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URBAN DESIGN & DEVELOPMENT DIVISION
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AMENDED OFFICIAL NOTICE OF DECISION

September 18, 2025

City of Albuquerque Council Services;
ABC Water Authority;
Albuquerque Boca Hotel Ltd Partnership;
Albuquerque Hotel Project, LLC;
Dismas Charities Properties Inc;
Eric Fabian;
Nathan Steel Strategies, LLC;
Robert H. Moss;
S2 ABQ, LLC;
University Hotels LLC;
c/o: Consensus Planning
One Civic Plaza NW
9th Floor, Suite 9087
Albuquerque, NM 87102

Project # ZMA-2025-00013
Zoning Map Amendment (Zone Change)

LEGAL DESCRIPTION:

Consensus Planning, Inc., agent for City of Albuquerque Council Services, ABC Water Authority; Albuquerque Boca Hotel Limited Partnership; Albuquerque Hotel Project, LLC; Dismas Charities Properties Inc; Eric Fabian; Nathan Steel Strategies, LLC; Robert H. Moss; S2 ABQ, LLC; and University Hotels LLC requests a Zoning Map Amendment, from NR-C or NR-LM to MX-M, for 16 properties located within the Menaul Metropolitan Redevelopment Area legally described as: Tract 3, MRGCD Map 36, excluding the northwesterly portion, also excluding portions to the Right of Way; Tract situated in Lots 3 & 4, Industrial Subdivision, excluding the westerly portion to Right of Way; Lot 5, Industrial Subdivision, excluding the portion out to the Right of Way; a portion of Tract 3, MRGCD Map No 36, excluding the westerly portions to the Right of Way; Lot 8-A, replat of Lots 7 & 8 of Industrial Subdivision, creating Lot 8A and an additional street Right of Way; Lots 9 through 17, Industrial Subdivision; Lot 18, Industrial Subdivision; Lot 19, Industrial Subdivision; Power Station, City of Albuquerque; Tracts A, B, X, & C, Koury Addition, replat of a portion of Block G, Netherwood Park Addition; Tract C-1, replat of Tract C & a portion of Tract D of Plat of Tracts A though G, Netherwood Park; Parcel 2, Menaul Development Area; Parcel 4-

A-1 Plat of Tract A-1-A & Parcel 4-A-1, Menaul Development Area; Tract E4C1, Plat of Tracts E4C1, E4C2, & E4C3, Menaul Development Area; Tract E4C3 Plat of Tracts E4C1, E4C2 & E4C3, Menaul Development Area; Tract F-1, Menaul Development Area (Being a replat of Tract F, Menaul Development Area, bounded by Interstate-25, Vassar Dr. NE, Phoenix Ave. NE, and Interstate-40, approximately 30 acres. (H-15, H-16)

Staff Planner: Catherine Heyne

On September 18, 2025, the Environmental Planning Commission (EPC) voted to forward a recommendation of APPROVAL to the City Council for Plan # ZMA-2025-00013, a Zoning Map Amendment - Council (Zone Change), based on the following Findings:

FINDINGS – ZMA-2025-00013– Zoning Map Amendment (Zone Change)

1. This request is for a Zoning Map Amendment from NR-C or NR-LM to MX-M for 16 parcels (“subject sites”) totaling approximately 30 acres in an Area of Change. The subject sites are located north of I-40, east of I-25, west of Vassar Dr. NE, and south of Phoenix Ave. NE (“subject area”).
2. The subject sites are within the boundaries of the Menaul Metropolitan Redevelopment Area (MRA) Plan.
3. The Environmental Protection Commission (EPC) is a recommending body to City Council in this case, since the subject sites are more than 20 gross acres of land, located entirely in an Area of Change [IDO §14-16-[6-7\(H\)\(1\)\(a\)](#)]. City Council is the decision-making body. The request is a quasi-judicial matter.
4. The legal descriptions for the properties are as follows:
 - Tract 3, MRGCD Map 36, excluding the northwesterly portion, also excluding portions to the Right of Way (1901 University Blvd NE), approximately 10.4 acres.
 - Tract situated in Lots 3 & 4, Industrial Subdivision, excluding the westerly portion to Right of Way; Lot 5, Industrial Subdivision, excluding the portion out to the Right of Way; A portion of Tract 3, MRGCD Map No 36, excluding the westerly portions to the Right of Way (1742 Menaul Blvd NE), approximately 0.5 acres.
 - Lot 8-A, replat of Lots 7 & 8 of Industrial Subdivision, creating Lot 8A and an additional street Right of Way; Lots 9 through 17, Industrial Subdivision; Lot 18, Industrial Subdivision; Lot 19, Industrial Subdivision (1780 Menaul Blvd NE), approximately 2.1 acres.
 - Power Station, City of Albuquerque (Menaul Blvd NE), approximately 0.5 acres.
 - Tracts A, B, X & C, Koury Addition, replat of portion of Block G, Netherwood Park Addition (2020 Menaul Blvd NE), approximately 7.3 acres.
 - Tract C-1, replat of Tract C & a portion of Tract D of Plat of Tracts A through G, Netherwood Park (2200 Menaul Blvd NE), approximately 0.7 acres.
 - Parcel 2, Menaul Development Area (2015 Menaul Blvd NE), approximately 2.9 acres.
 - Parcel 4-A-1 Plat of Tract A-1-A & Parcel 4-A-1, Menaul Development Area [2011 Menaul Blvd NE (alt: 2019 Menaul Blvd)], approximately 2.4 acres.

- Tract E4C1 Plat of Tracts E4C1, E4C2 & E4C3, Menaul Development Area (2119 Menaul Blvd NE), approximately 0.3 acres.
 - Tract E4C3, Plat of Tracts E4C1, E4C2 & E4C3, Menaul Development Area (2201 Menaul Blvd NE), approximately 0.3 acres.
 - Tract F-1, Menaul Development Area (Being a replat of Tract F, Menaul Development Area) (2331 Menaul Blvd NE), approximately 2.2 acres.
5. This request stems from a three-part project:
- A. The first phase was the Menaul Redevelopment Study ([R-21-207/ R-2021-079](#)) that identified conditions that were contributing to disinvestment south of Candelaria Rd., north of I-40, west of San Mateo Blvd., and east of I-25 in November 2021.
 - B. The second-phase, MRA Designation Report specified a portion of the Menaul Redevelopment Study area for the establishment of a new MRA bound by I-25, Phoenix Ave. NE, the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) North Diversion Channel, and I-40. The City Council approved the Menaul MRA Designation Report and MRA boundaries on May 16, 2022 ([R-21-230/ R-2022-034](#)).
 - C. Thirdly, on May 1, 2023, the City Council adopted the [Menaul Metropolitan Redevelopment Area \(MRA\) Plan](#) ([R-22-92/ R-2023-037](#)) to help guide revitalization.
6. The intention of the request is to implement the goals and priorities of the Menaul MRA Plan. The plan recommends a zone change to MX-M to allow for a wider range of uses and to introduce mixed- and multi-family residential uses to the area. The City Council Resolution [R-2022-034](#) specified that the area is suffering from blight and economic deterioration. With the zone change, vacant (e.g., hotel) and undeveloped properties may be developed or re-developed to enhance the economic vitality of the area, and in turn, deter crime.
7. On September 3, 2025, the City Council approved an amendment to the Comp Plan that changes the Menaul corridor designation from a Multi-modal to a Major Transit Corridor within the subject area ([R-25-175](#)). This would also align with the intent of an updated transit network as proposed in the May 2024 [ABQ RIDE Forward Network Plan](#) ([R-25-125](#)). A Major Transit Corridor should prioritize 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.
8. The north-south University Blvd. Premium Transit Corridor is intended to be served eventually by high-quality, high-capacity, high-frequency public transit (e.g., bus rapid transit). This corridor type is planned for mixed-use and transit-oriented development within walking distance from transit stations at strategic locations along the corridor.
9. I-25 and I-40 are designated as Commuter Corridors. Commuter Corridors are higher-speed and higher-traffic volume with routes for people going across town (e.g., limited-access roadways). These Corridors accommodate faster and longer trips for personal vehicles, commuter bus service, and often bicycling.
10. If the City Council adopts the proposed zone changes for these properties, the zoning will be converted to MX-M, and the Official Zoning Map will be revised accordingly. The subject sites would be controlled by the Integrated Development Ordinance (IDO); including MX-M zone district standards, applicable use-specific standards, and applicable development standards; and the DPM.

11. The Albuquerque/Bernalillo County Comprehensive Plan, the Menaul Metropolitan Redevelopment Plan, and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.
12. The subject sites are within an Area of Change as designated by the Comprehensive Plan.
13. The subject sites are within the Comprehensive Plan designated Mid-Heights Community Planning Area.
14. Three subject site parcels are zoned NR-C (Non-Residential – Commercial Zone District). The purpose of the NR-C zone district is to accommodate medium-scale retail, office, commercial, and institutional uses, particularly where additional residential development is not appropriate or not desired because of a deficit of jobs or services in relation to housing units in the area. Primary land uses include a wide spectrum of retail and commercial uses intended to serve both neighborhood and area-wide needs, as well as some light industrial uses [IDO §14-16-[2-5\(A\)](#)].
15. Thirteen subject site parcels are zoned NR-LM (Non-Residential – Light Manufacturing Zone District). The purpose of the NR-LM zone district is to accommodate moderate-intensity commercial, light assembly, fabrication, and manufacturing uses, while buffering adjacent lower-intensity, Residential and Mixed-use zone districts from the traffic, noise, and other impacts of those uses [IDO §14-16-[2-5\(C\)](#)].
16. The purpose of the MX-M zone district is to provide for a wide array of moderate-intensity retail, commercial, institutional and moderate-density residential uses, with taller, multi-story buildings encouraged in Centers and Corridors [IDO §14-16-[2-4\(C\)](#)].
17. With the proposed change, the use of the property located at the 2.2-acre parcel of 2331 Menaul Blvd NE will remain conditional. Pursuant to IDO §14-16-[1-10\(A\)](#) and §14-16-[6-4\(W\)](#), prior approvals remain valid and unless specified otherwise on the permit or approval document for a specific type of development approval.
18. The request furthers the following applicable goals and policies from the Comprehensive Plan Chapter 4 – Community Identity:

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

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

The MX-M zoning is consistent with existing nearby development and permits uses that are already common on most of the affected parcels.

B. POLICY 4.1.1 DISTINCT COMMUNITIES: Encourage quality development that is consistent with the distinct character of communities.

The proposed zone change is intended to encourage high-quality development and revitalization that is generally consistent with the distinct character of the community. Although, the proposed zone change would broaden the range of permitted uses in the area--the applicant's intention is to allow mixed use development including multi-family residential use --there is potential to attract a more diverse mix of businesses and developments to the Menaul corridor. The request is consistent with the area's established land uses.

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

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

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

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

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

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

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

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

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

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

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

- F. **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 request could direct growth and more intense development to the Menaul MRA, which is both a Metropolitan Redevelopment Area and an Area of Change, by expanding development possibilities. The proposed zoning allows for additional residential, commercial, and industrial uses, that can help activate blighted as well as undeveloped property and contribute to the vitality of the Menaul Major Transit Corridor. This in turn, aligns with the City's goal to direct growth to areas where it is expected and desired.

20. The request furthers the following applicable goals and policies from the Comprehensive Plan Chapter 6 – Transportation:

A. GOAL 6.1 LAND USE-TRANSPORTATION INTEGRATION: Land Use – Transportation Integration: Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.

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

B. POLICY 6.1.2 TRANSIT-ORIENTED DEVELOPMENT: Prioritize transit-supportive density, uses, and building design along Transit Corridors.

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

C. POLICY 6.1.3 AUTO DEMAND: Reduce the need for automobile travel by increasing mixed-use development, infill development within Centers, and travel demand management (TDM) programs.

The MX-M zone district would allow a wider variety of uses permissive within the Menaul MRA, an area adjacent to public transit and multi-use trails that connect to other areas of the city. An increased population in close proximity to the Menaul Major Transit Corridor with transit amenities could reduce the need for person vehicle travel and create a more vibrant and active community.

21. The request furthers the following applicable goals and policies from the Comprehensive Plan Chapter 8 – Economic Development:

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

11. The request could contribute to placemaking by allowing for the redevelopment and diversification of an area recently adopted in City Council Resolution [R-2022-034](#) as showing signs of blight and economic disinvestment. Allowing MX-M zoning in a traditionally NR-C and NR-LM zoned area would provide opportunities for a range of housing types that could attract residents with diverse backgrounds and economic needs as well as permit neighborhood appropriate uses that could support a vibrant and more active community.

This request could help create a more diverse and livable community that could support long-term growth and investment by creating places where business and talent will stay and thrive. Future development would be required to comply with applicable design and compatibility standards.

- B. **POLICY 8.1.1 DIVERSE PLACES:** Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities.

The request could foster a wider range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities along established major transit corridors. The proposed MX-M zoning within a predominantly non-residential area would allow for a greater mix of uses, including medium and higher density residential uses, that could create a more diverse neighborhood and added variety of mass and scale.

The possibility of diversification of the area's use could further encourage economic development by attracting new investment. Future development would be required to adhere to design standards to ensure appropriate transitions and compatibility with the surrounding building scale and context.

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

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

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

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

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

- B. **Goal 4:** Increase the amount of market rate and affordable housing within the MR Area through the redevelopment of vacant and underutilized sites and the conversion of nonresidential buildings.

The request could allow the building of medium to higher density residential housing, which could boost the amount of market rate and affordable housing within the Menaul MR Area that currently does not permit residential dwellings. This change would also allow the conversion of any hotel or motel impacted by this zone change to multi-family residential properties.

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

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

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

A. 6-7(H)(3)(a):

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

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

Applicable citations: Goal 4.1 Character, Policy 4.1.1 Distinct Communities; Goal 5.1-Centers & Corridors; *Goal 5.2 Complete Communities; Goal 5.3 Efficient Development Pattern, Policy 5.3.1 Infill Development; Goal 5.6 City Development Areas, Policy 5.6.2 Areas of Change; Goal 6.1 Land Use-Transportation Integration, Policy 6.1.2 Transit-Oriented Development, Policy 6.1.3 Auto Demand; Policy 8.1.1 Diverse Places, Policy 8.1.2 Resilient Economy.

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

1. There was typographical or clerical error when the existing zone district was applied to the property.
2. There has been a significant change in neighborhood or community conditions affecting the site.
3. A different zone district is more advantageous to the community as articulated by the ABC Comp Plan, as amended (including implementation of patterns of land use, development density and intensity, and connectivity), and other applicable adopted City plan(s).

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

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

1. There was typographical or clerical error when the existing zone district was applied to the property.
2. There has been a significant change in neighborhood or community conditions affecting the site that justifies this request.
3. A different zone district is more advantageous to the community as articulated by the ABC Comp Plan, as amended (including implementation of patterns of land use, development density and intensity, and connectivity), and other applicable adopted City plan(s).

The applicant stated that the request to downzone the 16 parcels of the subject sites from NR-LM or NR-C to MX-M is more advantageous to the community in response to criterion 6-7(G)(3)(c)2 and 3:

A different zone district would be more advantageous to the community as articulated by the ABC Comp Plan, as amended (including implementation of patterns of land use, development density and intensity, and connectivity), and other applicable adopted City plan(s). Allowing for more redevelopment options, could have a positive catalytic impact on the area and encourage redevelopment and infill of the subject properties. Additionally, the MX-M zone would continue to allow the existing hotels and motels within the MRA and allow conversions to multi-family residential use, which is not allowed in either the NR-C or NR-LM zoning districts. Also, the applicant's policy-based analysis demonstrates that the request would further a preponderance of applicable Comprehensive Plan goals and policies and would be more advantageous to the community than the current zoning.

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

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

The requested zoning generally does not include permissive uses that would be harmful to adjacent property, the neighborhood, or the community. Cannabis retail could be considered a harmful use, but although an Accessory use in NR-LM, cannabis retail was a permissive use in the NR-C zone district. However, all future development under the MX-M zone district would be subject to applicable IDO and DPM standards that serve to protect and preserve the identity of the neighborhood by mitigating the impacts of potentially incompatible uses (see IDO Table 4-2-1: Allowable Uses). Additionally, cannabis-related uses would be regulated by New Mexico State law, including but not limited to any required spacing from other uses or facilities. Therefore, Use-Specific Standards for cannabis retail should mitigate any harmful impacts, and its use is prohibited within 660 feet of another cannabis retail location and within 300 feet of any school or child day care facility.

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

5. 6-7(G)(3)(e): The City's existing infrastructure and public improvements, including but not limited to its street, trail, and sidewalk systems meet 1 of the following requirements:
 1. Will have adequate capacity based on improvements for which the City has already approved and budgeted capital funds during the next calendar year.
 2. Will have adequate capacity when the applicant fulfills its obligations under the IDO, the DPM, and/or an Infrastructure Improvements Agreement.
 3. Will have adequate capacity when the City and the applicant have fulfilled their respective obligations under a City-approved Development Agreement between the City and the applicant.

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

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

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

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

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

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

1. The area of the zone change is different from surrounding land because it can function as a transition between adjacent zone districts.
2. The site is not suitable for the uses allowed in any adjacent zone district due to topography, traffic, or special adverse land uses nearby.
3. The nature of structures already on the premises makes it unsuitable for the uses allowed in any adjacent zone district.

The analysis of spot zones in the city is determined based on several factors identified in the review and decision criteria, including assessing surrounding zone districts, land uses, and

applicable IDO definitions. A zone change that includes 16 parcels totaling approximately 30 acres to MX-M would not create a “spot zone” as this designation would comprise over 30 % of the resulting zoning within the Menaul MRA. Second, zoning for these parcels mostly along Menaul, would be consistent with 10 acres of already existing MX-M zoned properties. The request furthers a preponderance of the Comprehensive Plan goals and policies and is consistent with the intent of the Comprehensive Plan as shown in the response to Criterion A. MX-M zoning also aligns with Menaul MRA Plan goals.

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

1. The NR-BP zone district and Master Development Plan will result in an internally coordinated system of land uses, development intensities, and open spaces that is more consistent with the adopted ABC Comp Plan, as amended, that is visually more attractive to surrounding areas, and that promotes economic development of the city better, than could be achieved without the NR-BP zone district.
2. The NR-BP zone district and Master Development Plan will result in street, circulation, open space, and storm drainage systems that connect and integrate with the City’s existing systems.
3. The City and other service providers have adequate infrastructure and public service capacity to serve the proposed development without decreasing service quality to existing City residents or increasing financial burdens on existing City residents, or the applicant has made adequate financial commitments to ensure this result.

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

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

1. The proposed amendment and related Framework Plan meet any criteria for approval for a Planned Community adopted by City Council.
2. The Framework Plan for the property will result in street, circulation, open space, and storm drainage systems that connect and integrate with the City’s existing system.
3. The Framework Plan for the property accommodates reasonably anticipated growth of the City in a manner that is more consistent with the ABC Comp Plan, as amended, than the accommodation of such growth that could be achieved without the PC zone district.
4. The City and other service providers have adequate infrastructure and public service capacity to serve the proposed development without decreasing service quality to existing City residents or increasing financial burdens on existing City resident, or the applicant has made adequate financial commitments to ensure this result.

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

24. The Department of Municipal Development submitted a comment indicating that the segment of Menaul Blvd. encompassing the subject area is designated as part of the City’s Prioritized High Fatal and Injury Network (HFIN) per the City of Albuquerque [Vision Zero Year-in-Review/Action Plan Update](#) (Action Plan), and that the proposed zoning map amendment is both complementary and consistent with the upcoming Comp Plan designation of this section of Menaul Blvd. as a Major Transit Corridor, as well as strategies outlined in the Action Plan. Zoning that supports land use for

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increased multimodal and transit-oriented development are important components towards the City's Vision Zero goal because it creates more transportation options in addition to private automobile travel.

25. The Santa Barbara Martineztown Neighborhood Association is the only affected neighborhood organization within 660-feet of the properties that required notification, and was notified as required. All property owners within 100 feet of the subject sites were notified as required (see Attachment E). There is no known neighborhood or public support or opposition.
26. The applicant was not required to offer a Pre-submittal Tribal Meeting to Indian Nations, Tribes, and Pueblos as the subject sites are greater than 660 ft. of Major Public Open Space [IDO §14-16-6-4(B)].

APPEAL

It is not possible to appeal an EPC Recommendation to the City Council, since this is not a final decision. For more information regarding the appeal process, please refer to Section IDO §14-16-6-4(T) (FINALITY OF DECISIONS) of the Integrated Development Ordinance (IDO).

Sincerely,

Megan Jones

for Alan Varela
Planning Director

AV/ MJ/ CH

OFFICIAL NOTICE OF DECISION

Project # ZMA-2025-00013

September 18, 2025

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cc:

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Land owner, Albuquerque Hotel Project LLC, jvnee.gill@7seashospitality.com
Land owner, Crown Plaza Albuquerque, Albuquerque Boca Limited Partnership, Joani Jones,
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Land owner, Dierson Charities, EDonnarumma@dismas.com
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