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URBAN DESIGN & DEVELOPMENT DIVISION
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OFFICIAL NOTICE OF DECISION

January 15, 2026

Cindy Sharma
c/o: Michelle Negrette
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Plan # [ZMA-2025-00021](#)
Zoning Map Amendment (Zone Change)

LEGAL DESCRIPTION:

Michelle Negrette, agent for Strata Design, LLC requests a Zoning Map Amendment from R-1C to R-ML for all or a portion of Lot 11, Block 32 of Mankin Subdivision, Mesa Park Addition located at 737 Louisiana Blvd SE, between Southern Ave and Kathryn Ave SE, approximately 0.17 acres. (L-18)

Staff Planner: Catherine Heyne

On January 15, 2026, the Environmental Planning Commission (EPC) voted to APPROVE Plan # ZMA-2026-00021, a Zoning Map Amendment (Zone Change) based on the following Findings.

FINDINGS – ZMA-2025-00021 – Zoning Map Amendment (Zone Change)

1. This is a request for a Zoning Map Amendment from R-1C (Residential – Single-Family) zone district to R-ML (Residential – Multi-family Low Density) for an approximate 0.17-acre site, comprising all or a portion of Lot 11, Block 32 of Mankin Subdivision, Mesa Park Addition located at 737 Louisiana Blvd SE (the “subject site”), and consisting of approximately 0.17 acres.
2. The intention of the zoning map amendment is to facilitate the development of townhomes on the subject site with the proposed R-ML zoning. IDO §14-16-4-3(B)(6)(d) restricts townhome use in the R-1 zone district except in or within 1,320 feet (1/4 mile) of MS-PT areas, which precludes the subject site.
3. The area including 737 Louisiana Blvd SE was annexed by the City April 20, 1948, and zoned R-1. A single-family home was built prior to 1959. The single-family home was demolished in 2023 (Permit GP-2023-27897); the lot remains undeveloped.
4. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.

5. The subject site is within an Area of Change and within 660 ft. of the Louisiana Blvd Major Transit Corridor, as designated by the Comp Plan.
6. The subject site is within the (Airport) Air Space Protection Sub-area of the Airport Protection Overlay (APO) Zone (IDO §14-16-3-3).
7. The subject site is within the Near Heights Metropolitan Redevelopment Area.
8. The request generally 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.

The request expands R-ML zoning from the east to the west side of Louisiana at this location, which is also adjacent and to the north of the more intense R-MH zoning south of Kathryn Ave. The request would allow for the development of a vacant property in a manner that enhances and protects the character of the surrounding community by maintaining similar setbacks but allow for denser building with taller structures than single-family dwellings, yet shorter than adjacent R-MH building height allowances. The R-ML zone would continue to support primarily residential uses, which dominate the properties west of Louisiana Blvd., and restrict most other civic, institutional, commercial, and industrial uses. Any future development at the subject site would require a site plan directed by IDO and DPM requirements to ensure continued compatibility with the surrounding community.

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

The request could facilitate quality development that would be consistent with the distinct character of the community by supporting permissive uses that would align with those of properties within the Louisiana Blvd. Major Transit Corridor. Future development under R-ML zoning would be required to meet applicable buffering, design, and dimensional standards to mitigate any potential impact to adjacent properties, which would result with a zone change.

C. POLICY 4.1.2 Identity and Design: Protect the identity and cohesiveness of neighborhoods by ensuring the appropriate scale and location of development, mix of uses, and character of building design.

Future development under R-ML zoning would be required to meet applicable buffering, design, and dimensional standards, such as setbacks that would be similar to existing R-1C zoning dimensional standards. Comparable dimensional standards at the subject site and surrounding properties help maintain identity and cohesiveness of the neighborhood. The biggest change would be a new permissive 38 ft building height allowance versus the current 26 ft height allowed in the R-1C zone district. However, the 38 ft height maximum is less than that of the adjacent R-MH zone district south of Kathryn, although currently only single-story residences, allows building heights of up to 48 ft in height. In general, the allowable increased density (e.g., townhomes, multi-family, group living) would be consistent with development standards along the major transit corridor.

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

- A. **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 efficient development patterns by facilitating infill of an undeveloped property that has already been served by public infrastructure—water, sewer, electric, and the Louisiana Boulevard Transit Corridor. The R-ML zone district would allow for an increased variety of housing options while generally maintaining existing civic, institutional, commercial, and industrial uses that complement adjacent corridor, property, infrastructure, and public facility uses. Any future development of the property would be subject to IDO requirements to ensure the efficient use of resources and infrastructure.

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

The subject site is readily connected to adjacent infrastructure and public facilities at the time of development including water, sewer, road, and electric infrastructure as well as a variety of transit options. Easy access to existing services reduces the need for major new infrastructure investments, and could support a wider range of housing options than the current vacant R-1C tract within an Area of Change. Allowing denser residential development at this site would be an efficient reuse of land that is within walking distance of many community amenities such as schools, parks, library, community center, and police substation.

- C. **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 site is located wholly within an Area of Change. The request would direct growth to an area where development is encouraged and adjacent to parcels with corresponding zoning. An R-ML zone at the subject site could allow for a wide variety of residential infill including townhomes, multi-family, and group living options that align with the area's existing development pattern and reinforces the character and intensity of a transit corridor.

- D. **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 an Area of Change and the Near Heights Metropolitan Redevelopment Area where development is encouraged. The request would also establish denser R-ML zoning between R-MH to the south and R-1C to the north of the subject site that borders the Louisiana Blvd. Major Transit Corridor. The proposed zoning allows for single-family to higher density residential uses while generally maintaining existing civic, institutional, commercial, and industrial uses. The zone change can help activate the currently undeveloped property and contribute to the surrounding corridor's vitality by allowing denser residential uses. Future development would be subject to applicable design and compatibility standards to ensure integration with the surrounding community. Additionally, this request promotes infill development thereby maximizing existing resource.

- E. **POLICY 5.6.4 APPROPRIATE TRANSITIONS:** Provide transitions in Areas of Change for development abutting Areas of Consistency through adequate setbacks, buffering, and limits on building height and massing.

The request could create a transition between the higher trafficked Louisiana Blvd and the single-family, R-1C development to the west, and higher density R-MH zoning to the south. The proposed R-ML zoning permits a variety of residential development while maintaining similar setbacks to R-1 residential zoning. A restricted lot size of the subject site reduces future development possibilities at the subject site, especially regarding building massing. At this time, the addition of an elementary or middle school, and/or large residential facility, both of which would become permissive at the location with the zone change would be excluded by property size. IDO and DPM regulations would further buffer the transition to adjacent zoning and uses. Existing permissive civic, institutional, commercial, and industrial uses are largely preserved.

10. The request partially 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 site is within 660-feet of the Louisiana Blvd Major Transit Corridor but is not within a Center. The zone change would allow denser housing options at the subject site (e.g., townhome, multi-family, group living) than the previous single-family residence at the subject site. Higher density could strengthen the Louisiana Blvd. corridor by increasing the concentration of people near community amenities, making non-automobile modes like public transit, walking, and biking more convenient and efficient. Any proposed development would be required to meet site design and compatibility standards to ensure appropriate integration with the surrounding area.

B. POLICY 5.1.1 DESIRED GROWTH: Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.

The request would allow denser infill and growth along a major transit corridor for a property that has been vacant since 2023. The proposed R-ML zoning maintains expanded housing development options within a transit corridor while potentially supporting a sustainable development pattern of denser housing within walking distance of various amenities (e.g., shopping, library, parks, community center, police station, schools). However, the zone change does not guarantee regional growth/development, but hyper-local. Future development would be required to comply with applicable site design and buffering standards to ensure compatibility with the surrounding area.

11. The request furthers POLICY 6.1.2 – TRANSIT-ORIENTED DEVELOPMENT: Prioritize transit-supportive density, uses, and building design along Transit Corridors from the Comprehensive Plan Chapter 6 – Transportation.

The request would facilitate denser infill development that aligns with transit-oriented development principles by increasing the number of residents near a variety of community amenities as well as public transportation options of Louisiana Blvd., a major transit corridor. Higher-density residential uses could potentially minimize vehicle trips taken and/or increase transit ridership.

12. The request generally furthers or furthers the following applicable Goals and Policies from the Comprehensive Plan Chapter 9 – Housing.

A. POLICY 9.2.1 COMPATIBILITY: Encourage housing development that enhances neighborhood character, maintains compatibility with surrounding land uses, and responds

to its development context – i.e., urban, suburban, or rural – with appropriate densities, site design, and relationship to the street.

The request facilitates housing development by allowing a variety of housing types and residential densities that maintains existing neighborhood land uses to the south, east, and further north along Louisiana Blvd. The proposed zoning allows for higher density residential uses that play into the existing suburban development context along a transit corridor, although the current character west of Louisiana Blvd. currently favors single-story development.

The request supports development that aligns with existing land uses and is generally consistent with the City's development objectives of directing growth to Areas of Change, where it is expected and desired. Future development would be subject to applicable City design and compatibility standards to ensure appropriate integration and densities, site design, and relationship to the street.

- B. GOAL 9.3 DENSITY: Support increased housing density in appropriate places with adequate services and amenities.

The request would allow an increased housing density at the subject site and not just a single-family home. Adding more than a single-occupancy development at the subject site would be appropriate, as it is within 660 feet of the Louisiana Blvd. Major Transit Corridor and has readily available access to existing infrastructure and public facilities. The proposed R-ML zoning has the potential to increase housing availability within a well-developed area, aligning with policies that promote efficient land use and help alleviate pressure for new development on the urban periphery.

- C. POLICY 9.3.2 OTHER AREAS: Increase housing density and housing options in other areas by locating near appropriate uses and services and maintaining the scale of surrounding development.

The request could support increased housing density at the subject site which is an appropriate location to allow such development, as it is within 660 feet of the Louisiana Blvd. Major Transit Corridor and has considerably easy-access to existing infrastructure, public facilities, and local commercial services. Generally, the immediate surrounding area consists of single-story, single- and multi-family residential dwellings with multiple stories further south and east of Louisiana Blvd. However, R-MH zoning directly to the south of Kathryn Ave. on both sides of Louisiana Blvd. allows for building heights of up to 48 ft within 100 ft of the property lines. The maximum building height for R-ML is 38 ft, which generally maintains a consistent development scale along the transit corridor and to adjacent properties to the south.

13. The request partially furthers the following applicable Goals and Policies from the Comprehensive Plan Chapter 9 – Housing:

- A. GOAL 9.1 SUPPLY: Ensure a sufficient supply and range of high-quality housing types that meet current and future needs at a variety of price levels to ensure more balanced housing options.

The request supports developing housing by allowing a wider range of housing types and higher residential density at the subject site. More specifically, the proposed R-ML zoning would allow for townhome, multi-family, and group housing, which can help meet current

and future housing needs. Although, it is the intention of the applicant to develop the site with multiple townhomes and potentially a casita, a zone change does not guarantee multi-family development nor a variety of price levels.

- B. POLICY 9.1.1 HOUSING OPTIONS: Support the development, improvement, and conservation of housing for a variety of income levels and types of residents and households.

The request would facilitate the development of future housing and thereby the conservation of housing by allowing a range of housing types and densities at the subject site. Although, it is the intention of the applicant to develop the site with multiple townhomes and potentially a casita, a zone change does not guarantee the provision or conservation of housing for a variety of income levels and types of residents and households.

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

- A. 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 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 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, Policy 4.1.2-Identity and Design; 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, Policy 5.6.4-Appropriate Transitions; Policy 6.1.2 Transit-Oriented Development; Policy 9.2.1-Compatibility; Goal 9.3-Density, Policy 9.3.2-Other Areas.

Partially applicable citations: Goal 5.1-Centers & Corridors, Policy 5.1.1-Desired Growth; Goal 9.1-Supply, Policy 9.1.1-Housing Options.

Inapplicable citations: Goal 6.1-Land Use; Policy 9.1.2-Affordability; Goal 9.2-Sustainable Design.

- B. 6-7(G)(3)(b): If the subject property is located partially or completely 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 a 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 site is wholly located within an Area of Change and not wholly or partially in an Area of Consistency, as designated by the Comp Plan. This criterion is not applicable.

- C. 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 a 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).

This request meets Criterion 3. The subject site is located wholly within an Area of Change where growth and development are encouraged. The subject site is situated along a major transit corridor, making it an appropriate location for concentrated development. An R-ML zone district at this location would be consistent with adjacent properties to the east and south in terms of land use, development density, intensity, and connectivity, and could readily integrate with the existing character of the single-family homes to the north and west as future building at this site would be restricted by lot size which remains consistent with those properties. Any future development shall follow all applicable IDO and DPM regulations to protect neighboring lots.

The applicant's policy-based analysis demonstrates that the request would further a preponderance of applicable Comprehensive Plan goals and policies and could be more advantageous to the community than the current R-1C zoning.

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

The requested zoning does not include permissive uses that would be harmful to adjacent property, the neighborhood, or the community. The applicant compared allowable uses in the existing R-1C zone district to the proposed R-ML in a table format. Although the provided table shows Residential Uses largely remain consistent between the existing and proposed zoning, R-1 zoning precludes townhome development due to location [IDO § 14-16-[4-3\(B\)\(6\)\(c, d\)](#)]. Additional, permissive uses allowed under the proposed R-ML zoning but not the current R-1C zoning include: Assisted living facility or nursing home, Community residential facility, large, Elementary or middle school, and Art gallery. Live-work dwellings would become conditionally permissive with the two additional Group Living scenarios—Group home, small and Group home, medium. These uses are generally

not considered harmful, and some of these uses would be restricted by lot size [e.g., IDO § 14-16-[4-3\(C\)\(8\)\(b, c\)](#)].

- E. 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 any of the following criteria:
1. Have adequate capacity to serve the development made possible by the change of zone.
 2. Will have adequate capacity based on improvements for which the City has already approved and budgeted capital funds during the next calendar year.
 3. Will have adequate capacity when the applicant fulfills its obligations under the IDO, the DPM, and/or an Infrastructure Improvements Agreement (IIA).

This request will meet Criterion 1. The subject site will have adequate capacity to serve the development made possible by the zone change. The existing infrastructure should adequately serve the subject site and future land uses granted in the proposed R-ML zone district. The site is served by the Louisiana Blvd. Major Transit Corridor, has sufficient sidewalk access, a bus stop within a few-minute walk, and a designated bike lane providing the subject site with multiple transportation options.

- F. 6-7(G)(3)(f): The applicant's justification for the Zoning Map Amendment is not completely based on the property's location on a major street.

Although the subject site is located along the Louisiana Blvd. Major Transit Corridor, the applicant's justification is not completely based on the subject site's location; rather, the applicant has adequately demonstrated that the request furthers and does not conflict with a preponderance of applicable Comp Plan goals. The two major differences between the existing and proposed zoning are that R-ML allows townhome development and has a greater height allowance.

- G. 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 furthers a preponderance of applicable Comprehensive Plan Goals and Policies and does not significantly conflict with them. Also, the proposed R-ML zone change would allow for a greater variety of residential development density, which is encouraged in Areas of Change and major transit corridors.

The zone change would allow townhomes to be built and would allow 38 ft building heights. Even with the increased height, 38 ft is less than the allowable 48 ft heights of the adjacent neighboring R-MH properties to the south. Furthermore, density may be further restrained through required Landscaping, Buffering, and Screening standards and Open Space requirements. Nevertheless, denser development could be more advantageous to the community and the location lends itself to support alternative forms of transit.

- H. 6-7(G)(3)(h): The Zoning Map Amendment 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 requested zoning will clearly facilitate implementation of the ABC Comp Plan, as amended, and at least 1 of the following applies.

1. The subject property is different from surrounding land because it can function as a transition between adjacent zone districts.
2. The subject property 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 subject property makes it unsuitable for the uses allowed in any adjacent zone district.

A zone change from R-1C to R-ML at the subject site does not create a “spot” or “strip” zone. The proposed R-ML Zone District is consistent with the adjacent, approximately 16-acre parcel to the east of Louisiana Blvd., also zoned R-ML. Regardless, the subject site could also function as a transition between the higher impact R-MH zoning to the south and adjacent R-1C zone districts to the west and north. The request is consistent with the intent of the Comprehensive Plan by facilitating zoning that aligns with neighboring properties.

15. Four Neighborhood Associations (District 6 Coalition of NAs, Elder Homestead NA, South San Pedro NA, and Trumbull Village NA) are within 660 ft of the subject site, and were notified as required. Property owners within 100 feet were notified as required.
16. City departments and other public agencies reviewed this application. Although no objections were provided, City Hydrology indicated that any future development would require a Grading & Drainage Plan that shows onsite management of Stormwater Quality Volume (SWQV) in accordance with the drainage ordinance. DMD stated that zoning that supports land use for increased multimodal and transit-oriented development is a critical component for advancing the City’s Vision Zero goals, as it helps expand transportation options beyond private automobile travel. City Urban Forestry indicated that any future development would require street trees along Louisiana Blvd and Kathryn Ave SE.
17. Notification to Indian Nations, Tribes, and Pueblos was not required.
18. Staff received no public comment regarding the proposed zone change.

APPEAL

If you wish to appeal, you must do so within 15 days of the EPC’s decision or by **January 30, 2026**. The date of the EPC’s decision is not included in this 15-day period. If the 15th day falls on a Saturday, Sunday, or Holiday, the next working day is considered the deadline for filing an appeal.

For more information regarding the appeal process, please refer to the Integrated Development Ordinance (IDO), §14-16-6-4(U) (Appeals). The IDO is available online here: <https://www.cabq.gov/ido>. A non-refundable fee is required to be paid when the appeal is filed. It is not possible to appeal EPC recommendations to the City Council, because a recommendation is not a final decision.

You will receive notification if anyone files an appeal. If the decision is not appealed, you can receive building permits any time after the appeal deadline, provided all conditions of approval associated with the decision and all other applicable regulations have been met.

Sincerely,

Megan Jones

for Alan Varela
Planning Director

AV/MJ/CH

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