

PLANNING DEPARTMENT  
URBAN DESIGN & DEVELOPMENT DIVISION  
600 2nd Street NW, 2nd Floor, Albuquerque, NM 87102  
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Office (505) 924-3860



## OFFICIAL NOTICE OF DECISION

March 19, 2026

David and Rebecca Gonzales  
914 Montano Rd NW, Albuquerque  
NM, 87107  
5925 Edith Blvd NE, Albuquerque, NM  
87107

**Project #** PR-2025-020144  
**Plan #** [ZMA-2026-00001](#)  
Zoning Map Amendment (Zone Change)

### LEGAL DESCRIPTION:

Tierra West, LLC, agent for David Gonzales, requests a Zoning Map Amendment from R-A, MX-T or R-1C to MX-M for (4) contiguous parcels legally owned by the applicant described as all or a portion of; 1) Tract 47, Map 32, located at 5626 Gene Ave. NW, approximately 1.2 acres; 2) Tract 68-A-2-C & ZAPF-VAN Addition No. 10, Lot 14 & Lot 15, Map 32, excluding the west 80 ft & excluding the southernly portion out to the ROW, located at 907 Montano Rd. NW (City Parcel 915 Montano Rd. NW), approximately 1.2 acres; 3) Lot 13 (except the southernly portion out to ROW Montano Rd.), ZAPF VAN Addition No. 10, located at 817 Montano Rd. NW, approximately 0.5 acres; 4) Tract 68-B, Map 32, located at 5626 Guadalupe Trl NW, approximately 0.2 acres, between Montano Rd and Gene Ave., containing approximately 3.2 acres in total. (F-14)

Staff Planner: William Steele

On March 19, 2026, the Environmental Planning Commission (EPC) voted to APPROVE Project# PR-2025-020144, Plan # ZMA-2026-00001, Zoning Map Amendment (ZMA/Zone Change) based on the following Findings and subject to the following Condition of Approval.

### FINDINGS – Project # PR-2025-020144, Plan # ZMA-2026-00001 – Zoning Map Amendment (ZMA/Zone Change)

1. The request is for a Zoning Map Amendment (zone change) from R-A, MX-T or R-1C to MX-M for (4) contiguous parcels legally owned by the applicant described as all or a portion of; 1) Tract 47, Map 32, located at 5626 Gene Ave. NW, approximately 1.2 acres; 2) Tract 68-A-2-C & ZAPF-VAN Addition No. 10, Lot 14 & Lot 15, Map 32, excluding the west 80 ft & excluding the southernly portion out to the ROW, located at 907 Montano Rd. NW (City Parcel 915 Montano Rd. NW), approximately 1.2 acres; 3) Lot 13 (except the southernly portion out to ROW Montano

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- Rd.), ZAPF VAN Addition No. 10, located at 817 Montano Rd. NW, approximately 0.5 acres; 4) Tract 68-B, Map 32, located at 5626 Guadalupe Trl NW, approximately 0.2 acres, between Montano Rd and Gene Ave., containing approximately 3.2 acres in total (the “subject site”).
2. The EPC is the final decision-making body for this request because three tracts within the subject area are designated as an Area of Consistency and are less than 10 acres [IDO §14-16-6-7(G)(1)(a)2]. A small portion of 907 Montano Rd NW is within an Area of Change and is less than 20 acres [IDO §14-16-6-7(G)(1)(a)3]. The request is a quasi-judicial matter.
  3. In November 2025 the applicant submitted a sketch plat to consolidate the subject sites into one parcel for the proposed use of a medical office (PA-2025-00374). The subdivision action would clean up the ROW and City Parcels, which has not yet occurred. The applicant intends on replatting after approval of the zone change and vacation of ROW.
  4. An acequia ROW traverses the properties located at 907 Montano Rd NW and 817 Montano Rd NW. The portion of the acequia crossing 817 Montano Rd NW does not carry a zoning designation under the Integrated Development Ordinance (IDO), as public rights-of-way are not assigned zoning districts.
  5. In February 2026, an application for Vacation of Public Right-of-Way (VA-2026-00003) was submitted to the Development Hearing Officer (DHO) pursuant to the procedures of IDO §14-16-6-6(M). It is scheduled to be heard during the March 25th DHO meeting.
  6. The applicant is requesting that the ZMA request is heard prior to the vacation and requests that the EPC include a Condition of Approval allowing the ZMA to be approved prior to the Vacation. The condition would require the vacation to be approved prior to the issuance of an official zoning certificate.
  7. The intention of the zone change is to facilitate the future development of commercial uses (medical office) on the subject site.
  8. 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.
  9. Proposed Zoning: The purpose of the MX-M (Mixed-use – Medium Intensity) zone district (IDO §14-16-2-4(C)) 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. Allowable uses are shown in Table 4-2-1 in the IDO.
  10. Montano Rd is a designated Major Transit Corridor and it borders the subject sites to the south.
  11. The subject site is not within a Community Planning Area and adjacent to the Near North Valley CPA directly across Montano Rd NW.
  12. The subject sites are located in both Areas of Change and Areas of Consistency. Areas of Consistency have policies to protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, parks, and Major Public Open Space. Areas

of Change include Centers, Corridors, and Metropolitan Redevelopment Areas, where new development and redevelopment are desired and appropriate.

13. The request is consistent with the following Goals and Policies related to Centers and Corridors, Land Uses, Areas of Change and Development from Comprehensive Plan Chapter 5 – Land Use.

A. GOAL 5.1 CENTERS AND CORRIDORS: Grow as a community of strong centers connected by a multi-modal network of corridors.

Goal 5.1 emphasizes concentrating growth along designated Corridors to support transit, economic activity, and walkability. The subject sites are located directly on Montano Rd. NW, a designated Major Transit Corridor. Existing multi-modal infrastructure near and adjacent to the subject sites, including sidewalks, and bus stops supports corridor-based development. Amending the zoning to MX-M would reinforce the corridor’s function by extending mixed-use activity westward and strengthening the continuity of development along Montano.

c) Encourage employment density, compact development, redevelopment, and infill in Centers and Corridors as the most appropriate areas to accommodate growth over time and discourage the need for development at the urban edge.

Goal 5.1(c) prioritizes compact infill and employment density in designated Centers and Corridors to accommodate long-term growth and reduce outward expansion. Three of the four parcels consisting of the subject sites are vacant, despite surrounding residential and institutional development over the past decades, indicating underutilization of the land adjacent to Montano Rd NW, a Major Transit Corridor. The subject sites are located within an established urban area with transit, sidewalks, utilities, and public facilities. Rezoning to MX-M would allow mixed-use and employment-generating uses consistent with the corridor designation. By directing growth to this established and infrastructure-served location, the request supports compact development patterns and discourages development at the urban edge, consistent with growth strategy in the Comprehensive Plan.

B. SUB-POLICY 5.1.10(b) MAJOR TRANSIT CORRIDORS. Minimize negative impacts on nearby neighborhoods by providing transitions between development along Transit Corridors and abutting single-family residential areas.

R-1C zoning is adjacent to the subject sites. The subject sites are adjacent to a Major Transit Corridor and a residential area to the north, separating interior single-family neighborhoods from Montano Rd NW. MX-M zoning provides dimensional standards, buffering requirements, and design controls that moderate scale relative to adjacent single family residential areas. Existing development patterns along Montano already include mixed-use and commercial uses east of the sites, establishing the character of a Major Transit Corridor. The ZMA would continue this transitional pattern, buffering single-family areas from direct exposure to any Major Transit Corridor traffic and activity.

C. POLICY 5.2.1 LAND USES: Create healthy, sustainable, and distinct communities with a mix of uses that are conveniently accessible from surrounding neighborhoods.

The subject sites are within an established residential neighborhood and served by transit infrastructure and proposed future bicycle infrastructure. The proposed MX-M zoning would diversify the land use pattern and introduce additional service and employment opportunities within walking or biking distance. Non-residential uses are permissive under the MX-M zone

district; therefore, the amendment could strengthen local economic activity and reduce the need for longer vehicle trips. The policy emphasizes accessibility and sustainability, both of which are enhanced by corridor-based mixed-use zoning.

- (a) Encourage development and redevelopment that brings goods, services, and amenities within walking and biking distance of neighborhoods

There is a concentration of mixed-use zoning to the east near the Montano/4th St intersection, with fewer non-residential opportunities westward. The zone change provides an opportunity to extend neighborhood-serving uses closer to nearby residential uses. The presence of sidewalks, bus stops and bike lanes supports walkable and bike-accessible development. MX-M zoning would allow retail, service, and community uses that reduce travel distances for nearby residents.

- (b) Encourage development that offers choice in transportation, work areas, and lifestyles.

The site's locations along a Major Transit Corridor provides access to multiple transportation modes, including bus service, sidewalks and proposed future bicycle lanes. MX-M zoning allows a variety of housing types and possible employment-generating uses that expand lifestyle and income options. The presence of nearby schools, childcare, and established neighborhoods, creates opportunities for integrated live-work patterns. By aligning zoning with transit-supportive infrastructure, the ZMA encourages transportation choice and economic diversity.

- (m) Encourage more productive use of vacant and under-utilized lots

Three out of 4 parcels within the subject area are vacant or under-utilized lots. Their existing zoning limits the range of potential uses compared to MX-M. Amending the zoning would expand development flexibility and foster more productive use of land along the corridor. Utilizing existing infrastructure capacity rather than leaving land vacant would promote efficient land use and economic diversity.

- D. GOAL 5.3 EFFICIENT DEVELOPMENT PATTERNS: Promote development patterns that maximize the utility of existing infrastructure and public facilities.

The subject sites are located within an urban area with access to streets, transit, utilities, and municipal services. The subject sites are adjacent to developed residential and commercial uses. Encouraging development of a mostly vacant infill sites along a Major Transit Corridor represents efficient use of public facilities. MX-M zoning aligns mixed-use development with infrastructure capacity along a designated Major Transit Corridor.

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

The subject sites consist of 3 out of 4 vacant parcels surrounded by established development and public infrastructure. Mixed-use zoning would be more suitable along the MT corridor than residential zoning. The zone change could support additional infill growth along the transit corridor, which reduces development pressure at the urban edge. The ZMA could promote growth in an area already supported by utilities and transportation systems.

- F. POLICY 5.3.2 LEAPFROG DEVELOPMENT: Discourage growth in areas without existing infrastructure and public facilities.

Policy 5.3.2 discourages growth in areas lacking infrastructure and public facilities. The subject sites are within a fully developed urban setting served by existing roadways, sidewalks, utilities, and nearby institutional uses. Montano Rd NW functions as a Major Transit Corridor with established transit service approximately 0.15 miles from the sites. The surrounding area includes low-density residential neighborhoods, a child day care facility, a religious institution, a park, and Elementary School, confirming infrastructure and public facilities. Concentrating mixed use development in this location reduces pressure for infrastructure expansion elsewhere in the city.

- G. 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.

Goal 5.6 establishes a growth management framework that distinguishes between Areas of Change—where more intense development is encouraged—and Areas of Consistency—where stability and reinforcement of existing character are prioritized. The subject sites are located along Montano Rd NW, a designated Major Transit Corridor, and within proximity to a Main Street intersection. Amending the zoning to MX-M reinforces the Comprehensive Plan’s strategy of concentrating more intense development along designated corridors while maintaining the established character of adjacent single-family neighborhoods through required transitions and buffering standards in the IDO.

- H. 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 Comprehensive Plan designates the southwest corner of 907 Montano Rd NW, adjacent to the road, as an "Area of Change." These areas—which include Centers, Corridors, and Metropolitan Redevelopment Areas—are targeted for infill, revitalization, and new development. The requested MX-M zoning supports this policy by aligning the land use intensity of MX-M with the corridor designation rather than maintaining residential zoning that underutilizes the site’s locations and infrastructure access. The ZMA reinforces the Comprehensive Plan’s growth strategy by supporting infill and redevelopment where change is anticipated and public investment has already occurred. MX-M zoning would extend the established mixed-use development pattern westward in a logical and incremental manner along a Major Transit Corridor.

14. The request is consistent with the following Policy related to Development Form from Comprehensive Plan Chapter 7 – Urban Design.

POLICY 7.1.2 DEVELOPMENT FORM: Prioritize elements of development form for each Center and Corridor.

Montano Rd NW is designated as a Major Transit Corridor. MX-M zoning allows a mix of uses that align with corridor form expectations, including pedestrian-oriented frontage and employment-generating activity. The sites are appropriately positioned to extend existing mixed-use form westward along a Major Transit Corridor where growth and development are encouraged.

15. The request is consistent with the following Goal and Policy related to Diverse Places from Comprehensive Plan Chapter 8 – Economic Development.

**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.

Rezoning the subject sites to MX-M would extend existing mixed-use pattern along the Montano Rd. MT corridor. The Comprehensive Plan prioritizes balanced land use and employment opportunities along Major Transit Corridors. The ZMA to MX-M would allow the opportunity for development of a variety of mixed-uses, specifically non-residential uses with different intensities and building scale which could encourage economic development opportunities.

16. Pursuant to IDO §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 applicant's policy-based response adequately demonstrates that the request furthers a preponderance of applicable goals and policies regarding land use, centers and corridors, areas of change, and development. The zone change would allow moderate mixed-use development consistent with the Major Transit Corridor designation along Montano Rd NW and transit-supportive growth. Thus, the request is consistent with the City's health, safety, and general welfare.

Applicable citations: Goal 5.1, 5.1(c) - Centers & Corridors, Sub-policy 5.1.10(b) - Major Transit Corridors, Policy 5.2.1, 5.2.1(a), 5.2.1(m) – Land Uses, Goal 5.3 – Efficient Development Patterns, Policy 5.3.1 – Infill Development, Policy 5.3.2 – Leapfrog Development, Goal 5.6 - City Development Areas, Policy 5.6.2 Areas of Change, Policy 7.1.2 – Development Form, Policy 8.1.1 – Diverse Places.

- 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 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 majority of the subject sites are within an Area of Consistency, with a small portion of 907 Montano Rd NW designated as Area of Change. In Areas of Consistency, development is intended to reinforce surrounding character and intensity. Staff finds that the subject property

fronts a Major Transit Corridor and is distinct from interior single family residential blocks to the north and south.

The MX-M designation would reinforce the Major Transit Corridor development pattern already established east of the sites, where MX-M, MX-T, and MX-L zoning are present. The subject property functions as corridor frontage rather than interior neighborhood property. Staff finds that Criterion (3) applies: a different zone district (MX-M) is more advantageous to the community as articulated by the Comprehensive Plan, by prioritizing balanced land use and employment along Major Transit Corridors. The existing R-1C and R-A zoning does not reflect Major Transit Corridor-intended intensity and limits productive infill of vacant land.

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 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 subject sites are not wholly in an area of change although one parcel (MAP 32 TR 68-A-2-C) at 907 Montano Rd. NW is partially within an area of change. Due to this, the applicant has provided a response to criterion C, 3. claiming that the MX-M zone is more advantageous to the community because it implements the Comprehensive Plan's Major Transit Corridor-based growth strategy and development.

Staff finds that the policy-based analysis demonstrates that the request would further a preponderance of applicable Comprehensive Plan Goals and Policies, therefore would be more advantageous to the community than the current zoning.

The MX-M zone is more advantageous to the community because it implements the Comprehensive Plan's Major Transit Corridor-based growth strategy and development.

The existing zoning of R-1C and R-A reflects lower-intensity residential categories not fully consistent with Major Transit Corridor frontage conditions. Given the site's locations along Montano Rd NW, MX-M better implements adopted land use and corridor policies.

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.

MX-M permits a broader range of residential, commercial, institutional, and limited industrial uses than R-1C, R-A, and MX-T. However, many of permissive uses perceived as harmful are either prohibited, require Conditional Use Approval, or are subject to Use-Specific Standards under IDO §14-16-4-3.

- Cannabis retail, cultivation and manufacturing is prohibited within 300 feet of a child day care facility. (IDO §14-16-4-3(D)(35); IDO §14-16-4-3(E)(2) and 4-3(E)(3))
- Light vehicle repair is prohibited within 25 feet of residential zones. (IDO Subsection 4-3(D)(19)(d))
- Light Vehicle Fueling stations require Conditional Use Approval adjacent to residential zones. (IDO §14-16-4-3(D)(18)(g))
- Light Vehicle Sales and Rental is prohibited within 50 feet of any residential zone district. (IDO§ 14-16-4-3(D)(20)(c))

The subject sites are directly adjacent to residential zoning and a child day care facility, which limits or prohibits several higher-impact or harmful uses. Additionally, future development would be subject to buffering, landscaping, height, and design standards of the IDO. Staff finds that potential adverse impacts are adequately mitigated through existing IDO regulations and procedures.

- 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 1 of the following requirements:
1. Will 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).
  4. 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.

The subject sites are located along a Major Transit Corridor with existing sidewalks, transit service, and surrounding utility infrastructure. The sites are within a fully developed urban area. Future development would be subject to review and applicable requirements under the IDO, the Development Process Manual (DPM), and any required Infrastructure Improvements Agreement (IIA) consistent with Criterion 3. Staff finds that infrastructure capacity will be addressed at subsequent stages and that the sites are located in an area capable of supporting moderate mixed use development.

- F. 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.

Although the subject site's locations on Montano Rd, a Major Transit Corridor is a factor in the request, the Applicant's justification is not completely based on adjacency to a major street. The request is also grounded in infill development of long-vacant land and the providing of neighborhood-serving services, and support for the community.

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

Staff finds that the primary justification is policy-based rather than economic in nature. The Applicant's justification focuses on Comprehensive Plan consistency, corridor growth strategy,

infill development, and land use rather than land value or financial return. While economic development benefits are discussed, they are framed within the context of adopted policy objectives.

- 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.

The requested MX-M zoning would not create a spot zone or strip zone different than surrounding zone districts.. The subject sites front Montano Rd. NW and is separated from an existing concentration of MX-M zoning to the east by only two parcels. Approval would effectively extend an established mixed-use zoning pattern along the corridor rather than create a spot zone. The subject sites also function as a transitional barrier between Montano Rd. NW and interior residential neighborhoods. The MX-M designation is consistent with the Major Transit Corridor goals of for future development.

17. The Los Poblanos NA submitted a post submittal facilitated request on February 24, 2026 outlining their concerns regarding the proposed commercial development adjacent to the Los Poblanos Neighborhood. The intent of the meeting was to get clarity on the developers intended use of the property and address neighborhood concerns.
18. On March 4, 2026 the LPNA submitted a letter of consideration with a proposal for the developer to review prior to the meeting. The requested considerations included: 1. Requested Disclosure of Proposed Business Type, 2. Zoning and Building Height Concerns, 3. Traffic, Safety, and Access Restrictions, 4. Neighborhood Historical Context. Upon agreement of the proposal and the acceptance of terms to rezone properties to MX-T, the neighborhood association would drop all objections to rezoning changes and would cancel the Post Submittal Meeting scheduled for March 9th, 2026. Please see the Requested Considerations from LPNA in the Attachments.
19. On March 8, 2026, the Los Poblanos Neighborhood Associate emailed stating their Board voted to reverse their earlier decision to allow the applicant to seek a zone change for properties located at 5626 Gene Ave NW., 817 and 907 Montano Rd NW. They objected to any zoning change for those properties. The email concluded by stating they looked forward to attending the scheduled Post Submittal Facilitated Meeting on Monday March 9th, 2026.
20. The Post Submittal Facilitated Meeting requested by the Los Poblanos NA and the Applicant was conducted by the City of Albuquerque Alternative Dispute Resolution office on March 9, 2026. Please see the meeting notes in the Attachments.

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21. City staff sent out an agency distribution regarding the ZMA request. No significant comments or outstanding issues that affect the request were received from Reviewing Agencies. Please refer to the Agency Comments at the end of the staff report.
22. Public notice requirements are established in IDO Table 6-1-1 and IDO §14-16-6-4(J) Public Notice. The Delmar NA, Los Poblanos NA and North Valley Coalition within 660-feet of the subject sites and were notified as required. Property owners within 100 feet of the subject sites were notified by the applicant, as required.
23. Public notice requirements are established in IDO Table 6-1-1 and IDO §14-16-6-4(J) Public Notice. The Delmar NA, Los Poblanos NA and North Valley Coalition within 660-feet of the subject site and were notified as required. Property owners within 100 feet of the subject site were notified by the applicant, as required.
24. The applicant nor the City was not required to offer a tribal meeting. Staff sent tribal notification to the Indian Nations, Tribes and Pueblos. The subject site is not within 660 ft of Major Public Open Space or tribal land.
25. Although a Pre-Application Neighborhood Meeting is no longer required under the IDO, the applicant conducted voluntary outreach and met with the Los Poblanos Neighborhood Association (LPNA) on October 15, 2025, to present the proposed Zone Map Amendment (ZMA) to MX-M zoning and future development on the subject sites. The LPNA expressed a preference for MX-T zoning, lower building heights limited to one story, and primary site access from Montano Rd NW rather than adjacent neighborhood streets.
26. During the March 19 EPC hearing the applicant committed to restricting vaccess to Tract 68 B, which is the 13 foot road leading to the subject site, which could help mitigate concerns that the Los Poblanos Neighborhood Association has with the Zoning Map Amendment.

CONDITION OF APPROVAL – Project # PR-2025-020144, Plan # ZMA-2026-00001 – Zoning Map Amendment (Zone Change)

1. A Vacation of Right-of-Way removing the Acequia ROW across the subject sites shall be approved in order to establish zoning in the ROW. An official zoning certificate will not be issued until the vacation is approved. It is the responsibility of the applicant to provide evidence that the vacation has been approved to Urban Design & Development Staff in order to receive an Official zoning Certificate.

APPEAL

If you wish to appeal, you must do so within 15 days of the EPC's decision or by **April 3, 2026**. The date of the EPC's decision is not included in this 15-day period. If the 15<sup>th</sup> 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.

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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,



for Alan Varela  
Planning Director

AV/MJ/WS

cc:

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EPC file