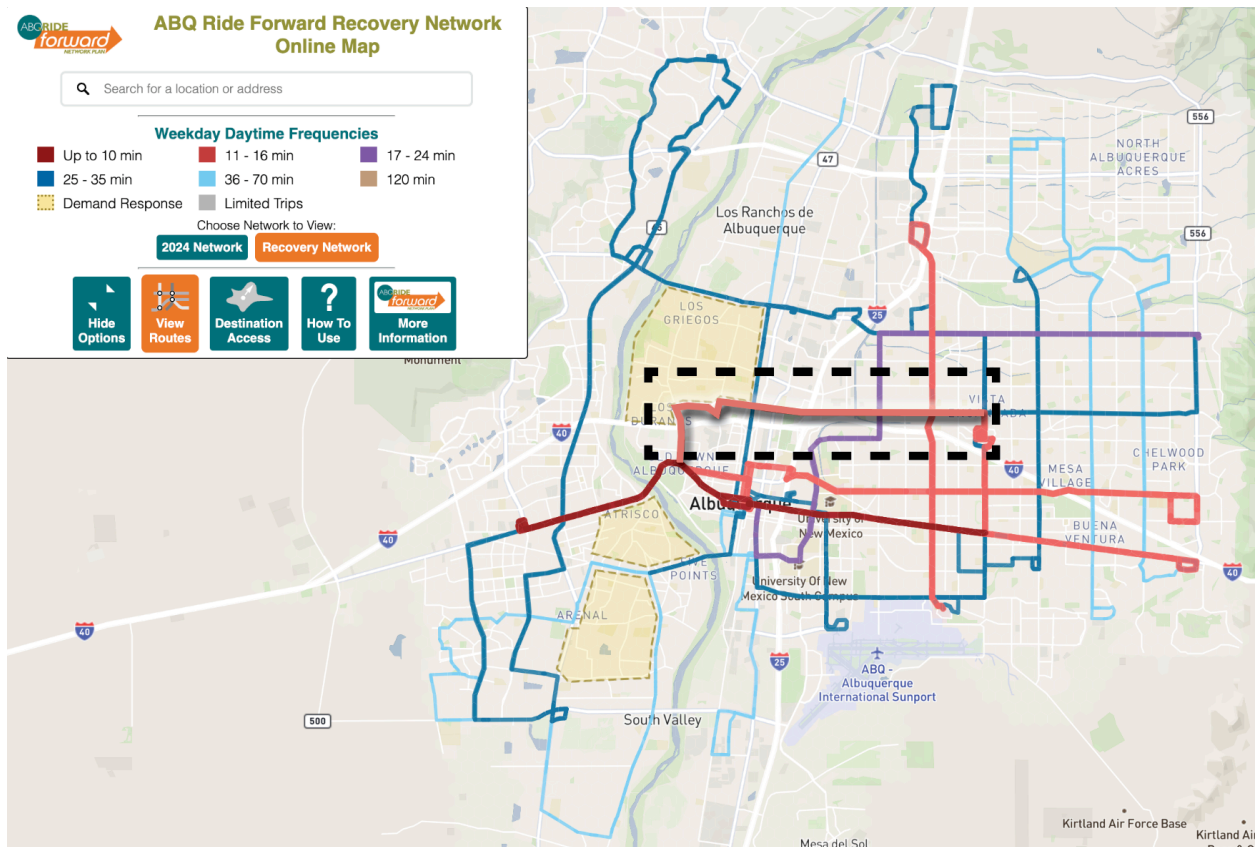
The decision for bringing this Comp Plan amendment forward is based on the [ABQ Ride Forward Recovery Network](#). The new Recovery Network has Menaul Blvd./Indian School Blvd. from Louisiana to Rio Grande as a transit route with a frequency of 11-16 minutes. The Comp Plan defines Corridor, major Transit as "a Corridor type that prioritizes high-frequency and local transit service over other modes to ensure a convenient and efficient transit system, Walkability is important near transit stops along these corridors, but otherwise they are generally auto-oriented (pg. A-6)." Given the recommendation to change the existing frequency of this stretch of Menaul Blvd to 11-16 minutes, a new land use scenario is possible, one that couples quick and reliable public transit for residents along Menaul Blvd.

Policy 5.1.1 in the Comp Plan states "Desired Growth: Capture regional growth in Center and Corridors to help shape the built environment into a sustainable development pattern." This goal, alone, directs the City to grow in a sustainable pattern which has a direct correlation to residents' movement in and around the City. The ABQ

Ride Forward study focused on areas of the city with high activity usage. These activity districts are mostly composed of a mix of residential and commercial uses in order to ensure that public transit have high ridership throughout the day, not just at peak travel times. If an area is composed only residential land uses, then the buses will only be utilized during the 8am and 5pm rush hour times. When the land uses are mixed, there is ridership throughout the day based on the different schedules and needs of workers, residents, students, etc. the Menaul Corridor, especially along the portion under review in this application is made up of a variety of different zone districts, as can be shown in the image below:



The below graphic also shows the ABQ Ride Forward Recovery Network with the Menaul route highlighted



As part of the ABQ Ride Forward process, the Transit Department conducted its own public engagement process with a multitude of meetings, surveys, charettes, etc. During the 3-year planning process to create the ABQ Ride Forward Recovery Network the proposal incorporated over 3,000 survey responses, held 45 pop-up survey events, 18 small group discussions, and 30 meetings, including two, weeklong professional stakeholder workshops.

Below are responses to the different criteria listed out in the IDO for Comprehensive Plan Amendments (6-7(A):

6-7(A)(3) Review and Decision Criteria

An application for Adoption or Amendment of the Comprehensive Plan shall be approved if it meets all of the following criteria.

6-7(A)(3)(a) Because of changed economic, social, environmental or other conditions, the adoption or amendment is necessary to protect the public health, safety, or welfare.

The change in condition is based on the new transit route and frequency of the transit route along Menaul Blvd. The Transit Department created a tool through the study that provided access analysis for different areas of town based on the recovery network versus the existing network. Please see a difference in 45-minute access based on the current network compared to the Recovery Network as shown in the graphics below based on the location at the intersection of Menaul Blvd. and I-25:

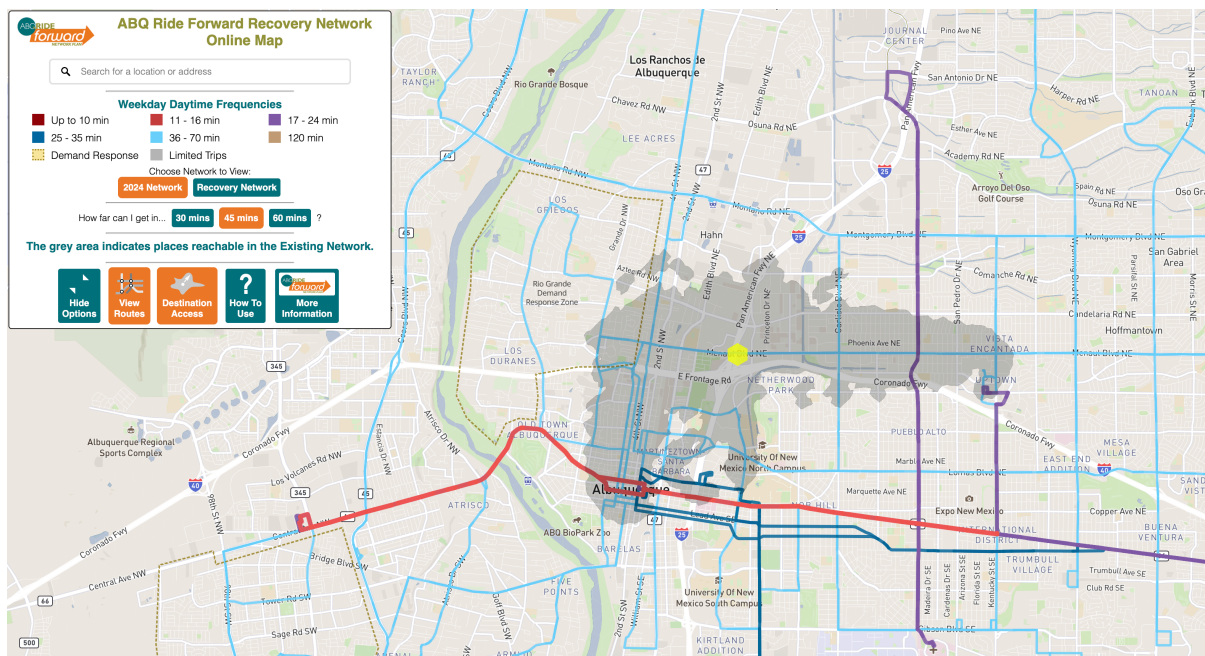


Figure 1 Existing ABQ Ride Network (2024)

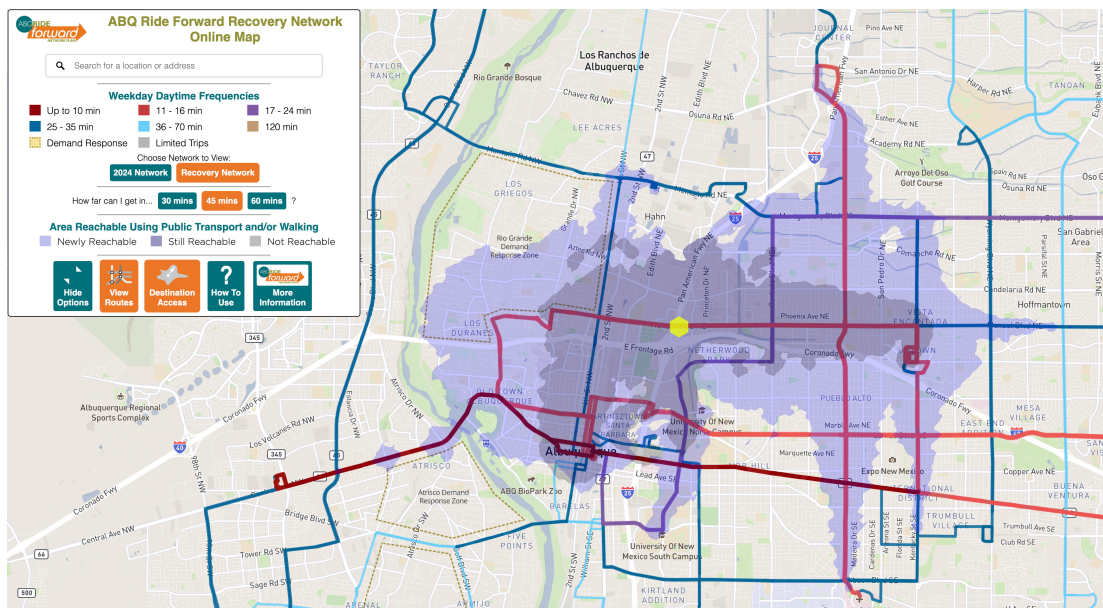


Figure 2 ABQ Ride Recovery Network

The different clouds on the images represent where riders could get within 45 minutes if using the transit network. This increased efficiency of access to a greater area of the City, gives time back to the citizens in their day.

6-7(A)(3)(b) The adoption or amendment will protect the public health, safety, or welfare better than retention of the continued application of the existing Comprehensive Plan.

The provided answer to 6-7(A)(3)(a) details out how the new Menaul routes efficiency helps citizens access greater areas of the City, but by 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.

In order to ensure that our land use matches the new route's frequency, the surrounding land use needs to keep up as well, as per Policy 6.1.2 that states "Transit-Oriented Development: Prioritize transit-supportive density, uses, and building design along Transit Corridors." Transit Oriented Development is not only tied to residents access to public transit, but also is rooted in less CO2 production, promotion of smaller, local businesses and is one of the only ways to achieve a walkable community, sometimes coined a 15-minute city.

Additionally, this proposed designation aligns with and advances the goals and vision of the Rank 3 Menaul Metropolitan Redevelopment Plan, adopted in 2023, which offers a more focused lens on the realities of the built environment and disinvestment along this stretch of Menaul. The redevelopment plan calls for the City to actively deploy its tools to catalyze reinvestment and improvement conditions with better transit. Goal 5 of the plan is to "Increase safety, mobility, and connectivity within the MR Area by improving

street, sidewalk, trail, and transit systems.” The City will be better positioned to prioritize infrastructure improvements that directly impact safety and access through upgraded transit frequencies and capital improvements and better-connected multimodal networks. The proposed designation provides a more effective framework to protect and enhance public health, safety, and welfare than simply maintaining the status quo.

6-7(A)(3)(c) The adoption or amendment will result in general benefits to a large portion of the residents or property owners in the city.

R-25-142 is the required Equity Analysis per Title VI of the Civil Rights Act of 1964 if a municipality’s public transit network changes in route allocation by 35%, whether that’s an increase or decrease. In the Resolution, the equity analysis showed that there is a 40% increase of “revenue” trips (i.e. in service for the public), increasing from 6,180 trips to 8,560 trips.

Included in the analysis is the impact that the new network would have on the Albuquerque minority population, as shown in the table below:

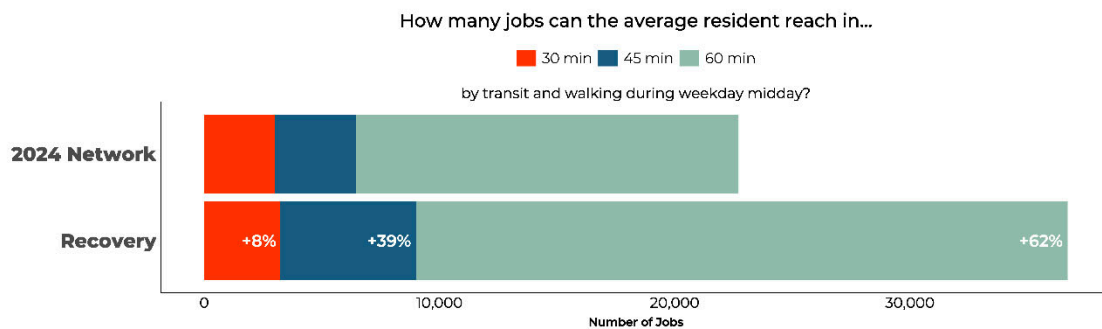
Comparison of Current Network to Recovery Network by Minority Status			
Number of people within walking distance of bus service			
Network	Total Population	Minority Population	% Minority
Current Network	427,081	278,068	65.1%
Recovery Network	421,345	274,496	65.1%

The new network shows that minority populations will not see a decrease in walkable access to transit and will also provide more access to the larger areas of the City in a more efficient timeframe via the “revenue” trips number above.

The Equity Analysis also needed to look at the impact of the new network on low-income households. The recovery saw an increase of .2% in accessibility to low-income households, as shown in the table below:

Comparison of Current Network to Recovery Network by Household Income Status			
Number of households within walking distance of bus service			
Network	Total Households	Low-Income Households	% Low- Income
Current Network	199,113	74,356	37.3%
Recovery Network	196,014	73,573	37.5%

The ABQ Ride Forward study also looked at job access and not just residential. Please see the graph below that compares job access between the current network and the recovery network:



An applicable policy to this change in corridor designation is 6.1.1 which states “Matching Land Use: When designing and improving streets, prioritize transportation-related accommodations and amenities to match desired development context (e.g. urban, suburban, or rural) and/or the intended intensity of land uses.” When we see our transit networks start to evolve and promote more sustainable transit, the City pushes to have a land use that follows that approach, which is the reason why Major Transit has certain zoning entitlements tied to it.

6-7(A)(3)(d) If the adoption or amendment is being proposed by a small group of residents or property owners, it would not create significant adverse impacts on the remaining residents or property owners in the city.

Not Applicable as is proposed by City Council Services based on policy recommendations of the ABQ Ride Recovery Network commissioned by the City’s Transit Department and the Rank 3 Menaul Metropolitan Redevelopment Plan.

NEIGHBORHOOD MEETINGS

Near North Valley neighborhood Association (May 21st 2025)

- Overall, residents were in favor of the increased bus frequency proposed along the corridor.
- Confusion around how this designation effects Area of Change and Consistency.
 - Staff Response: It ultimately does not, as the methodology does not change with this designation and single-family zoning and land use and always considered Areas of Consistency per step B of AOCC methodology.
- There were some concerns around the narrower right-of-way on the Indian School Blvd. and if it could handle bus traffic.

- Staff Response: Planners from ABQ Ride have confirmed that there is an existing bus route along this portion of Indian School and that the right-of-way can handle the increased bus traffic.

Nort Valley Coalition (June 3rd, 2025)

- The residents that attended the meeting were in favor of increased bus travel, which as a reminder, is not an aspect of the Major Transit designation. Bus frequency will be increased whether this designation goes through or not.
- One of the major concerns was around the difference in character along the corridor west of 12th street, compared to the character around I-40 and Menaul.
- The other major concern was around the land use entitlements that come along with Major Transit, such as increased height bonuses for parking structures and workforce housing and the affect it could have on the neighborhood character west of 12th street.
 - Staff Response: It should be noted that the properties west of 12th street and east of Rio Grande Blvd. are made up generally of small, single-family residence. You typically find larger lots along Menaul Blvd. east of 4th Street.
- There was also voiced concern around the typical riders on ABQ-Ride buses and a few members also voiced concern about increased bus frequency and how it could affect congestion.
 - Staff Response: The Major Transit designation has no effect on who is the typical bus rider. It is staff's belief that with increased bus frequency and increased ridership, that it will ultimately end with fewer cars on the road, resulting in less congestion.
- Many in attendance were in favor of bus frequency but did not feel as though the Major Transit corridor designation was necessary and would prefer to keep sections of the corridor Multi-Modal.
 - Staff Response: By not designating the fully proposed section a Major Transit Corridor, would mean that we aren't following existing Comp Plan Policy and the definition of Corridor, Major Transit (provided above). Also, by breaking up the corridor, it would create a broken corridor network, resulting in different standards for right-of-way design. This is an issue that is existing along 4th Street where the Main Street corridor is missing between I-40 and Matthew Ave. NW.

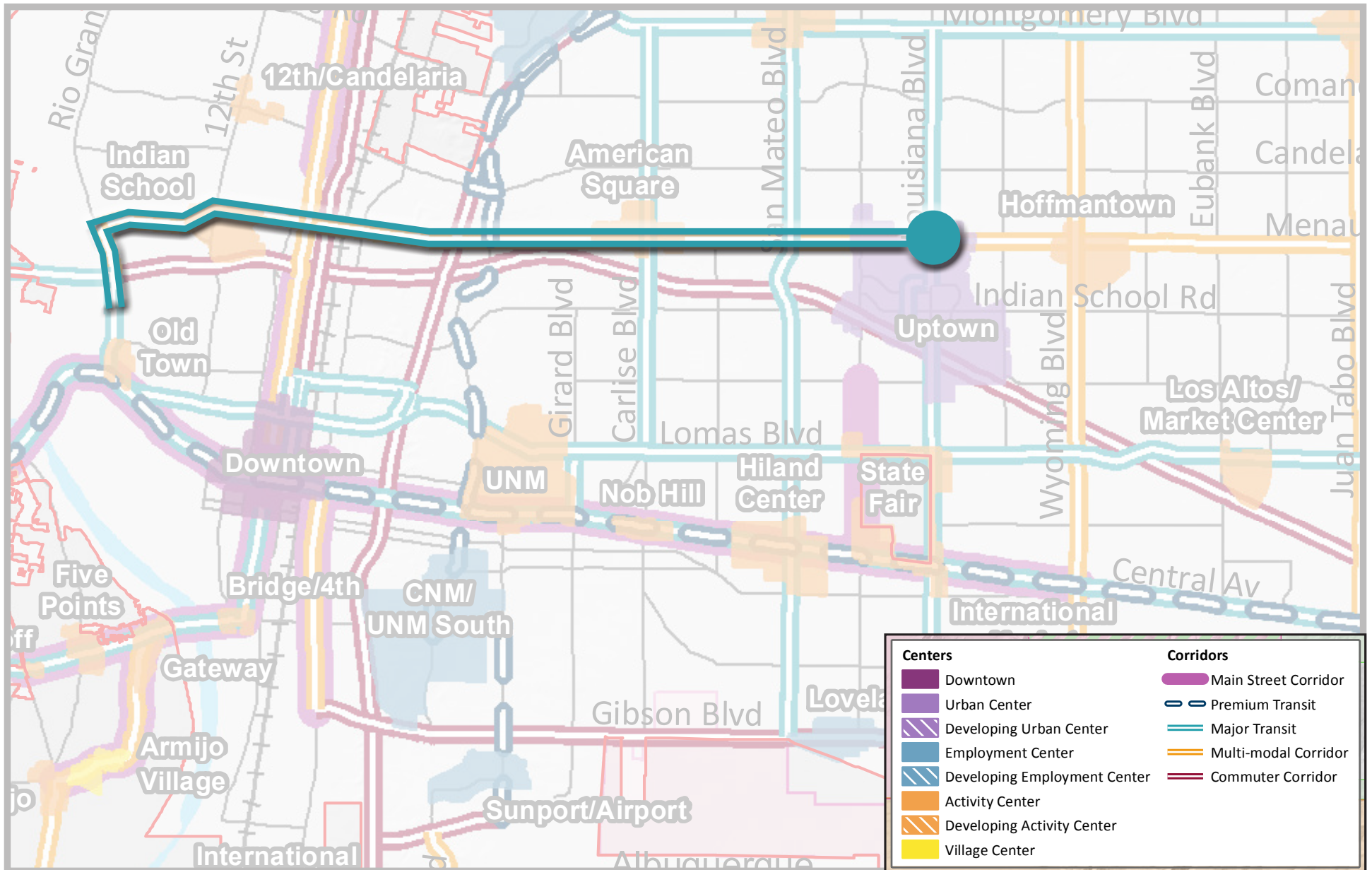
Sincerely,



Matthew Cox, AICP | Council Principal Planner
Albuquerque City Council Services
Office: (505) 768-3186

Exhibit A.

Menaul Blvd. Major Transit Corridor



B) STAFF INFORMATION

PROJECT MEMO

TO: Matthew Cox, Council Principal Planner
Omega Delgado, Council Principal Planner
Albuquerque Council Services

FROM: Megan Jones, Principal Planner
William Steele, Senior Planner
City of Albuquerque Planning Department

RE: PLAN-2025-00001 ABQ/Bern. County Comprehensive Plan Amendment

DATE: May 28, 2025

We've completed a review of the proposed Comp Plan Amendment to designate a section of Menaul Blvd NW./Indian School Rd NW as a Major Transit Corridor. Following is an outline of our discussion and requested items from our project meeting.

Please provide the following:

⇒ Revised Justification letter and meeting notes (electronic and in ABQ PLAN) by:

9am on June 5, 2025

Note: If you have difficulty with this deadline, please let us know.

1. Overview:

- A. Though we've done our best for this review, additional items may arise as the case progresses. If so, we will inform you immediately.
- B. Location: Menaul Blvd NW./Indian School Rd NW from Rio Grande Blvd NW to Louisiana Blvd NE. – Please revise this location in the request to include the portion of Rio Grande from I-40 to Indian School Rd NW
- C. This request is for: A Comp Plan Amendment to designate a section of Rio Grande Blvd NW from I-40 to Indian School Rd. NW and the section of Menaul Blvd/Indian School Blvd from Rio Grande Blvd NW to Louisiana Blvd NE as a Major Transit Corridor.
- D. This request is on behalf of the ABQ City Councilor Tammy Fiebelkorn. Albuquerque Council Services is the applicant. There is no agent for the request.
- E. Menaul Blvd NW/Indian School Blvd NW from Rio Grande Blvd NW to Louisiana Blvd NE is currently a Multi-Modal Corridor. It meets the criteria of a Major Transit Corridor as outlined in the Comp Plan and research provided in the ABQ Ride Forward Network Volume 3 document.

2. Process:

- A. Information regarding the EPC process, including the calendar and current Staff reports, can be found at:

<https://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/environmental-planning-commission>

- B. Timelines and EPC calendar: the EPC public hearing is on June 26, 2025. Final staff reports will be available about one week prior, on June 18, 2025. The final date for clarifying comments to be submitted to the EPC is June 11, 2025.
- C. Agency comments will be distributed around June 11, 2025. We will email you a copy of the comments and any late comments will be forwarded.

3. Notification & Neighborhood Issues:

Notification requirements for Amendment to a Comp Plan are explained in IDO § 14-16-6-4(J), Public Notice.

- A. Pursuant to IDO §14-16-6-4(J)(2)(e) For applications related to a citywide Policy Decision, electronic mail notice is required to all Neighborhood Associations.

Thanks for notifying all the Neighborhood Association members as required.

- B. Have any neighborhood representatives or members of the public contacted you with any comments? – Yes.

- 1. The Near North Valley Neighborhood Association (NNVNA) requested a meeting/presentation regarding the application – Omega Delgado presented.

The discussion included: Clarification regarding the new ABQ Ride Plan. Questions regarding Indian School Blvd as a potential MTC.

- 2. President of North Valley Coalition (NVC), Peggy Norton reached out with questions and to request a meeting with the NVC. A meeting with the NVC is currently scheduled for June 3, 2025.

- 3. Reached out to Transit Department to meet with NNVNA.

- 4. President of WSCONA, Renee Horvath contacted applicant to get more information regarding the request.

- 5. Please provide a summary of the meetings with NNVNA and NVC by June 5th at 9 AM.


4. Project Justification Letter:

- A. Amendment of Comprehensive Plan IDO §14-16-6-7(A).

- 1. Please note Menaul Blvd NW./Indian School Rd NW as a Multi-Modal Corridor.
- 2. Please correctly state the names of Rio Grande Blvd NW, Menaul Blvd NW, Indian School Rd NW and Louisiana Blvd NE.
- 3. Please state that the request is extending the existing Rio-Grande Major Transit Corridor Designation north from I-40 to Indian School Blvd. NW.

4. Please create a list of maps in the Comprehensive Plan that are being amended because of this request (e.g., figure #s)
- B. Exhibit A. Menaul Blvd – Thank you for providing the detailed proposed Major Transit map.

C) PUBLIC NOTICE

From: (null) 

Subject: Comprehensive Plan Amendment Notice

Date: May 8, 2025 at 12:05 PM

To:

Cc: Delgado, Omega odelgado@cabq.gov

Bcc: shirleylockyer@gmail.com, ken@cbm-wellness.com, pcandelaria@gmail.com, lepope@msn.com, dukecity777@yahoo.com, Chipolson44@gmail.com, nwaslosky@comcast.net, lestash24@mac.com, vgstrans1@yahoo.com, arnoldtom@yahoo.com, dix.mary.ann@gmail.com, jeanettebaca973@gmail.com, jgallegoswccdg@gmail.com, ghardy090@gmail.com, ttoad30@gmail.com, cabachechi@gmail.com, sunnrun@yahoo.com, president@alvaradoneighborhood.com, medexter49@gmail.com, dmc793@gmail.com, elissa.dente@gmail.com, alexlrnm@comcast.net, kfabiszak@sbcglobal.net, willieorr1@msn.com, sdarling8713@gmail.com, jtgbna@gmail.com, crystal0910@gmail.com, bstone@yahoo.com, patsybeck@aol.com, flops2@juno.com, ions82@hotmail.com, calmartin93@gmail.com, kenny.stansbury@gmail.com, rvaughn.rv@gmail.com, k2riley@msn.com, learrael@aol.com, gforrest47@comcast.net, josefree@yahoo.com, Vicki Farrar vicki_farrar@comcast.net, khattler@aol.com, pat.duda.52@gmail.com, martinez.renee@gmail.com, jessmartinez@comcast.net, boyster2018@gmail.com, e_molinadodge@yahoo.com, vicepresident@comanchefoothills.org, olgaleise@gmail.com, alotero57@gmail.com, Delgado, Omega odelgado@cabq.gov, fourofseven@comcast.net, mnietoshogry@gmail.com, adabneyymmix@gmail.com, dmmarz@gmail.com, susanpatcarroll@gmail.com, edueweke@juno.com, lucymurillo2145@gmail.com, info@willsonstudio.com, m.ryankious@gmail.com, mikekious@aol.com, jearnoldjones70@gmail.com, nobullbob1@gmail.com, idalialt@gmail.com, eastgatewaycoalition@gmail.com, dreikeja@comcast.net, ericcarson@protonmail.com, sylvia4quality@gmail.com, robertdebra4055@gmail.com, jrsphil1@hotmail.com, verrityg@yahoo.com, cherylabq7@gmail.com, david@edoabq.com, irobertson@titan-development.com, sp-wonderwoman@comcast.net, dgallaghertray@comcast.net, legnavasquez@gmail.com, jfunesclark94@gmail.com, abqfairwestvicepresident@gmail.com, abqfairwest@gmail.com, presidentfhva@gmail.com, AustinC@commercialdoormfg.com, csutimgallegos15@yahoo.com, slernst@aol.com, michaelrosenfield1946@gmail.com, Faith Willmott Woody761@yahoo.com, james.levy@gmail.com, wood_cpa@msn.com, ijwalkiw@hotmail.com, katecono@gmail.com, marilynbear007@gmail.com, omardurant@yahoo.com, hallierossbach@gmail.com, reynolds@unm.edu, emh@adexec.com, president@albuquerqueoldtown.com, zoning@albuquerqueoldtown.com, malloryabq@msn.com, DWJencka@gmail.com, padamsko@hotmail.com, smurfmom@comcast.net, brenda.marks648@gmail.com, rmgconsults@msn.com, annlouisacarson@gmail.com, bsturge@gmail.com, ron Zawis@abq.com, jv1089@gmail.com, donna.yetter3@gmail.com, yemaya@swcp.com, ericshirley@comcast.net, bluestealth93@gmail.com, larswells@yahoo.com, trishwolfe@hotmail.com, levigreen8914@gmail.com, janis.schubert@gmail.com, kande0@yahoo.com, bakieaikin@comcast.net, 5058041113rw@gmail.com, williamsnkp@gmail.com, lsgna67@gmail.com, slcnalq@aol.com, hope1@swcp.com, r.griego04@comcast.net, CFassier@salud.unm.edu, steidley@centurylink.net, dvoth@uark.edu, wiseolga@gmail.com, laurelwoodna@gmail.com, nissapatterson@gmail.com, cgavaldon@aol.com, jarmijo12@outlook.com, oronacarol@hotmail.com, dom.pritzl@gmail.com, stephenconnelybenz@gmail.com, billherring@comcast.net, lee@lganm.com, losgriegosna2022@gmail.com, la_campbell@comcast.net, kjboutz@gmail.com, don.newman@mac.com, nedcarla@live.com, benjsandoval@q.com, bardean12@comcast.net, mkbenton@swcp.com, henryksloma@gmail.com, smsmith5391@yahoo.com, carolamorris@aol.com, drakelavellefamily@gmail.com, lucerowilfred@gmail.com, jesselholly@gmail.com, dmills544@gmail.com, smmauthe@gmail.com, jbd2946@hotmail.com, mbcarr92@gmail.com, jillyeagley@swcp.com, vigilm75@hotmail.com, maryasena1@gmail.com, Mr.CraigDegenhardt@gmail.com, jsabatinini423@gmail.com, nearnorthvalley@gmail.com, wgannon@unm.edu, saramills@comcast.net, meyster1@me.com, vgweirs@gmail.com, rpmartinez003@gmail.com, uri.bassan@noreste.org, tdavisnm@gmail.com, maiamullen@gmail.com, judiepelleggrino@gmail.com, hhowerton9379@msn.com, Aburnett505@gmail.com, MMuddpi@gmail.com, peggynorton@yahoo.com, jasalazarm@gmail.com, sharonr1492@gmail.com, alexanderrahimi@yahoo.com, janiemc07@gmail.com, bob.mcearnay@yahoo.com, rq1dq1@gmail.com, wmarsh7@comcast.net, annwagner10@gmail.com, elizabethkayhaley@gmail.com, kym.fleck@gmail.com, phnacommunications@gmail.com, lesliempadilla@gmail.com, parkwaypoint@yahoo.com, vicepresident.phna@gmail.com, hawleyg@hotmail.com, Lizmiatasmith@gmail.com, rvsanch509@gmail.com, debborbely@gmail.com, tyler.richter@gmail.com, auntiesym@msn.com, lillog2002@yahoo.com, valarid@gmail.com, lisa.whalen@gmail.com, mo01llama@gmail.com, president@qna-abq.org, qna.abq@gmail.com, debracox62@comcast.net, aschwartz74@comcast.net, janet.manry@gmail.com, margfish2@aol.com, chowski83@gmail.com, newmexmba@aol.com, tollhouse1@msn.com, diamondgirl904@yahoo.com, cherquezada@yahoo.com, paulfava@gmail.com, jjhillery2015@gmail.com, grong27@gmail.com, solar.ed@gmail.com, lnjalopez@msn.com, salamdezia@gmail.com, joanewright1949@gmail.com, catslegl@aol.com, mari.kempton@gmail.com, 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Hello,

Please find attached a “Public Notice” for a Albuquerque/Bernalillo County Comprehensive Plan Amendment, adding a portion of Menaul Blvd. as a Major Transit Corridor. The Environmental Planning Commission Hearing for the Comp Plan Amendment will be on June 26th, 2025.

For any questions, please contact Council Services Planning Staff.

All the best,



Matthew Cox, AICP | Council Principal Planner
Albuquerque City Council Services
Office: (505) 768-3186

Public_Notice.pdf

1.6 MB



City Council
P.O. Box 1293
Albuquerque, NM 87103

Elena O'Donald
8023 Waterbury Ave. NW
Albuquerque, NM 87120

City Council
P.O. Box 1293
Albuquerque, NM 87103

Stephanie Gilbert
908 Alta Vista Ct. SW
Albuquerque, NM 87105

Thursday, May 8, 2025 at 4:10:23 PM Mountain Daylight Time

Subject: Failure Notice
Date: Thursday, May 8, 2025 at 3:39:11 PM Mountain Daylight Time
From: MAILER-DAEMON@yahoo.com
To: Cox, Matthew D.
Attachments: Comprehensive Plan Amendment Notice.eml

I'm afraid I wasn't able to deliver the following message.
This is a permanent error; I've given up. Sorry it didn't work out.

Subject: Comprehensive Plan Amendment Notice
To: bstone@yahoo.com

--- Below this line is a copy of the message.


Thursday, May 8, 2025 at 4:11:26 PM Mountain Daylight Time

Subject: Failure Notice
Date: Thursday, May 8, 2025 at 3:39:11 PM Mountain Daylight Time
From: MAILER-DAEMON@yahoo.com
To: Cox, Matthew D.
Attachments: Comprehensive Plan Amendment Notice.eml

I'm afraid I wasn't able to deliver the following message.
This is a permanent error; I've given up. Sorry it didn't work out.

Subject: Comprehensive Plan Amendment Notice
To: lasterrazasna@yahoo.com

--- Below this line is a copy of the message.

From: Microsoft Outlook MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@cabq.gov 
Subject: Undeliverable: Comprehensive Plan Amendment Notice
Date: May 8, 2025 at 3:38 PM
To: mcox@cabq.gov

repre01.tmes.trendmicro.com rejected your message to the following email addresses:

board@abqrsna.com

The recipient's email address isn't correct. Please check the email address and try to resend the message. If the problem continues, contact your email admin.

repre01.tmes.trendmicro.com gave this error:

<board@abqrsna.com>: Recipient address rejected: Malformed DNS server reply

info@tresvolcanesna.org

The recipient's email address isn't correct. Please check the email address and try to resend the message. If the problem continues, contact your email admin.

repre01.tmes.trendmicro.com gave this error:

<info@tresvolcanesna.org>: Recipient address rejected: Domain not found

president@onateineighborhood.org

The recipient's email address isn't correct. Please check the email address and try to resend the message. If the problem continues, contact your email admin.

repre01.tmes.trendmicro.com gave this error:

<president@onateineighborhood.org>: Recipient address rejected: Domain not found

Diagnostic information for administrators:

Generating server: SA1PR09MB11350.namprd09.prod.outlook.com

board@abqrsna.com

repre01.tmes.trendmicro.com

Remote server returned '550 5.1.2 <board@abqrsna.com>: Recipient address rejected: Malformed DNS server reply'

info@tresvolcanesna.org

repre01.tmes.trendmicro.com

Remote server returned '550 5.1.2 <info@tresvolcanesna.org>: Recipient address rejected: Domain not found'

president@onateineighborhood.org

repre01.tmes.trendmicro.com

Remote server returned '550 5.1.2 <president@onateineighborhood.org>: Recipient address rejected: Domain not found'

Original message headers:

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s=sourceselector10001;
h=From:Date:Subject:Message-ID:Content-Type:MIME-Version:X-MS-Exchange-AntiSpam-MessageData-ChunkCount:X-MS-Exchange-AntiSpam-MessageData-0:X-MS-Exchange-AntiSpam-MessageData-1;
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dkim=pass header.d=cabq.gov; arc=none
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h=From:Date:Subject:Message-ID:Content-Type:MIME-Version:X-MS-Exchange-SenderADCheck;
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Received: from PH0PR09MB11071.namprd09.prod.outlook.com
(2603:10b6:510:2c1:1:12) by SA1PR09MB11350.namprd09.prod.outlook.com
(2603:10b6:800:367:1:21) with Microsoft SMTP Server (version=TLS1_2,
cipher=TLS_ECDHE_RSA_WITH_AES_256_GCM_SHA384) id 15.20.8722.21; Thu, 8 May
2025 21:38:35 +0000
Received: from PH0PR09MB11071.namprd09.prod.outlook.com
([fe80:8cfe:6189:7282:6c42%4]) by PH0PR09MB11071.namprd09.prod.outlook.com
([fe80:8cfe:6189:7282:6c42%4]) with mapi id 15.20.8722.021; Thu, 8 May 2025
21:38:35 +0000
From: "Cox, Matthew D." <mcox@cabq.gov>
CC: "Delgado, Omega" <odelgado@cabq.gov>
Subject: Comprehensive Plan Amendment Notice
Thread-Topic: Comprehensive Plan Amendment Notice
Thread-Index: AQHwE0312ExqrANMU6s1QjDXBAgeQ=
Date: Thu, 8 May 2025 21:38:34 +0000
Message-ID: <PH0PR09MB110711800CEB80A0131ADF37A28BA6@PH0PR09MB11071.namprd09.prod.outlook.com>
Accept-Language: en-US
Content-Language: en-US
X-MS-Has-Attach: yes
X-MS-TNEF-Correlator:
x-ms-reactions: allow
authentication-results: dkim=none (message not signed)
header.d=none;dmarc=none action=none header.from=cabq.gov;
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Arrival-Date: Thu, 8 May 2025 21:38:35 +0000

Final-Recipient: rfc822:board@abqrsna.com
Action: failed
Status: 5.1.2
Diagnostic-Code: smtp:550 5.1.2 <board@abqrsna.com>: Recipient address rejected: Malformed DNS server reply
Remote-MTA: dns:repre01.tmes.trendmicro.com

Final-Recipient: rfc822:info@tresvolcanesna.org
Action: failed
Status: 5.1.2
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Final-Recipient: rfc822:president@onatenighborhood.org
Action: failed
Status: 5.1.2
Diagnostic-Code: smtp:550 5.1.2 <president@onatenighborhood.org>: Recipient address rejected: Domain not found
Remote-MTA: dns:repre01.tmes.trendmicro.com

From: "Cox, Matthew D." <mcox@cabq.gov>
Subject: **Comprehensive Plan Amendment Notice**
Date: May 8, 2025 at 3:38:34 PM MDT
Cc: "Delgado, Omega" <odelgado@cabq.gov>

Hello,

Please find attached a "Public Notice" for an Albuquerque/Bernalillo County Comprehensive Plan Amendment, adding a portion of Menaul Blvd. as a Major Transit Corridor. The Environmen

For any questions, please contact Council Services Planning Staff.

All the best,



Matthew Cox, AICP | Council Principal Planner
Albuquerque City Council Services
Office: (505) 768-3186



OMEGA DELGADO, AICP
Council Principal Planner | Albuquerque City Council Services
E odelgado@cabq.gov | O (505) 768-2689 | C (505) 554-0149

Public_Notice.pdf

1.6 MB

Subject: Undeliverable: Comprehensive Plan Amendment Notice
Date: Thursday, May 8, 2025 at 3:49:23 PM Mountain Daylight Time
From: Mail Delivery Subsystem
To: info@osograndena.org, info@osograndena.org
Attachments: Comprehensive Plan Amendment Notice.eml

The original message was received at Thu, 8 May 2025 15:38:56 -0600 (MDT)
from repost01.tmes.trendmicro.com [18.208.22.142]

----- The following addresses had permanent fatal errors -----
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(reason: 13)
(expanded from: <info@osograndena.org>)
"/usr/local/bin/mailfarm-srs-forward janiemc07@gmail.com"
(reason: 13)
(expanded from: <info@osograndena.org>)

----- Transcript of session follows -----
syslog: invalid level/facility: error at /usr/local/bin/mailfarm-srs-forward line 212.
554 5.3.0 unknown mailer error 13
syslog: invalid level/facility: error at /usr/local/bin/mailfarm-srs-forward line 212.
554 5.3.0 unknown mailer error 13

Thursday, May 8, 2025 at 4:09:00 PM Mountain Daylight Time

Subject: Undeliverable: Comprehensive Plan Amendment Notice
Date: Thursday, May 8, 2025 at 3:45:33 PM Mountain Daylight Time
From: Mail Delivery Subsystem
To: CFassier@salud.unm.edu
Attachments: Comprehensive Plan Amendment Notice.eml

The original message was received at Thu, 8 May 2025 14:38:55 -0700
from m0199743.pops.net [127.0.0.1]

----- The following addresses had permanent fatal errors -----

<CFassier@salud.unm.edu>

(reason: 550 5.4.1 Recipient address rejected: Access denied. For more information see

[https://urldefense.com/v3/_https://aka.ms/EXOSmtpErrors_!!NP4sBCZuIqfEUaWI!H0JGtayswbCabWsAlgzdzkHQobbdtdl2kFthMUPWKF8T0ECqlzKuUMwjrWZ016aG5khtwyEp-P5rfRGAhEUgy98tT90zUPHFLAIPDtDdsHs\\$](https://urldefense.com/v3/_https://aka.ms/EXOSmtpErrors_!!NP4sBCZuIqfEUaWI!H0JGtayswbCabWsAlgzdzkHQobbdtdl2kFthMUPWKF8T0ECqlzKuUMwjrWZ016aG5khtwyEp-P5rfRGAhEUgy98tT90zUPHFLAIPDtDdsHs$) [SJ1PEPF000023CE.namprd02.prod.outlook.com 2025-05-08T21:38:56.225Z 08DD8D74A03BC58C])

----- Transcript of session follows -----

... while talking to salud-unm-edu.mail.protection.outlook.com.:

>>> DATA

<<< 550 5.4.1 Recipient address rejected: Access denied. For more information see

[https://urldefense.com/v3/_https://aka.ms/EXOSmtpErrors_!!NP4sBCZuIqfEUaWI!H0JGtayswbCabWsAlgzdzkHQobbdtdl2kFthMUPWKF8T0ECqlzKuUMwjrWZ016aG5khtwyEp-P5rfRGAhEUgy98tT90zUPHFLAIPDtDdsHs\\$](https://urldefense.com/v3/_https://aka.ms/EXOSmtpErrors_!!NP4sBCZuIqfEUaWI!H0JGtayswbCabWsAlgzdzkHQobbdtdl2kFthMUPWKF8T0ECqlzKuUMwjrWZ016aG5khtwyEp-P5rfRGAhEUgy98tT90zUPHFLAIPDtDdsHs$) [SJ1PEPF000023CE.namprd02.prod.outlook.com 2025-05-08T21:38:56.225Z 08DD8D74A03BC58C]

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Subject: Undeliverable: Comprehensive Plan Amendment Notice
Date: Thursday, May 8, 2025 at 3:40:01 PM Mountain Daylight Time
From: Mail Delivery System
To: notices@slananm.org

Be Careful With This Message

The sender's identity could not be verified and someone may be impersonating the sender.

[Report Suspicious](#)

This message was created automatically by mail delivery software.

A message that you sent could not be delivered to one or more of its recipients. This is a permanent error. The following address(es) failed:

debsla@swcp.com

(ultimately generated from notices@slananm.org)

host mx1.swcp.com [216.184.2.127]

SMTP error from remote mail server after pipelined MAIL FROM:<mcox@cabq.gov>

SIZE=2570306:

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D) PUBLIC COMMENT

NORTH VALLEY COALITION, INC.

Individuals, Neighborhood Associations, Businesses & Community Groups Working Together

June 13, 2025

<https://cabq.gov/epc-public-comment>

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.

We requested a post-submittal meeting and were grateful to have that, but only the Coalition extended invitations; this was not a public meeting (the City did not publish it or encourage attendance). Very little was presented as to differences in development standards, such as height, allowed uses, diminishment of density and scale behind the corridor, auto oriented commercial development, bike and pedestrian friendly streets among other things. Public meetings should be held for every mile of the corridor and discuss, in detail, the change and consequences of the change.

The main justification for the change was to increase transit but we were told that would not happen for at least 3 to 5 years and a corridor designation change is not required to accomplish this. There is no rush for the Environmental Planning Commission to hear this application. The amendment is also being proposed 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 valley. These areas are primarily commercial, unlike the areas west of I-25.

Except for the Pueblo properties on the south side of Menaul, the area west of 6th Street is primarily established residential. Community-supported and data-driven traffic calming and safety measures starting at 6th Street have resulted in a reduction in the number of traffic lanes, the addition of buffered bike lanes and parking lanes, and significantly improved walk-ability with cross walks, pedestrian refuges, wide sidewalks, and landscaping. Buses easily travel this part of the corridor but so do pedestrians, bicyclists, and other vehicles. The Alameda Drain used by numerous multi-modal users crosses the Indian School section of the corridor. The emphasis on auto oriented development on most of a major transit corridor does not complement these multi-modal amenities.

Other major transit streets are Coors, Montgomery, Louisiana, San Mateo, Lomas – certainly their character and land uses do not compare to Menaul west of I-25. We strongly support 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. We also support adding a route west of 12th Street to Rio Grande.

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.

Peggy Norton, President
North Valley Coalition
nvcabq@gmail.com

EPC Commissioners,

I am requesting a four-month deferral of the proposed Comprehensive Plan amendment changing the designation of Menaul Blvd between Louisiana Blvd and Rio Grande Blvd from multi-modal to major transit. A deferral is necessary to provide for meaningful and transparent public engagement throughout the affected corridor. In the event a deferral is not granted, I oppose the redesignation.

I attended the post-submittal meeting with Council Services planners which was organized by the North Valley Coalition (NVC). The June 3, 2025 meeting was not a public meeting as the city is not required to have a public meeting. Notifications were sent out by the NVC to its members so it was not distributed to all the people who would be affected along the Manual/Indian School corridor. The presentation was limited in scope. It concentrated on the increase in bus frequency. The one example given from the IDO was not even applicable to this corridor. No information was presented as to differences in development standards, such as height, allowed uses, parking, encroachment into residential neighborhoods among other things. The land use changes would apply immediately after the Comp plan is changed. There should be public meetings throughout the length of the corridor to discuss the proposed change and consequences of the change in detail.

With respect to substantive concerns, the main argument for the proposed change is to increase transit but according to Council planners that increase would not occur for at least 3 to 5 years. (Note that bus service to the North Valley was recently reduced so I am a bit skeptical of the 3-5 year estimate.) A corridor designation change is not required to increase the frequency of buses. So why is there a push to rush through the proposed amendment?

The amendment is also being proposed to support the Menaul Metropolitan Redevelopment Area Plan, but that plan only extends from I-25 to the North Diversion Channel. Why is it necessary to extend the redesignation into the Valley? The corridor between Carlisle and Louisiana has residential neighborhoods that this designation would encroach upon also. The area west of 6th Street is primarily established residential. Councilor Benton sponsored a traffic calming study on this section of Indian School between 6th St and Rio Grande Blvd. This was supported by the community. This data-driven traffic calming and safety measures

starting at 6th Street have resulted in a reduction of four lanes to three lanes, the addition of buffered bike lanes and parking lanes, and significantly improved walkability with cross walks, pedestrian refuges, wide sidewalks, and landscaping. Buses can easily travel this part of the corridor but so do pedestrians, bicyclists, and other vehicles. The Alameda Drain used by numerous multi-modal users crosses the Indian School section of the corridor. The change from a multimodal to major transit which places emphasis on cars versus pedestrians and bicycles is not in character for this section of Indian School.

There is no comparison between the roadway character and land uses of the Menaul Corridor west of I-25 and other major transit corridors located elsewhere in the City such as Coors Blvd, Montgomery Blvd, Louisiana Blvd, San Mateo Blvd, and Lomas Blvd. Given that the increase in bus service under the proposed amendment will be minimal—from one bus every 40 minutes to two buses every 40 minutes and there is no guarantee when the bus frequency will increase, a complete corridor redesignation is hardly necessary.

In summary, I am not opposed to increasing bus frequency west of I-25 and along Rio Grande, but I request a deferral in order for the City to engage more people and explain more about the consequences of the proposed redesignation. If a deferral is not approved, I oppose eliminating the multi-modal designation of Menaul west of I-25 and oppose the redesignation to major transit.

I support the NVC position on this change. I am submitting this position as an individual as there was not adequate time to educate the Rio Grande Boulevard Neighborhood Association members on this proposal.

Eleanor Walther

Rio Grande Boulevard Neighborhood Association Vice-President

Subject: Fwd: Multi Modal vs Major Transit Corridors
Date: Wednesday, June 11, 2025 at 12:03:38 PM Mountain Daylight Time
From: Delgado, Omega
To: Cox, Matthew D.

Omega

Begin forwarded message:

From: Alex Applegate <alexdaviking@yahoo.com>
Date: June 11, 2025 at 12:47:14 PM EDT
To: "Renz-Whitmore, Mikaela J." <mrenz-whitmore@cabq.gov>, Peggy Norton <peggynorton@yahoo.com>, "Delgado, Omega" <odelgado@cabq.gov>, "Jackson, Tanya L." <tanyaj@cabq.gov>, "Fiebelkorn, Tammy" <tfiebelkorn@cabq.gov>
Subject: Multi Modal vs Major Transit Corridors

This Message Is From an External Sender
This message came from outside your organization.

Report Suspicious

Hi Mikaela, Omega, Tanya, and Councilor Fielbelkorn

I'm wearing two hats when I ask these questions: 1) As an executive member of the North Valley Coalition (NVC), and 2) As the chair of GAATC.

I'm trying to understand the requested change from Multi Modal to Major Transit Corridor for Menaul Blvd. I've tried to look but I do not find much detail and I'm hoping you can help direct me to the information or a person that might be able to explain it to me. First I'm listing the information that I have found on the two divisions, with questions to follow:

MAJOR TRANSIT CORRIDORS Major Transit Corridors are anticipated to be served by high frequency and local transit (e.g. Rapid Ride, local, and commuter buses). These corridors prioritize transit above other modes to ensure a convenient and efficient transit system. Walkability on these corridors is key to providing a safe and attractive pedestrian environment, as well as good access for pedestrians, cyclists, and transit users to goods and services along these Corridors and the Centers they connect. Development along Major Transit Corridors should be transit- and

pedestrian-oriented near transit stops, while auto-oriented for much of the Corridor. Building heights and development densities may be higher in Centers along these Corridors but should be stepped back behind the Corridor to respect established neighborhoods'

POLICY 5.1.10 Major Transit Corridors: Foster corridors that prioritize highfrequency transit service with pedestrian-oriented development. [ABC] a) Encourage higher-density residential developments within ¼ mile of transit stops or stations. b) Minimize negative impacts on nearby neighborhoods by providing transitions between development along Transit Corridors and abutting single-family residential areas. c) Encourage mixed-use development in Centers and near intersections. d) See Transportation Policy 6.1.6 for Major Transit Corridors.

MULTI-MODAL CORRIDORS Multi-modal corridors are intended to encourage the redevelopment of aging, auto-oriented commercial strip development to a more mixeduse, pedestrian-oriented environment that focuses heavily on providing safe, multi-modal transportation options. The development of these corridors will enhance the environment for pedestrians and transit users, while nearby parallel streets will serve bicycle travel. The density and scale of development behind Multi-Modal Corridors should diminish quickly to minimize impacts on existing neighborhoods and respect established development patterns.

Multi-Modal Corridors: Design safe Multi-Modal Corridors that balance the competing needs of multiple modes of travel and become more mixed-use and pedestrian-oriented over time. [ABC] a) Encourage the redevelopment of aging auto-oriented commercial strip development to a more mixed-use, pedestrian-oriented environment. b) Prioritize improvements that increase pedestrian safety and convenience and make bicycle and transit options more viable. c) Encourage lower auto traffic speeds and narrower traffic lanes to accommodate other modes of travel in more intense and active areas along the corridor. d) See also Transportation Policy 6.1.7 and Goal 6.2 for multi-modal policies. e) See Urban Design Goal 7.1 for development form

Now the questions: From the NVC hat: Can you provide specific difference on zoning changes that we'd find when we transition from Multi Modal to a Major Transit corridor? What changes to zoning would there be for development of denser housing (which I support)? The 1/4 mile of transit stops seems a bit nebulous? What changes in restrictions on development does the transition from one corridor to the other bring about?

From the GAATC/Transportation geek side: 1) Comparing Montgomery (Major Transit) to Menaul (Multi-Modal), I see relatively no differences in the frequency of transit with buses passing stops about every 30 to 40 minutes at each street. Are we to assume, then, that there will be no real change in frequency? Is there going to be an increase in Transit's budget to increase frequency? Also what changes do these actually entail to biking facilities? Omega Delagado's presentation on this change does not make this clear, and biking infrastructure has been reduced to a reference to the Bikeways Facilities plan in which there is no reference to any meaningful changes to Menaul throughout a majority of the affected area. Shouldn't this call for additional biking facilities on Menaul (along with a road diet)? I'd suggest that transit should be brought to TAB and biking/pedestrian implications to GAATC.

Thanks for your time and service!

Alex

Alex Applegate
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505-639-7410

Subject: Multi-Modal vs. MT Corridors (Matt Cox)
Date: Monday, June 16, 2025 at 12:18:16 PM Mountain Daylight Time
From: Cox, Matthew D.
To: alexdaviking@yahoo.com, peggynorton@yahoo.com
CC: Renz-Whitmore, Mikaela J., Delgado, Omega, Foran, Sean M., Fiebelkorn, Tammy
Attachments: image001.png, Comp Plan Amendment_Final_v5.14.pdf, image002.png

Hi Alex,

Thanks for reaching out. My name is Matthew Cox and I am the lead planner for the comp plan amendment and was passed on your email from Omega. I have attached the most current presentation, which was presented to the North Valley Coalition at a meeting on June 3rd and wanted to make sure you were given it as well.

First, I'll start with a basic breakdown of the reason for the amendment. Through the [ABQ Ride Forward study and proposed Network](#), which I believe GAATC reviewed at one of their meetings, the Transit Department will now move forward with trying to increase bus frequency along this portion of Menaul and Indian School to intervals of 15-20 minutes. With this type of frequency, it falls under the Comp Plan's definition of Corridor, Major Transit, since this section will now prioritize public transit over other modes of transportation. For example, the route goes back to 30-minute frequency east of Louisiana, thus why we are not extending the corridor that direction. Very high-level explanation but hopefully will help in answering the rest of your questions.

Please [use this map](#) to help in deciphering where these changes take effect, as well as the [IDO itself](#). This corridor designation does come with land use entitlements, of which I have listed the relevant sections and tables below:

- **Table III: IDO Provisions for ABC Comp Plan Centers and Corridor Areas**
 - This Table shows where Major Transit (MT) plays a role in specific uses, sub zones, development standards, etc. I hope the table is self explanatory, but please reach out if you have follow-up questions.
- **Section 4-3(B)(6)(e) Dwelling, Townhouse:** In any Mixed-use zone district west of the Rio Grande on properties abutting the public right-of-way of a Major Transit (MT) or Premium Transit (PT) Corridor, allowable uses in the Commercial category are required along at least 50 percent of the ground floor of the façade facing the Major Transit or Premium Transit Corridor.
- **Section 4-3(B)(8)(f) Dwelling, Multi-Family:** Same language as above.
- **Table 2-4-15 IDO Lighting Designations for the MX-FB Sub-Zones**
- **4-3(B)(4)(k) Dwelling, Cottage:** Where accessed from a local street, this use is prohibited within 330 feet of any other cottage development except for the following:
 - 1. Up to 2 cottage development projects may be adjacent.
 - 2. There is no distance separation required if the subject property is within 1,320 feet (¼ mile) of UC-MS-PT-MT areas.
- **4-3(D)(18)(l) Light Vehicle Fueling Station:** In the MX-H zone district and/or in any zone

district in UC-AC-MSPT-MT areas, the fully enclosed portion of any building containing a retail use with 1,000 square feet or more of gross floor area shall have a maximum front setback of 15 feet. A canopy attached to the building with a common roof satisfies this standard. The requirements of Subsection 14-16-5-1(D)(2) do not apply to this use.

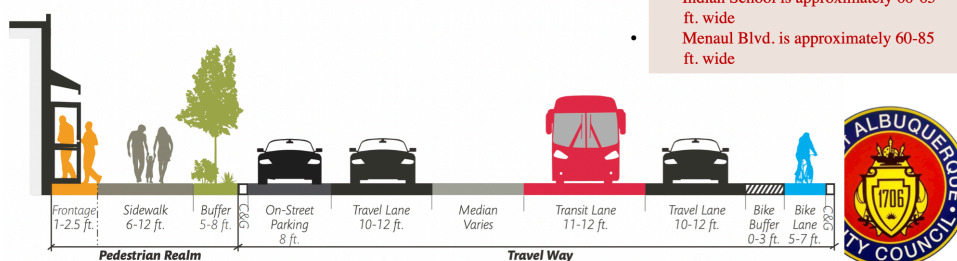
- **5-5(C)(5)(a) General Parking Reductions for Centers and Corridor:** In UC-AC-EC-MS areas or in MT areas in Areas of Change, where Table 5-5-1 and Table 5-5-2 do not specify a different parking requirement for the relevant Center or Corridor area, a 20 percent reduction in required off-street parking spaces shall apply to properties in those areas.
- **Table 5-1-2: Mixed-use Zone District Dimensional Standards:**
 - In this table, under building height, in zone districts MX-L and MX-M, if within a MT corridor, buildings can have a 12' height bonus for parking structures. In the MX-H zone district, you can have a 24' height bonus for parking structures. To be clear, this would be parking on the 1st or 2nd floor or on the rooftop were a developer could use the height bonus.
 - In all MX zone districts that are within a MT corridor, **workforce housing structures** get a 12' height bonus as well.

Now to your GAATC questions. The bus frequency, as stated above, will increase in frequency to every 15-20 minutes, versus the current 40-minute intervals. This change in frequency is expected to be in place in the next 3-5 years. According to transit, the budget is in place to roll out this network, the greater challenge is with staffing and driver shortages. Recently, the transit department has seen success in hiring more drivers, but we still have a ways to go before we can roll out the proposed network. The study and proposed network were all created using the 2019 budget, to ensure that they would be successful in rolling out the new routes. Of course, the department hopes to have an increase in budget in the future, which then means we can increase frequency along other routes as well.

As for biking infrastructure, on and off-street bike facilities are still proposed and designated through the [2024 Albuquerque Bike Plan](#). The other place that this takes effect is in the DPM, which can be seen in the image below:

Corridor Type / Classification	Location	Design Speed (MPH)	Pedestrian Realm			Travel Way		
			Frontage Zone (ft.)	Sidewalk Width (ft.)	Landscape / Buffer Zone (ft.)	Bike Lane Width (ft.)	Bike Buffer (ft.)	Travel Lane Width (ft.)
Major Transit	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-12
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-12

FIGURE 7.2.41 Street Element Dimensions Along Major Roads



As you can see through the [Bike Plan interactive map](#), the corridor has different proposed bike designations. There's an area along Indian School that calls for a buffered bike lane, but for the

most part, Menaul does not have any other proposed network designations. These decisions do not lie with this piece of legislation and instead is part of the review and approval process that happened with the Bike Plan, the Major transit corridor, per its definition, prioritizes public transit over all other modes.

We are happy to bring the proposal forward to TAB and GAATC and will work with the internal staff that manages those meetings to try and get on the schedule.

Please reach out with any other questions you may have.

All the best,



Matthew Cox, AICP | Council Principal Planner

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