



City of Albuquerque
Environmental Planning Commission



Staff Report

HEARING DATE:	Thursday, July 16, 2026
CASE #:	PLAN-2026-00001
APPLICANT:	City Council Services Department
APPLICATION:	Amendment to Comprehensive Plan
ADDRESS/LOCATION:	Central Ave east of Wyoming Blvd. to Tramway Blvd.
STAFF PLANNER:	William Steele, Senior Planner

CASE SUMMARY: The City of Albuquerque Council Services requests an Amendment to the Albuquerque/Bernalillo County Comprehensive Plan (Comp Plan) to designate a section of Central Ave. east of Wyoming Blvd to Tramway Blvd. as a Main Street Corridor, an eastward extension of the existing Main Street Corridor designation.

The applicant adequately justified the request pursuant to IDO §14-16-6-7(A)(3)

Neighborhood Associations (NA) were notified as required.

This is a legislative matter.

STAFF RECOMMENDATION: APPROVAL of Case # PLAN-2026-00001 based on Findings 1-22 and subject to Conditions of Approval 1-2 in this report.

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I. Maps

Aerial Map



II. Introduction

Request

This request is for an amendment to the Albuquerque/Bernalillo County Comprehensive Plan (the “Comp Plan”) to designate a section of Central Ave east of Wyoming Blvd to Tramway Blvd. as a Main Street Corridor (“MS Corridor”). Associated maps in the Comp Plan would be amended. There are no other requested changes to the Comp Plan.

The request would help implement the long term vision for Central, continuing the Main Street Corridor designation from Wyoming Blvd. to Tramway Blvd. City Council Adopted City Rank 2 and Rank 3 Plans have goals and recommendations that identify this portion of Central Ave as a key corridor, and the MS corridor designation will match the intent of the [Route 66 Action Plan](#) and [East Gateway Metropolitan Redevelopment Area Plan](#). Additionally, Council accepted City Department plans and reports such as the [East Gateway Community Planning Area \(CPA\) Report](#) and [Albuquerque Vision Zero Year-in Review/Action Plan Update, 2023](#) that detail how designating the requested portion of Central Ave meets the needs of the East Gateway CPA and the City as a whole.

EPC Role

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

History/Background

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

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

The next update was adopted in 1988, which replaced the earlier plan. The 1988 Comp Plan was amended by the City and the County to update and expand on certain elements, but without fundamentally changing the plan’s scope or balance of priorities. In the early 1990s, amendments refined policies for Planned Communities in Reserve Areas and adjusted other land use policies and Development Area boundaries.

Amendments in the early 2000s updated population, employment, and housing growth projections. The most relevant amendment in 2000 to the current request was to establish a process to determine Albuquerque’s and Bernalillo County’s Centers and Corridors and to designate certain Activity Centers and linked transportation Corridors as

locations where, by policy, the City will encourage significant employment opportunities and a greater variety of services and housing choices ([R-2000-066/R-00-55](#)).

A 2013 amendment was limited to updating demographic data and the Centers and Corridors map to reflect planning efforts since 2000.

A significant amendment of the Comp Plan was adopted in 2017. The update integrated transportation with land use and changed Development Areas in the city to designate Areas of Change and Areas of Consistency. Goals and policies from Albuquerque's Rank II Area Plans and Sector Development Plans were integrated into the Comp Plan ([R-16-108](#)).

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

In 2025, City Council amended the Comp Plan to change the designation of a section of Rio Grande Blvd. NW, Indian School Rd. NW, and Menaul Blvd. from Multi-modal Corridors to Major Transit Corridors ([R-25-175](#)).

Roadway System

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

The LRRS designates Central Ave to Tramway as an existing Community Principal Arterial.

The LRRS designates Central Ave from Tramway to Four Hills Rd. SE as an Existing Major Collector.

The MRCOG's 2040 Limited Access Facilities Map does not show adjacent roadways as an interstate freeway or as having limited access.

The MRCOG's 2040 Primary Freight Corridors and Truck Restrictions Map designates Central Ave as a Secondary Freight Corridor.

As part of the Vision Zero Albuquerque Action Plan, the Department of Municipal Development has implemented and continues to advance transportation safety improvements along east Central Ave. Construction of the East Central Business Access and Transit (BAT) Lanes and Mid-Block Crossings Project is scheduled to begin in 2026 and will include BAT lanes, Pedestrian Hybrid Beacons (PHBs), pedestrian refuge islands, and enhanced street lighting. Additional ongoing Vision Zero projects along Central Ave include roadway restriping, pedestrian crossing improvements, lighting enhancements, and Complete Streets improvements that support safer, more accessible, and multimodal travel.

Bikeways / Trails

The Long Range Bikeway System (LRBS) map, produced by MRCOG, identifies existing and proposed trails.

The LRBS shows an Existing Shoulder Bikeway (Sandia Mtn. Detour – Rte. 66) on Central Ave from Tramway to Four Hills Rd. SE.

The LRBS shows an Existing Bike Lane on Central Ave (NM 333) from Tramway to Four Hills Rd. SE.

Transit

ABQ RIDE's Route 66 provides local transit service along Central Avenue with eastbound and westbound bus stops throughout the corridor, including stops between Central Avenue/Wyoming Blvd and Wenonah Avenue/Tramway Blvd. The ART Green Line (Route 777) provides Bus Rapid Transit (BRT) service along Central Avenue, with stations located approximately one-half mile apart and service to the eastern station at Central Avenue and Tramway Blvd. The total distance from Central Ave east of Wyoming Blvd and west of Tramway Blvd is approximately 3 miles.

III. ANALYSIS OF STATE AND LOCAL DOCUMENTS AND LAWS

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

Charter of the City of Albuquerque

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

Article I. Incorporation and Powers

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

Updating the Albuquerque/Bernalillo County Comprehensive Plan is an act of maximum local self-governance and is consistent with the purpose of the City Charter. The Comprehensive Plan establishes the City's long-range vision and provides the policy framework that guides future land use, transportation, and zoning decisions. The proposed Main Street Corridor designation implements that framework by guiding future development, redevelopment, and public investment along east Central Ave to support a walkable, mixed-use, multimodal corridor consistent with the City's adopted planning policies.

Article IX, Environmental Protection

The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment. To affect these ends the Council shall take whatever action is necessary and

shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.

The proposed update to the Comprehensive Plan reflects best practices for policy to guide the proper use and development of land coordinated with transportation. The adoption of the Main Street Corridor designation will help protect and enhance the quality of life for Albuquerque's residents by creating a more walkable, pedestrian-oriented corridor that supports multimodal transportation, neighborhood-serving businesses, mixed-use development, adaptive reuse, economic reinvestment, and a safer, more vibrant public realm while implementing the City's long-term vision for Historic Route 66.

IV. Analysis of City Plans and Ordinances

Albuquerque / Bernalillo County Comprehensive Plan (Rank 1)

City Development Areas

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

- East of Wyoming on Central Ave to Moon Street is adjacent to areas of change within areas of consistency less than one block south.
- East of Moon Street to Juan Tabo Blvd are areas of change on both sides directly along Central Ave.
- East of Juan Tabo Blvd to Tramway there is areas of change on both sides of Central Ave. Glenridge Park Lane is a flag street to a townhouse development and is an area of consistency.

Center & Corridor Designations

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

Central Ave from Wyoming Blvd to Tramway Blvd is designated Major Transit Corridor. Major Transit Corridors are anticipated to be served by high frequency and local transit

(e.g., Rapid Ride, local, and commuter buses). These corridors prioritize transit above other modes to ensure a convenient and efficient transit system. Walkability on these corridors is key to providing a safe and attractive pedestrian environment, as well as good access for pedestrians, cyclists, and transit users to goods and services along these Corridors and the Centers they connect to.

This request is for an amendment to the Albuquerque/Bernalillo County Comprehensive Plan (the “Comp Plan”) to designate a section of Central Ave east of Wyoming Blvd to Tramway Blvd. as a Main Street Corridor.

According to the Comp Plan, Main Street Corridors are lively, highly walkable neighborhood streets lined with local-serving businesses. Main Streets are intended to be lively, highly walkable streets lined with local-serving businesses, modeled after the American tradition of Main Street as a place for living, working, and shopping. Examples of this type of street include Central Ave in Nob Hill and Bridge Blvd in the South Valley.

Main Streets should have one- to four- story buildings, usually placed right up to the sidewalk. Parking should be on-street and to the sides of or behind buildings. Away from the Main Street, density should quickly decrease to minimize impacts on nearby neighborhoods. This development pattern should be well-served by transit and contain safe and pleasant walking environments with street trees, landscaping, and wide sidewalks. Public investments in these areas should prioritize street and walkway improvements.

Although Main Street is classified as a Corridor type, the intent is for it to function more like a linear Center that guides the appropriate land use forms along the Corridor. Because this designation is primarily about urban design and the relationship between buildings and the street, a Main Street will often also have other Corridor designations that primarily relate to road design. Within the private realm, the Main Street policies override; within the public right-of-way, the other Corridor designation would override. The proposed Main Street Corridor will end in the Four Hills Village Activity Center.

The Four Hills Activity Center is generally bounded by Dorado Place to the west, Interstate 40 to the north, Four Hills Road to the east, and a southern boundary located approximately 410 feet south of Wenonah Avenue.

Activity Centers provide convenient, day-to-day services at a neighborhood scale to serve the surrounding area within a 20-minute walk or a short bike ride. They are intended to provide a mix of neighborhood commercial and residential uses at a slightly higher density than the surrounding single-family homes. These smaller centers should incorporate good pedestrian friendly design and are appropriate for mixed-use and multi-family housing. Most Activity Centers will be smaller geographic areas than Urban Centers, with buildings that range from one to three stories and development patterns that support access by all transportation modes.

Community Planning Areas (CPA)

The proposed Main Street Corridor will pass through the East Gateway CPA. The East Gateway Community Planning Area (CPA) Assessment was accepted by City Council on August 5, 2024 ([EC-24-157](#)). The East Gateway CPA extends from Wyoming Blvd to the City's eastern boundary and from Interstate 40 to Kirtland Air Force Base. The area serves as Albuquerque's eastern gateway through Tijeras Canyon and is characterized by Historic Route 66 (Central Avenue), a grid network of arterial streets, the Sandia and Manzano foothills, the Tijeras Arroyo, and prominent views of the surrounding mountains and the city.

Comprehensive Plan Definitions

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

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

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

Main Street Corridor: A Corridor type characterized by linear development along a pedestrian-friendly street, typically emphasizing small and local retail and office uses. Unlike other Corridors, Main Streets tend to be less than one mile long, so they share some characteristics with Centers.

Activity Center: Urban area that provides a mix of neighborhood-scale commercial and residential uses to serve the area within a 20-minute walk or short bike ride. See also neighborhood-scale development.

Route 66 Action Plan (2014) – Rank II Area and Facility Plan

The Route 66 Action Plan is a City Council-adopted Rank II Area and Facility Plan that establishes a long-range vision for preserving, enhancing, and revitalizing the approximately 15-mile Route 66 (Central Ave) corridor within Albuquerque. The Plan was developed to guide City investments, direct future public and private redevelopment, and coordinate infrastructure improvements that preserve the historic legacy of Route 66 while promoting economic development, multimodal transportation, placemaking, and tourism. The Plan recognizes Route 66 as Albuquerque's historic "Main Street" and identifies strategic actions intended to preserve existing assets while stimulating reinvestment throughout the corridor.

The Plan establishes five guiding goals that serve as the framework for future public investments and redevelopment. The requested amendment to extend the Main Street

Corridor designation from Wyoming Blvd to Tramway Blvd is consistent with and helps implement each of these goals.

Goal 1 – Historic Legacy

Extending the Main Street Corridor designation advances the Historic Legacy by recognizing East Central Ave as an integral portion of Albuquerque's Historic Route 66 corridor and providing a land use framework that supports preservation, adaptive reuse, and context-sensitive redevelopment. The proposed corridor contains several historic Route 66 buildings, whose continued preservation and reinvestment are consistent with the Plan's vision for protecting Route 66's historic identity. The designation also supports future implementation of development standards that reinforce the historic character of the corridor while encouraging compatible redevelopment.

Goal 2 – Infrastructure and Transportation

The proposed Main Street Corridor designation supports the infrastructure and transportation objectives by providing a land use framework that complements ongoing public investments along East Central Ave. As identified in the East Gateway Activity Node recommendations, the Route 66 Action Plan calls for enhanced streetscaping, street lighting, wayfinding signage, pedestrian crossings at Central Ave and Tramway Blvd, and public art along the multi-use trail. These recommendations are consistent with the pedestrian-oriented design, multimodal access, and public realm improvements encouraged through a Main Street Corridor designation. Extending the designation helps align future redevelopment with these planned infrastructure investments.

Goal 3 – Public Spaces

The requested Main Street Corridor designation directly supports public spaces by encouraging development patterns that prioritize active street frontages, pedestrian-oriented design, enhanced landscaping, wider sidewalks, and improved public spaces. Designating this segment of Central Ave as a Main Street Corridor provides a policy framework that supports future streetscape investments and strengthens the East Gateway's identity as Albuquerque's eastern gateway along Historic Route 66.

Goal 4 – Business and Development

The proposed amendment advances business and development by extending the Main Street Corridor designation to an area that continues to experience commercial vacancies and underutilized properties. The designation encourages redevelopment that is compatible with the Comprehensive Plan and Integrated Development Ordinance by promoting walkable, mixed-use, neighborhood-serving commercial development. Establishing a continuous Main Street Corridor from Wyoming Blvd to Tramway Blvd creates a consistent policy framework that supports reinvestment, adaptive reuse, and long-term economic development along East Central Ave.

Goal 5 – Promotion and Tourism

Extending the Main Street Corridor designation supports promotion and tourism by reinforcing East Central Ave's role as the eastern gateway to Albuquerque along Historic Route 66. The designation complements the Route 66 Action Plan's recommendations for gateway improvements, branding, streetscape enhancements, and public art while supporting future redevelopment that enhances the corridor's attractiveness for residents, businesses, and visitors. The designation also strengthens opportunities to preserve and celebrate the corridor's historic identity while encouraging continued investment in Route 66-related tourism and economic development.

Extending the Main Street Corridor designation east from Wyoming Blvd to Tramway Blvd directly advances the long-term vision established by the Route 66 Action Plan. The proposed amendment implements the Plan's 5 goals by supporting preservation of Route 66's historic resources, encouraging multimodal transportation and public infrastructure improvements, enhancing public spaces, promoting economic reinvestment, and reinforcing East Central Ave's role as Albuquerque's eastern gateway and a significant historic, commercial, and cultural corridor.

East Gateway Metropolitan Redevelopment Area Plan – Rank 3 (2016)

The East Gateway Metropolitan Redevelopment Area (MRA) Plan establishes a long-range redevelopment strategy for the East Gateway area, includes Central Ave from Wyoming Blvd to Tramway Blvd. The purpose of the Plan is to make Central Ave more welcoming to residents and visitors by facilitating redevelopment of vacant and underutilized properties, encouraging a greater variety of businesses and services, and stimulating public and private investment throughout the corridor. The Plan recognizes Central Ave as the primary commercial corridor within the East Gateway and establishes six redevelopment strategies intended to guide future public improvements, private investment, and redevelopment activities.

Extending the Main Street Corridor designation from Wyoming Blvd to Tramway Blvd is consistent with and helps implement each of the six redevelopment strategies identified in the East Gateway MRA Plan.

Strategy 1 – Public Improvements

The MRA Plan recommends public improvements that stimulate reinvestment and redevelopment by creating a stronger sense of place along Central Ave. Recommended improvements include enhanced street lighting, landscaping, shade trees, street furnishings, landscaped medians, pedestrian and bicycle facilities, wider sidewalks, pedestrian refuges, transit-supportive infrastructure, park improvements, and streetscape enhancements that improve the appearance and function of the corridor.

The proposed Main Street Corridor designation supports these recommendations by providing a Comprehensive Plan framework that encourages pedestrian-oriented development, high-quality streetscape design, multimodal transportation, and active

public spaces. As noted in the applicant's justification letter, designation as a Main Street Corridor activates the City's adopted Main Street design standards in the Development Process Manual, helping ensure that future public improvements and private development contribute to a cohesive and walkable corridor.

Strategy 2 – Public-Private Partnerships and Redevelopment Supporting Transit

The MRA Plan recommends the use of public-private partnerships and redevelopment activities that support transit investments along Central Ave. The Plan recognizes the corridor as one of Albuquerque's highest-ridership transit corridors and encourages redevelopment that supports higher-density residential and mixed-use development near transit facilities.

Extending the Main Street Corridor designation advances this strategy by encouraging development patterns that support transit, walking, and mixed-use redevelopment. The designation complements existing and future transit investments by promoting a pedestrian-oriented built environment that increases accessibility and strengthens the relationship between land use and transportation.

Strategy 3 – Redevelopment of Underutilized and Vacant Parcels

The MRA Plan identifies redevelopment of vacant, blighted, and underutilized commercial properties as a primary strategy for revitalizing the East Gateway area. The Plan recognizes that these properties contribute to economic stagnation and recommends catalytic redevelopment projects that strengthen the corridor and encourage additional private investment.

The proposed amendment directly advances this strategy by extending the Main Street Corridor designation to the remainder of East Central Ave between Wyoming Blvd and Tramway Blvd. The designation provides additional flexibility through the Integrated Development Ordinance, including reduced parking requirements, height incentives, and other development standards that encourage adaptive reuse, mixed-use development, housing opportunities, and reinvestment in underutilized commercial properties.

Strategy 4 – Beautification

The MRA Plan recommends beautification efforts that include façade improvements, iconic signage, landscaping, gateway enhancements, and streetscape improvements intended to strengthen the visual identity of East Gateway and improve the appearance of Central Ave. These improvements are intended to create a more attractive environment while encouraging additional investment throughout the corridor.

The requested Main Street Corridor designation supports these recommendations by encouraging development that contributes to an attractive, pedestrian-oriented streetscape. Future redevelopment will be guided by standards intended to strengthen the relationship between buildings, sidewalks, landscaping, and the public realm while

reinforcing the identity of Central Ave as Albuquerque's eastern gateway along Historic Route 66.

Strategy 5 – Safety Improvements

The MRA Plan identifies safety improvements as an essential component of revitalization and recommends investments that improve pedestrian safety, lighting, accessibility, and the overall function of the corridor. These recommendations are intended to create a safer environment for residents, businesses, and visitors while supporting redevelopment and encouraging increased activity along Central Ave.

Extending the Main Street Corridor designation complements these recommendations by encouraging development patterns that prioritize walkability, active building frontages, multimodal transportation, and improved pedestrian environments. The designation also supports ongoing City investments intended to improve safety and accessibility along East Central Ave.

Strategy 6 – Economic Development

The MRA Plan promotes economic development by encouraging private investment, attracting new businesses, expanding commercial opportunities, and supporting redevelopment projects that strengthen the local economy and improve neighborhood-serving services. The Plan recognizes that coordinated public investment should stimulate additional private redevelopment throughout the corridor.

The proposed Main Street Corridor designation directly advances this strategy by extending the City's Main Street framework to the East Gateway corridor. The designation provides regulatory clarity and development incentives that support commercial reinvestment, adaptive reuse, mixed-use development, housing opportunities, and neighborhood-serving businesses while advancing adopted City policies related to economic development, walkability, and revitalization.

Extending the Main Street Corridor designation from Wyoming Blvd to Tramway Blvd directly implements the vision and six redevelopment strategies established by the East Gateway Metropolitan Redevelopment Area Plan. Rather than creating a new planning direction, the proposed amendment reinforces an existing City Council-adopted strategy for revitalizing the East Gateway area by supporting public improvements, transit-supportive redevelopment, reinvestment in underutilized properties, corridor beautification, improved public safety, and long-term economic development. The requested designation provides a Comprehensive Plan framework that complements the Metropolitan Redevelopment Agency's implementation efforts and helps advance the Plan's long-term vision for Central Ave.

East Gateway Community Planning Area (CPA) Assessment (2024)

The East Gateway Community Planning Area (CPA) Assessment was accepted by City Council on August 5, 2024 (EC-24-157) following a year-long community planning process involving residents, businesses, property owners, neighborhood organizations,

and City departments. The Assessment establishes policies and strategic actions to guide future land use, transportation, housing, economic development, and redevelopment within the East Gateway CPA, which extends from Wyoming Blvd to the City's eastern boundary and from Interstate 40 to Kirtland Air Force Base. The Assessment identifies Central Ave (Historic Route 66) as the community's primary commercial corridor and organizing spine, emphasizing its role in future reinvestment, redevelopment, multimodal transportation, and placemaking.

The proposed Main Street Corridor designation from Wyoming Blvd to Tramway Blvd is located entirely within the East Gateway CPA. The Assessment notes that the existing Main Street Corridor designation ends at Wyoming Blvd, limiting the applicability of Main Street development standards and incentives east of Wyoming Blvd. It recommends evaluating the impacts of extending the designation before the next Comprehensive Plan update.

The requested amendment is consistent with the CPA Assessment by extending the Main Street Corridor designation into the East Gateway CPA. If approved, the designation would establish the Comprehensive Plan framework necessary for the applicable Main Street Corridor standards and use regulations of the 2026 Integrated Development Ordinance (IDO) to apply, supporting pedestrian-oriented design, mixed-use development, adaptive reuse, and reinvestment along East Central Ave.

Policy #5 – Support Development Projects that Include Hotel and Motel Conversions

Policy #5 supports hotel and motel conversion projects that expand housing opportunities while reinvesting in aging commercial properties along Central Ave. The Assessment also identifies a need for additional housing options within the East Gateway CPA.

The requested amendment advances Policy #5 by establishing the Comprehensive Plan designation necessary for the Main Street Corridor standards of the 2026 IDO to apply to this segment of Central Ave. As discussed in the applicant's justification letter, these standards encourage adaptive reuse, mixed-use redevelopment, and reinvestment in underutilized commercial properties, creating additional opportunities for future hotel and motel conversion projects.

Strategic Action Matrix 5.2.2 – Main Street Corridor Designation

Strategic Action Matrix 5.2.2: "The Planning Department will work with local stakeholders and City partners to determine the impacts of the Main Street Corridor designation on Central Ave in different development contexts before the next Comprehensive Plan update."

The requested amendment directly implements this recommendation. Prior to submitting the application, City Council Services, conducted public outreach through presentations to the Central Business Speaker Series, the Singing Arrow Neighborhood Association, and the District 9 Coalition. The outreach explained the proposed Main

Street Corridor designation and its relationship to the Comprehensive Plan, the 2026 IDO, and the Development Process Manual (DPM), while providing opportunities for residents, business owners, and neighborhood organizations to provide feedback regarding redevelopment, pedestrian safety, parking, building heights, and the future character of the corridor. Overall, participants expressed support for strengthening local businesses and creating a safer, more walkable Central Ave corridor.

Extending the Main Street Corridor designation from Wyoming Blvd to Tramway Blvd fulfills the evaluation contemplated by Strategic Action Matrix 5.2.2 and establishes the Comprehensive Plan designation necessary for the Main Street Corridor standards and use regulations of the 2026 IDO to apply to future development within the corridor.

Strategic Action Matrix 5.3.1 – Vehicle-Related Uses

Strategic Action Matrix 5.3.1: "The Planning Department will consider the impacts of potential development that includes vehicle-related uses within the East Gateway Small Mapped Area and determine if other uses should be prohibited within the mapped area boundaries."

The requested amendment supports implementation of this recommendation by applying the Main Street Corridor use regulations of the 2026 IDO to East Central Ave. As described in the revised justification letter, these regulations limit certain vehicle-oriented uses that are incompatible with a walkable, mixed-use environment.

The proposed amendment is consistent with and helps implement the East Gateway CPA Assessment. The amendment addresses the CPA's recognition that the existing Main Street Corridor designation ends at Wyoming Blvd and limits the applicability of Main Street development standards and incentives east of Wyoming. These policies and strategic actions demonstrate that the proposed amendment is consistent with the East Gateway CPA Assessment and advances the community's long-term vision for East Central Ave as a vibrant, mixed-use corridor that supports housing, local businesses, multimodal transportation, and economic reinvestment.

Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023)

The Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023) evaluates the City's progress in implementing the 2021 Vision Zero Action Plan and identifies priority transportation safety improvements using a data-driven approach to reduce traffic fatalities and serious injuries. The East Gateway CPA identifies Vision Zero as an important City initiative that addresses transportation and pedestrian safety concerns within the community and highlights projects focused on improving safety along East Central Ave.

The requested Main Street Corridor designation is consistent with the Vision Zero program by supporting a more walkable, pedestrian-oriented development pattern that complements planned transportation safety improvements along East Central Ave,

including roadway restriping, Business Access and Transit (BAT) lanes, pedestrian improvements, and other multimodal investments.

Overall, staff finds that the proposed amendment supports the City's long-term Vision Zero objectives by encouraging redevelopment patterns that complement transportation safety improvements, improve the pedestrian environment, and reinforce a safer, more connected Central Ave corridor.

V. Amendment to Comp Plan

Overview

This request is an amendment to the Comp Plan [IDO §14-16-6-7(A)] to designate a section of Central Ave east of Wyoming Blvd to Tramway Blvd. as a Main Street Corridor ("MS Corridor"). Associated maps in the Comp Plan would be amended. There are no other requested changes to the Comp Plan. All related maps within the May 2024 Comp Plan would be amended including:

1. Figure 3-1: Countywide Vision Map (Page 3-6)
2. Figure 3-2: Metro-focused Vision Map (Page 3-7)
3. Figure 5-2: Vision Map with Center Boundaries (Page 5-9)
4. Page 5-16 – Main Street Corridor Diagram
5. Figure 5-4: Centers and Corridors (Page 5-18)
6. Figure A-15: Centers and Corridors (Page A-47)

The proposed Comprehensive Plan amendment is consistent with the City's long-term vision for extending the Main Street Corridor designation along Central Ave from Wyoming Blvd to Tramway Blvd. As discussed in the preceding analyses, the requested amendment advances the goals and implementation strategies of the following adopted and City Council-accepted planning documents:

1. Route 66 Action Plan (2014) – Rank II Area and Facility Plan
2. East Gateway Metropolitan Redevelopment Area (MRA) Plan – Rank 3 (2016)
3. East Gateway Community Planning Area (CPA) Assessment (2024)
4. Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023)

Collectively, these documents support reinvestment along East Central Ave by promoting walkability, multimodal transportation, economic development, housing opportunities, adaptive reuse, and an enhanced public realm. The requested amendment provides the Comprehensive Plan framework to help implement these objectives through the extension of the Main Street Corridor designation.

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

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

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

Applicant Response: *Changed economic and social conditions along East Central Ave demonstrate that the status quo is no longer sufficient to protect the corridor's long-term viability, public safety, and welfare. Despite existing adopted policies, the corridor continues to experience persistent commercial vacancy rates estimated between 15 and 18 percent, signaling ongoing economic decline and underperformance. These vacancy trends, coupled with disinvestment and shifting consumer preferences toward walkable, mixed-use commercial environments, underscore the need for a new policy framework that can better support revitalization, business attraction, and neighborhood-serving investment.*

These changed conditions are primarily reflected in the City's adoption and implementation of Albuquerque Vision Zero Year-in-Review/Action Plan (2023), a data-driven safety initiative that identifies high-risk roadways and prioritizes targeted investments to eliminate traffic-related fatalities and serious injuries.

Under Vision Zero's High Fatality and Injury Network (HFIN), Central Ave is identified as a Tier One priority corridor, the highest level of concern within the City's safety framework. This designation reflects documented safety risks, high pedestrian activity, transit usage, and surrounding land use conditions that warrant focused intervention. In response, the city has committed to significant infrastructure improvements along this segment of Central Ave, including the East Central Business Access and Transit (BAT) Lanes and Mid-Block Crossings Project.

In addition to roadway safety improvements, transit service conditions along East Central Ave have evolved. As part of the ABQ RIDE Recovery Network updates, the city continues to operate Route 66 alongside the ART corridor to serve local stops east of Louisiana Blvd, where development is distributed along the corridor rather than concentrated at major intersections. This transit configuration provides frequent service, approximately every eight minutes or less on weekdays, reflecting sustained transit demand and reinforcing Central Ave's role as a primary multimodal corridor. (See Figure 11: ABQ RIDE Recovery Network – Increased frequency along Central Ave in the applicants Justification letter in response to this criterion.)

The following comprehensive plan policies guide to support development that protects special places like the Route 66 and enhances development in line with changing infrastructure and land uses throughout the city.

POLICY 4.1.3 Placemaking: *Protect and enhance special places in the built environment that contribute to a distinct identity and sense of place.*

POLICY 6.1.1 Matching Land Use: *When designing and improving streets, prioritize transportation-related accommodations and amenities to match the desired*

development context (e.g., urban, suburban, or rural) and/or the intended intensity of land uses.

POLICY 8.1.4 Leverage Assets: Enhance and market the region's unique characteristics internally and to outside businesses and individuals in order to compete with other regions.

Together, these changed conditions demonstrate a shift toward increased public investment in safety, transit, and pedestrian infrastructure along East Central Ave. The Main Street framework supports the corridor's unique social identity and the need for structured development. It aligns land use policy with ongoing investments, ensuring that future development patterns support safer streets, enhanced accessibility, and community-serving commercial activity.

Staff Response: Recent City planning efforts have identified East Central Ave between Wyoming Blvd and Tramway Blvd as a priority corridor for reinvestment, multimodal transportation, pedestrian safety, housing, and economic development. The Route 66 Action Plan (2014), East Gateway Metropolitan Redevelopment Area (MRA) Plan (2016), East Gateway Community Planning Area (CPA) Assessment (2024), and Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023) collectively recognize changing economic conditions, aging commercial development, transportation safety concerns, housing needs, and opportunities for coordinated reinvestment along the corridor.

The proposed amendment is consistent with Comprehensive Plan Policy 4.1.3 Placemaking by reinforcing the identity of Historic Route 66 as a distinctive place for living, working, shopping, and community activity. It also advances Policy 6.1.1 Matching Land Use by aligning future land use patterns with planned transportation improvements and the desired pedestrian-oriented development context, and supports Policy 8.1.4 Leverage Assets by encouraging reinvestment along one of Albuquerque's most significant commercial and cultural corridors.

The East Gateway CPA Assessment specifically recognizes that the existing Main Street Corridor designation ends at Wyoming Blvd, limiting the applicability of Main Street Corridor standards and incentives east of Wyoming Blvd, and recommends evaluating an extension of the designation before the next Comprehensive Plan update. The requested amendment responds to these identified conditions by extending the Main Street Corridor designation to support reinvestment, adaptive reuse, multimodal transportation improvements, and redevelopment that promotes a safer, more walkable corridor consistent with the City's adopted planning objectives. **The applicant's response meets Criterion A.**

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

Applicant Response: Adoption of the proposed amendment will protect the public health, safety, and welfare more effectively than retention of the existing Comprehensive Plan designation by aligning land use policy with adopted transportation, urban design, and corridor-focused development policies. The existing Comprehensive Plan designation does not fully reflect the corridor's evolving role as a pedestrian- and transit-oriented commercial spine, nor does it provide the same level of policy support for walkable, mixed-use development patterns that reinforce safety and accessibility goals.

The Comprehensive Plan contains multiple policies that support the proposed designation and emphasize active transportation, pedestrian-oriented design, and focused development along key corridors.

The projects undertaken through Albuquerque Vision Zero Year-in-Review/Action Plan (2023) of the city are predominantly working on creating a safer environment for pedestrians by investing in capital projects. Supported actions include:

- a. a.SA 1 - Construct/reconstruct corridors and intersections using proven safety countermeasures to prioritize safety and vulnerable road users, and to provide more opportunities to better accommodate all roadway users.*
- b. b.SA 4 - Consider the HFIN, vulnerability index, safety, land use, and development context when designing new or retrofitting existing roadways and incorporating design principles to discourage drivers from speeding.*
- c. c.SA 11 - Evaluate opportunities for a shared micromobility program, whether through public-private partnerships or in collaboration with partner agencies to serve the region with options that may include bikes, e-bikes, and e-scooters.*

Designating the corridor as a Main Street enhances the actions listed in this Year-in-Review/Action Plan (2023), promoting safer environments for all road users. It also furthers the policies and goals of the Comp Plan. The following policies dictate a supportive vision for the Main Street corridor to create a safer environment for all.

POLICY 6.4.1 Active Transportation: Promote options and mobility for walking, biking, and other non-motorized travel.

This direction is reinforced by Goal 6.4.1.2, which elevates Vision Zero as a citywide policy coordinated with City leadership to ensure sustained support for safety initiatives.

POLICY 5.1.9 Main Streets: Promote Main Streets that are lively, highly walkable streets lined with neighborhood-oriented businesses.

POLICY 6.1.5 Main Street Corridors: Prioritize pedestrians in street design and improvements, emphasizing safety, accommodation, and amenities by slowing auto traffic, providing on-street parking, limiting or prohibiting curb cuts, and requiring

primary auto access to parking lots to be provided from intersecting, auto-oriented streets.

Designating East Central Ave as a Main Street Corridor advances these policies more effectively than the existing designation by formally prioritizing pedestrian safety, walkability, and transit access within the IDO framework.

Main Street corridor to the west of the proposed area on Central Ave is a magnet for redevelopment, with flexible development standards and incentives that support compact, pedestrian –oriented development standards. Successful projects along the Main Street Corridor include Senior Housing, affordable housing, BRT median infrastructure, State Fair reinvestment, addition of the City’s newest library, and a park to go along with it.

Retaining the existing condition of East Central, limits the city’s ability to fully leverage its transportation improvements and safety initiatives through coordinated efforts. The proposed amendment aligns with the recent infrastructure growth and support for better urban design potentials and regulations, which not only support the economic vitality of the corridor, but also protect public health, safety, and welfare.

Staff Response: The existing Main Street Corridor designation ends at Wyoming Blvd despite subsequent City planning efforts identifying the corridor between Wyoming Blvd and Tramway Blvd as appropriate for pedestrian-oriented redevelopment, multimodal transportation, and reinvestment. The proposed amendment better protects the public health, safety, and welfare by extending the Main Street Corridor designation to East Central Ave and establishing the Comprehensive Plan framework for the applicable Main Street Corridor standards and use regulations of the 2026 Integrated Development Ordinance (IDO) to guide future redevelopment.

The requested amendment advances Comprehensive Plan Policy 5.1.9 Main Streets by promoting a lively, walkable corridor that supports neighborhood-serving businesses and mixed-use development. It also supports Policy 6.1.5 Main Street Corridors by prioritizing pedestrian safety and accessibility through development patterns that complement street design and multimodal transportation improvements. In addition, the amendment advances Policy 6.4.1 Active Transportation by encouraging development that supports walking, bicycling, transit use, and other non-motorized travel.

The proposed amendment also complements implementation of the Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023) by supporting Supported Action (SA) 1, which promotes corridor improvements that prioritize the safety of vulnerable roadway users, and Supported Action (SA) 4, which encourages transportation improvements that consider safety, land use, and development context. Extending the Main Street Corridor designation aligns future land use with

these transportation investments and supports safer, more walkable development patterns. **The applicant's response meets criterion B.**

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

Applicant Response: *The proposed amendment will provide general benefits to a broad portion of City residents and property owners by supporting housing choice, economic vitality, and safer, more accessible development along a major commercial corridor.*

Within the East Gateway Community Planning Area, approximately 76 percent of the 13,228 housing units are single-family homes, while 24 percent are multi-family units. Community planning efforts further indicate that approximately 36 percent of households in the area spend more than 30 percent of their income on housing costs, highlighting the need for additional housing options and reinvestment in areas with existing infrastructure and transit access.

Main Street Corridors across the City have consistently supported the development of multi-family housing in locations that are well served by transit and commercial services. East Central Ave currently functions as a commercial spine, with land uses along the corridor primarily consisting of retail and service-oriented businesses serving both nearby neighborhoods and the broader city.

POLICY 8.1.1 Diverse Places: Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scales to encourage economic development opportunities.

POLICY 8.1.2 Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

Comprehensive plan policies supporting Economic development, with the Goal of Placemaking enhances the need for the development of a mixed economy, improving the quality of life for residents it serves.

Designating the corridor as a Main Street formalizes this role and promotes a more active, pedestrian-oriented streetscape that supports local businesses, increases foot traffic, and enhances economic vitality. These benefits extend beyond the immediate area, as Central Ave serves residents, commuters, and visitors from across Albuquerque.

Staff Response: The proposed amendment will provide general benefits to a broad portion of Albuquerque residents and property owners because East Central Avenue is one of the City's principal commercial, transportation, and transit corridors. Extending the Main Street Corridor designation from Wyoming Blvd to Tramway Blvd supports redevelopment along a corridor that serves residents, businesses,

employees, transit riders, and visitors from throughout Albuquerque rather than only adjacent property owners.

The amendment advances Comprehensive Plan Policy 8.1.1 Diverse Places by encouraging a mix of housing, commercial uses, employment opportunities, and neighborhood-serving businesses within an established activity corridor. It also supports Policy 8.1.2 Resilient Economy by promoting reinvestment in an existing commercial corridor, strengthening local businesses, increasing economic activity, and making more efficient use of existing public infrastructure.

If approved, the Main Street Corridor designation will establish the Comprehensive Plan framework for the applicable Main Street Corridor standards of the 2026 IDO to guide future redevelopment, encouraging pedestrian-oriented development, mixed-use projects, adaptive reuse, and reinvestment that benefit residents, businesses, and property owners throughout the city.

The amendment is also consistent with Policy 5.1.9 Main Streets by extending a walkable, pedestrian-oriented development framework along Historic Route 66. When combined with the City's ongoing investments in multimodal transportation, Vision Zero safety improvements, and corridor revitalization, the Main Street designation encourages redevelopment that improves pedestrian safety, transit accessibility, housing opportunities, and the public realm for residents throughout Albuquerque.

As discussed throughout this report, the Route 66 Action Plan, East Gateway MRA Plan, East Gateway CPA Assessment, and Vision Zero Action Plan all identify East Central Avenue as a priority corridor for reinvestment and public investment. Extending the Main Street Corridor designation helps coordinate future land use with those adopted planning efforts, resulting in benefits that extend beyond the immediate corridor to residents, businesses, property owners, and visitors throughout the city.. **The applicant's response meets criterion C.**

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

Applicant Response: *Not Applicable as is proposed by City Council Services based on policies and actions highlighted in the above narrative.*

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

VI. Agency & Neighborhood Concerns

Public Notice	Required?	Met?
<i>Email to Neighborhood Associations (NA) within 660 feet</i>	Yes	Yes
<i>Published Legal Ad</i>	Yes	Published 06/29/2026
<i>Web Posting</i>	Yes	Posted 06/29/2026

Neighborhood/Public Meetings and Comments

Prior to submitting the application, City Council Services Staff attended three in-person community meetings to present the proposed extension of the Main Street Corridor designation along Central Avenue from Wyoming Blvd to Tramway Blvd. The presentations explained the purpose of the proposed Comprehensive Plan amendment, the rationale for extending the Main Street Corridor designation, and its relationship to the Comprehensive Plan, Integrated Development Ordinance (IDO), and Development Process Manual (DPM).

The meetings were attended by residents, business owners, and neighborhood association representatives. According to the Public Meeting Summary provided by City Council Services, community feedback was generally supportive of strengthening local businesses and creating a safer, more walkable pedestrian environment. Participants asked questions regarding pedestrian safety, building heights, parking, and potential impacts on existing businesses. City Council Services responded by providing examples of projects developed within existing Main Street Corridors, explaining that market conditions have generally limited building heights, and discussing how planned multimodal transportation improvements and the City's transportation network are intended to support walkability and reduce reliance on automobiles over time.

The following public meetings were conducted:

- May 6, 2026 – Central Business Speaker Series, Manzano Mesa Multigenerational Center
- May 12, 2026 – Singing Arrow Neighborhood Association, Singing Arrow Community Center
- May 21, 2026 – District 9 Coalition Meeting, Singing Arrow Community Center

Public Comments

Following public notice of the proposed Comprehensive Plan amendment to neighborhood associations, City Council Services received two emails requesting clarification regarding the proposed Main Street Corridor designation.

June 15, 2026: A neighborhood association member from the Victory Hills requested clarification regarding whether future development within the proposed Main Street Corridor would be subject to the use-specific standards adopted through the recent

Integrated Development Ordinance (IDO) amendments. City Council Services responded that, if approved by the City Council, future development within the corridor would be subject to the applicable Main Street Corridor standards and use-specific requirements of the 2026 IDO.

June 18, 2026: A board member of the Four Hills Village Association requested clarification regarding the vehicle-related uses that would be prohibited within the proposed Main Street Corridor and whether the amendment would reduce the speed limit along Central Avenue between Eubank Blvd and Tramway Blvd. City Council Services responded that the Main Street Corridor regulations prohibit several specified vehicle-related and other land uses identified in the 2026 IDO. City Council Services also clarified that approval of the Comprehensive Plan amendment would not result in an immediate change to the posted speed limit and that any future speed limit modifications would be evaluated through a separate process by the City's Municipal Development Department and traffic engineers as part of future transportation planning efforts.

Commenting Agencies

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

Bernalillo County Planning and Development Services:

Bernalillo County Planning and Development Services stated that the proposed amendment affects land within the City of Albuquerque and has no adverse comments. If approved, Bernalillo County will incorporate the amendment into the next update of the Albuquerque/Bernalillo County Comprehensive Plan, Volume II, and requested that the City consider adoption of the Shared Vision chapter developed jointly by City and County staff.

Bernalillo County Public Works / Transportation:

Bernalillo County Public Works supports the proposed amendment because it complements ongoing regional pedestrian safety initiatives and transportation planning efforts along Central Avenue.

Public Service Company of New Mexico (PNM):

PNM supports the proposed amendment and recommends incorporating Comprehensive Plan goals and policies related to public infrastructure, interagency coordination, and public services into the Review and Decision Criteria. PNM noted that extending the Main Street Corridor designation would facilitate coordinated infrastructure planning, support public safety improvements, and complement ongoing redevelopment efforts along East Central Avenue.

Please refer to the Agency Comments section in Attachment Section G for complete comments.

Indian Nations, Tribes, or Pueblos

The applicant was not required to submit refer the case for tribal comment. The City was not required to refer the case for tribal comment. See IDO § 14-16-6-4(B) and Table 6-1-1.

VII. Conclusion

Recommendation

APPROVAL of PLAN-2026-00001, a request for an amendment to the Albuquerque/Bernalillo County Comprehensive Plan (the “Comp Plan”) to designate a section of Central Ave east of Wyoming Blvd to Tramway Blvd. as a Main Street Corridor (“MS Corridor”). Associated maps in the Comp Plan would be amended. There are no other requested changes to the Comp Plan., based on Findings 1-22 and Conditions of Approval 1 and 2.

Findings, Comp Plan Amendment

PLAN-2026-00001

1. This request is for an amendment to the Albuquerque/Bernalillo County Comprehensive Plan (the “Comp Plan”) to designate a section of Central Ave east of Wyoming Blvd to Tramway Blvd. as a Main Street Corridor (“MS Corridor”). Associated maps in the Comp Plan would be amended. There are no other requested changes to the Comp Plan.
2. The request would help implement the long term vision for Central, continuing the Main Street Corridor designation from Wyoming Blvd. to Tramway Blvd. City Council Adopted City Rank 2 and Rank 3 Plans have goals and recommendations that identify this portion of Central Ave as a key corridor, and the MS corridor designation will match the intent of the Route 66 Action Plan and East Gateway Metropolitan Redevelopment Area Plan. Additionally, Council accepted City Department plans and reports such as the East Gateway Community Planning Area (CPA) Report and Albuquerque Vision Zero Year-in Review/Action Plan Update, 2023 that detail how designating the requested portion of Central Ave meets the needs of the East Gateway CPA and the City as a whole.
3. The [Albuquerque/Bernalillo County Comprehensive Plan](#) is updated on a regular basis to reflect changes in trends, demographics, and best practices. A list of resolutions is included within the Comp Plan.
4. A significant update to the Albuquerque/Bernalillo County Comprehensive Plan was adopted in 2017 (R-16-108), establishing the current policy framework for land use and transportation planning. The East Gateway Community Planning Area (CPA) Assessment was accepted by City Council on August 5, 2024 (EC-24-157) and recommended evaluating an extension of the Main Street Corridor designation east of Wyoming Blvd before the next Comprehensive Plan update. In 2026, City Council adopted amendments to the Integrated Development Ordinance (IDO) updating the Main Street Corridor standards and use regulations.

5. The Albuquerque/Bernalillo County Comprehensive Plan, Route 66 Action Plan (2014) – Rank II Area and Facility Plan, East Gateway Metropolitan Redevelopment Area (MRA) Plan – Rank 3 (2016), East Gateway Community Planning Area (CPA) Assessment (2024), Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023) and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.
6. The proposed Main Street Corridor passes through the East Gateway Metropolitan Redevelopment Area and the East Gateway CPA. Main Street Corridors are lively, highly walkable neighborhood streets lined with local-serving businesses. Main Streets are intended to be lively, highly walkable streets lined with local-serving businesses, modeled after the American tradition of Main Street as a place for living, working, and shopping. Examples of this type of street include Central Avenue in Nob Hill and Bridge Blvd in the South Valley.
7. The proposed Main Street Corridor will end in the Four Hills Village Activity Center. The Four Hills Activity Center is generally bounded by Dorado Place to the west, Interstate 40 to the north, Four Hills Road to the east, and a southern boundary located approximately 410 feet south of Wenonah Avenue. Activity Centers provide convenient, day-to-day services at a neighborhood scale to serve the surrounding area within a 20-minute walk or a short bike ride.
8. Corridors are not designated City Development areas, although the proposed Main Street Corridors run through designated Areas of Change and some Areas of Consistency. East of Wyoming on Central Ave to Moon Street is adjacent to areas of change within areas of consistency less than one block south. East of Moon Street to Juan Tabo Blvd are areas of change on both sides directly along Central Ave. East of Juan Tabo Blvd to Tramway there is areas of change on both sides of Central Ave. Glenridge Park Lane is a flag street to a townhouse development and is an area of consistency
9. The Long Range Roadway System (2040 LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), includes existing roadways and future recommended roadways along with their regional role.
 - A. The Long Range Roadway System (2040 LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), includes existing roadways and future recommended roadways along with their regional role.
 - B. The LRRS designates Central Ave to Tramway as an existing Community Principal Arterial.
 - C. The LRRS designates Central Ave from Tramway to Four Hills Rd. SE as an Existing Major Collector.
 - D. The MRCOG's 2040 Limited Access Facilities Map does not show adjacent roadways as an interstate freeway or as having limited access.

- E. The MRCOG's 2040 Primary Freight Corridors and Truck Restrictions Map designates Central Ave as a Secondary Freight Corridor.
 - F. The Department of Municipal Development is implementing transportation safety improvements along East Central Avenue through the Vision Zero Albuquerque Action Plan. Planned and ongoing projects, including the East Central Business Access and Transit (BAT) Lanes and Mid-Block Crossings Project, roadway restriping, pedestrian crossing enhancements, street lighting improvements, and Complete Streets improvements, support safer, more accessible, and multimodal transportation consistent with the Main Street Corridor designation.
10. The Long Range Bikeway System (LRBS) map, produced by MRCOG, identifies existing and proposed trails.
11. The LRBS shows an Existing Shoulder Bikeway (Sandia Mtn. Detour – Rte. 66) on Central Avenue from Tramway to Four Hills Rd. SE. The LRBS shows an Existing Bike Lane on Central Avenue (NM 333) from Tramway to Four Hills Rd. SE.
12. ABQ RIDE's Route 66 provides local transit service along Central Avenue with eastbound and westbound bus stops throughout the corridor, including stops between Central Avenue/Wyoming Blvd and Wenonah Avenue/Tramway Blvd. The ART Green Line (Route 777) provides Bus Rapid Transit (BRT) service along Central Avenue, with stations located approximately one-half mile apart and service to the eastern station at Central Avenue and Tramway Blvd. The total distance from Central Ave east of Wyoming Blvd and west of Tramway Blvd is approximately 3 miles.
13. Charter of the City of Albuquerque: The City of Albuquerque adopted the City Charter in 1971. Applicable articles include:
- A. Article I. Incorporation and Powers: Establishes the City of Albuquerque that may exercise all legislative powers and perform all functions not expressly denied by general law or charter, whose purpose is to provide for maximum local self-government.

Updating the Albuquerque/Bernalillo County Comprehensive Plan is an act of maximum local self-governance and is consistent with the purpose of the City Charter. The Comprehensive Plan establishes the City's long-range vision and provides the policy framework that guides future land use, transportation, and zoning decisions. The proposed Main Street Corridor designation implements that framework by guiding future development, redevelopment, and public investment along east Central Ave to support a walkable, mixed-use, multimodal corridor consistent with the City's adopted planning policies.
 - B. Article IX, Environmental Protection: The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban

environment. To affect these ends the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.

The proposed update to the Comprehensive Plan reflects best practices for policy to guide the proper use and development of land coordinated with transportation. The adoption of the Main Street Corridor designation will help protect and enhance the quality of life for Albuquerque's residents by creating a more walkable, pedestrian-oriented corridor that supports multimodal transportation, neighborhood-serving businesses, mixed-use development, adaptive reuse, economic reinvestment, and a safer, more vibrant public realm while implementing the City's long-term vision for Historic Route 66.

14. Route 66 Action Plan (Rank 2 Facility Plan) (2014): The Route 66 Action Plan is a City Council-adopted Rank II Area and Facility Plan that establishes a long-range vision for preserving, enhancing, and revitalizing the approximately 15-mile Route 66 (Central Avenue) corridor within Albuquerque. The Plan establishes five guiding goals that serve as the framework for future public investments and redevelopment. that extending the Main Street Corridor designation east from Wyoming Blvd to Tramway Blvd directly advances the long-term vision established by the Route 66 Action Plan.

The proposed amendment implements the Plan's 5 goals by supporting preservation of Route 66's historic resources, encouraging multimodal transportation and public infrastructure improvements, enhancing public spaces, promoting economic reinvestment, and reinforcing East Central Avenue's role as Albuquerque's eastern gateway and a significant historic, commercial, and cultural corridor.

15. East Gateway Metropolitan Redevelopment Area Plan (2016). The Plan recognizes Central Avenue as the primary commercial corridor within the East Gateway and establishes six redevelopment strategies intended to guide future public improvements, private investment, and redevelopment activities.

The amendment directly implements the redevelopment vision established by the East Gateway Metropolitan Redevelopment Area Plan. Rather than creating a new planning direction, the proposed amendment reinforces an existing City Council-adopted strategy for revitalizing the East Gateway area by supporting public improvements, transit-supportive redevelopment, reinvestment in underutilized properties, corridor beautification, improved public safety, and long-term economic development. The requested designation provides a Comprehensive Plan framework that complements the Metropolitan Redevelopment Agency's implementation efforts and helps advance the Plan's long-term vision for Central Avenue.

16. East Gateway Community Planning Area (CPA) Assessment (2024). The proposed Main Street Corridor designation from Wyoming Blvd to Tramway Blvd is located entirely within the East Gateway CPA. The Assessment identifies Central Avenue (Historic Route 66) as

the community's primary commercial corridor and organizing spine, emphasizing its role in future reinvestment, redevelopment, multimodal transportation, and placemaking.

The proposed amendment is consistent with and helps implement the East Gateway CPA Assessment. The amendment addresses the CPA's recognition that the existing Main Street Corridor designation ends at Wyoming Blvd and limits the applicability of Main Street development standards and incentives east of Wyoming. These policies and strategic actions demonstrate that the proposed amendment is consistent with the East Gateway CPA Assessment and advances the community's long-term vision for East Central Avenue as a vibrant, mixed-use corridor that supports housing, local businesses, multimodal transportation, and economic reinvestment.

17. Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023). The East Gateway CPA identifies Vision Zero as an important City initiative that addresses transportation and pedestrian safety concerns within the community and highlights projects focused on improving safety along East Central Ave.

The Amendment consistent with the Vision Zero program by supporting a more walkable, pedestrian-oriented development pattern that complements planned transportation safety improvements along East Central Ave, including roadway restriping, Business Access and Transit (BAT) lanes, pedestrian improvements, and other multimodal investments. The amendment supports the City's long-term Vision Zero objectives by encouraging redevelopment patterns that complement transportation safety improvements, improve the pedestrian environment, and reinforce a safer, more connected Central Ave corridor.

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

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

Recent City planning efforts have identified East Central Ave between Wyoming Blvd and Tramway Blvd as a priority corridor for reinvestment, multimodal transportation, pedestrian safety, housing, and economic development. The Route 66 Action Plan (2014), East Gateway Metropolitan Redevelopment Area (MRA) Plan (2016), East Gateway Community Planning Area (CPA) Assessment (2024), and Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023) collectively recognize changing economic conditions, aging commercial development, transportation safety concerns, housing needs, and opportunities for coordinated reinvestment along the corridor.

The proposed amendment is consistent with Comprehensive Plan Policy 4.1.3 Placemaking by reinforcing the identity of Historic Route 66 as a distinctive place for

living, working, shopping, and community activity. It also advances Policy 6.1.1 Matching Land Use by aligning future land use patterns with planned transportation improvements and the desired pedestrian-oriented development context, and supports Policy 8.1.4 Leverage Assets by encouraging reinvestment along one of Albuquerque's most significant commercial and cultural corridors.

The East Gateway CPA Assessment specifically recognizes that the existing Main Street Corridor designation ends at Wyoming Blvd, limiting the applicability of Main Street Corridor standards and incentives east of Wyoming Blvd, and recommends evaluating an extension of the designation before the next Comprehensive Plan update. The requested amendment responds to these identified conditions by extending the Main Street Corridor designation to support reinvestment, adaptive reuse, multimodal transportation improvements, and redevelopment that promotes a safer, more walkable corridor consistent with the City's adopted planning objectives.

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

The existing Main Street Corridor designation ends at Wyoming Blvd despite subsequent City planning efforts identifying the corridor between Wyoming Blvd and Tramway Blvd as appropriate for pedestrian-oriented redevelopment, multimodal transportation, and reinvestment. The proposed amendment better protects the public health, safety, and welfare by extending the Main Street Corridor designation to East Central Ave and establishing the Comprehensive Plan framework for the applicable Main Street Corridor standards and use regulations of the 2026 Integrated Development Ordinance (IDO) to guide future redevelopment.

The requested amendment advances Comprehensive Plan Policy 5.1.9 Main Streets by promoting a lively, walkable corridor that supports neighborhood-serving businesses and mixed-use development. It also supports Policy 6.1.5 Main Street Corridors by prioritizing pedestrian safety and accessibility through development patterns that complement street design and multimodal transportation improvements. In addition, the amendment advances Policy 6.4.1 Active Transportation by encouraging development that supports walking, bicycling, transit use, and other non-motorized travel.

The proposed amendment also complements implementation of the Albuquerque Vision Zero Year-in-Review / Action Plan Update (2023) by supporting Supported Action (SA) 1, which promotes corridor improvements that prioritize the safety of vulnerable roadway users, and Supported Action (SA) 4, which encourages transportation improvements that consider safety, land use, and development context. Extending the Main Street Corridor designation aligns future land use with

these transportation investments and supports safer, more walkable development patterns.

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

The proposed amendment will provide general benefits to a broad portion of Albuquerque residents and property owners because East Central Avenue is one of the City's principal commercial, transportation, and transit corridors. Extending the Main Street Corridor designation from Wyoming Blvd to Tramway Blvd supports redevelopment along a corridor that serves residents, businesses, employees, transit riders, and visitors from throughout Albuquerque rather than only adjacent property owners.

The amendment advances Comprehensive Plan Policy 8.1.1 Diverse Places by encouraging a mix of housing, commercial uses, employment opportunities, and neighborhood-serving businesses within an established activity corridor. It also supports Policy 8.1.2 Resilient Economy by promoting reinvestment in an existing commercial corridor, strengthening local businesses, increasing economic activity, and making more efficient use of existing public infrastructure.

If approved, the Main Street Corridor designation will establish the Comprehensive Plan framework for the applicable Main Street Corridor standards of the 2026 IDO to guide future redevelopment, encouraging pedestrian-oriented development, mixed-use projects, adaptive reuse, and reinvestment that benefit residents, businesses, and property owners throughout the city.

The amendment is also consistent with Policy 5.1.9 Main Streets by extending a walkable, pedestrian-oriented development framework along Historic Route 66. When combined with the City's ongoing investments in multimodal transportation, Vision Zero safety improvements, and corridor revitalization, the Main Street designation encourages redevelopment that improves pedestrian safety, transit accessibility, housing opportunities, and the public realm for residents throughout Albuquerque.

The Route 66 Action Plan, East Gateway MRA Plan, East Gateway CPA Assessment, and Vision Zero Action Plan all identify East Central Avenue as a priority corridor for reinvestment and public investment. Extending the Main Street Corridor designation helps coordinate future land use with those adopted planning efforts, resulting in benefits that extend beyond the immediate corridor to residents, businesses, property owners, and visitors throughout the city.

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

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

19. Prior to submitting the application, City Council Services Staff attended three in-person community meetings to present the purpose of the amendment, the rationale for extending the Main Street Corridor designation, and its relationship to the Comprehensive Plan, Integrated Development Ordinance (IDO), and Development Process Manual (DPM).
20. Public Meetings were attended by residents, business owners, and neighborhood association representatives. According to the Public Meeting Summary provided by City Council Services, community feedback was generally supportive of strengthening local businesses and creating a safer, more walkable pedestrian environment. The meetings were held on:
 - May 6, 2026 – Central Business Speaker Series, Manzano Mesa Multigenerational Center
 - May 12, 2026 – Singing Arrow Neighborhood Association, Singing Arrow Community Center
 - May 21, 2026 – District 9 Coalition Meeting, Singing Arrow Community Center
21. Following public notice of the proposed Comprehensive Plan amendment to neighborhood associations, City Council Services received two emails requesting clarification regarding the proposed Main Street Corridor designation from a NA representative with Victory Hills and a board member of the Four Hills Village Association which council staff responded to.
22. The applicant was not required to submit refer the case for tribal comment. The City was not required to refer the case for tribal comment. See IDO § 14-16-6-4(B) and IDO Table 6-1-1.

Conditions of Approval

PLAN-2026-00001, a request for an amendment to the Albuquerque/Bernalillo County Comprehensive Plan (the "Comp Plan")

1. The applicant shall coordinate with the staff planner to ensure that all Conditions of Approval are met and then submit a vetted, final version to the staff planner for filing at the Planning Department once City Council approves the amendment.
2. Editorial changes to the Comp Plan shall be made to update the Maps/Diagram for the following figures upon adoption by City Council:
 - A. Figure 3-1: Countywide Vision Map (Page 3-6)
 - B. Figure 3-2: Metro-focused Vision Map (Page 3-7)
 - C. Figure 5-2: Vision Map with Center Boundaries (Page 5-9)

- D. Page 5-16 – Main Street Corridor Diagram
- E. Figure 5-4: Centers and Corridors (Page 5-18)
- F. Figure A-15: Centers and Corridors (Page A-47)

Notice of Decision Distribution

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

City Council Services Matthew Cox, mcox@cabq.gov

City Council Services Deepa Bansal, dbansal@cabq.gov

Legal, Andrew Coon, acon@cabq.gov

EPC file

VIII. Attachments

A) APPLICATION INFORMATION

Amending the Comprehensive Plan to reflect the extension of the Main Street Corridor designation east of Wyoming Blvd, all the way to Tramway Blvd, along Central Avenue.

The following maps in the ABC Comprehensive Plan will be amended:

1. Figure 3-1: Countywide Vision Map (Page 3-6)
2. Figure 3-2: Metro-focused Vision Map (Page 3-7)
3. Figure 5-2: Vision Map with Center Boundaries (Page 5-9)
4. Page 5-16 – Main Street Corridor Diagram
5. Figure 5-4: Centers and Corridors (Page 5-18)
6. Figure A-15: Centers and Corridors (Page A-47)

Please refer to the following maps:

- A. Figure 1: Shows the citywide existing Main Street Corridor with the proposed extension marked
- B. Figure 2: Shows a zoomed-in map of the proposed extended corridor

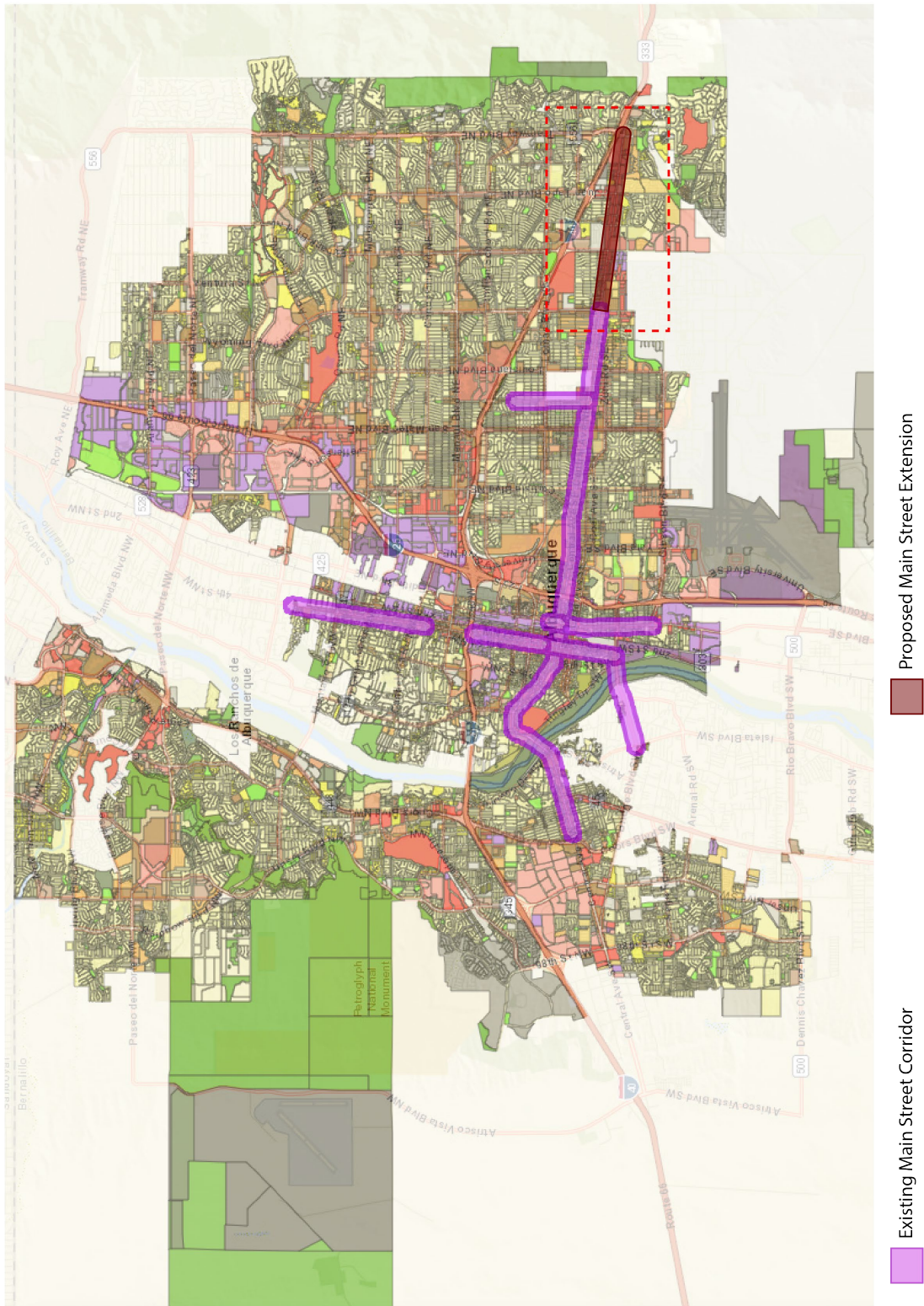


Figure 1: Citywide Main Street Corridor with proposed extension marked

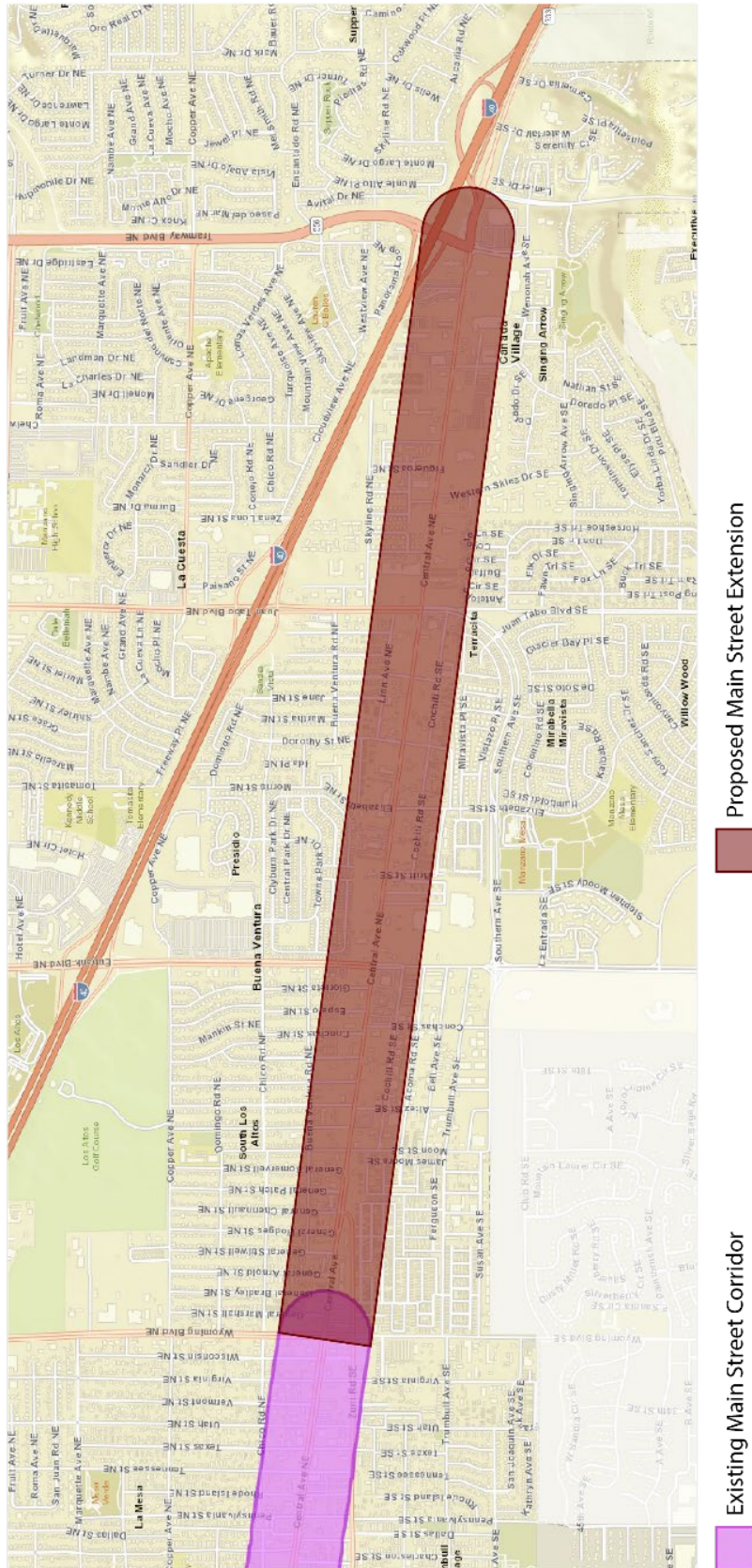
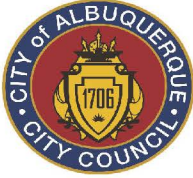


Figure 2: Zoomed-in map of the proposed extended corridor



CITY OF ALBUQUERQUE CITY COUNCIL

TO: City of Albuquerque Planning Department, Environmental Planning Commission

FROM: Isaac Padilla, Director, City of Albuquerque Council Services

SUBJECT: Applicant for Amendment to ABC Comprehensive Plan

DATE: June 3, 2026

The Albuquerque City Council Services Department is submitting this memorandum to confirm that we are acting as the Applicant on an application for an Amendment to the ABC Comprehensive Plan.

The purpose of the application is to request an extension of the Main Street corridor designation east of Wyoming Blvd along Central Avenue.

Please direct all correspondence regarding this application to:

Deepa Bansal
Council Policy Planner
City of Albuquerque Council Services
dbansal@cabq.gov

and

Omega Delgado
Planning & Policy Manager
City of Albuquerque Council Services
odelgado@cabq.gov

A handwritten signature in cursive script, likely belonging to Isaac Padilla.

Isaac Padilla
Director, Albuquerque City Council Services

Authorization Letter - Applicant for Amendment of Comp Plan

Final Audit Report

2026-06-04

Created:	2026-06-03
By:	Deepa Bansal (Dbansal@cabq.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAeL0FeW-Uk3TANqhk3w6LMiW3oYb053HF

"Authorization Letter - Applicant for Amendment of Comp Plan" History

-  Document created by Deepa Bansal (Dbansal@cabq.gov)
2026-06-03 - 9:46:54 PM GMT
-  Document emailed to Isaac Padilla (iepadilla@cabq.gov) for signature
2026-06-03 - 9:46:58 PM GMT
-  Email viewed by Isaac Padilla (iepadilla@cabq.gov)
2026-06-03 - 9:47:04 PM GMT
-  Document e-signed by Isaac Padilla (iepadilla@cabq.gov)
Signature Date: 2026-06-04 - 4:40:14 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE
-  Agreement completed.
2026-06-04 - 4:40:14 PM GMT



CITY OF ALBUQUERQUE

CITY COUNCIL

MEMORANDUM

TO: Daniel Aragon, Commission Chair, CABQ Environmental Planning Commission

FROM: Deepa Bansal, Council Policy Planner, City of Albuquerque Council Services

SUBJECT: Amendment of Comprehensive Plan – Eastward Extension of Main Street Corridor Designation Along Central Ave.

DATE: June 29, 2026

Dear Chair Aragon,

The City of Albuquerque's Council Services submits this application to the Environmental Planning Commission for a Comprehensive Plan Amendment to the Albuquerque/Bernalillo County Comprehensive Plan ("Comp Plan") to designate a section of Central Avenue east of Wyoming Blvd and west of Tramway Blvd as a Main Street Corridor, effectively proposing an eastward extension of the existing Main Street Corridor designation along Central Ave.

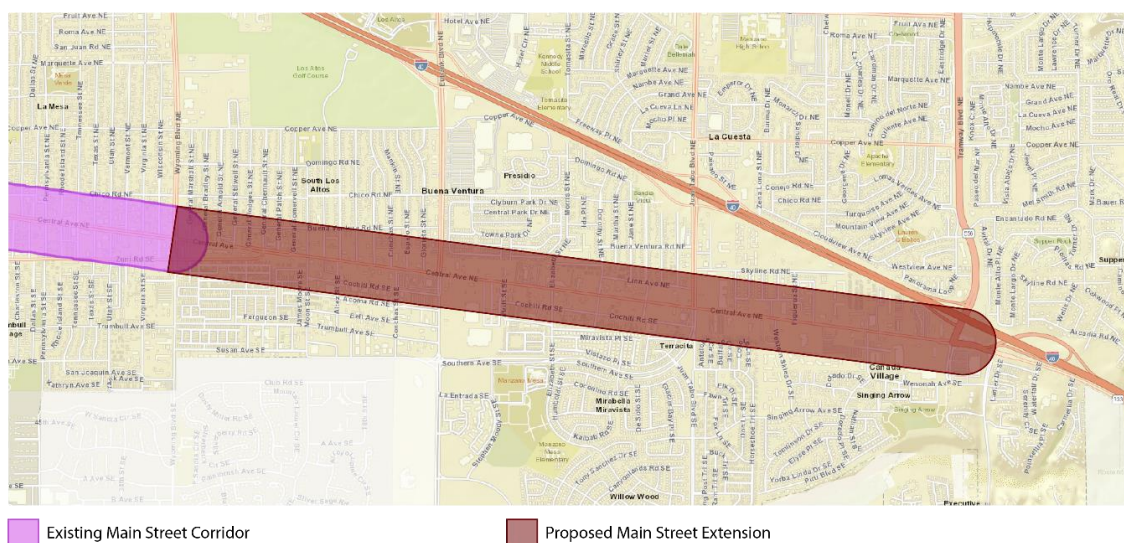


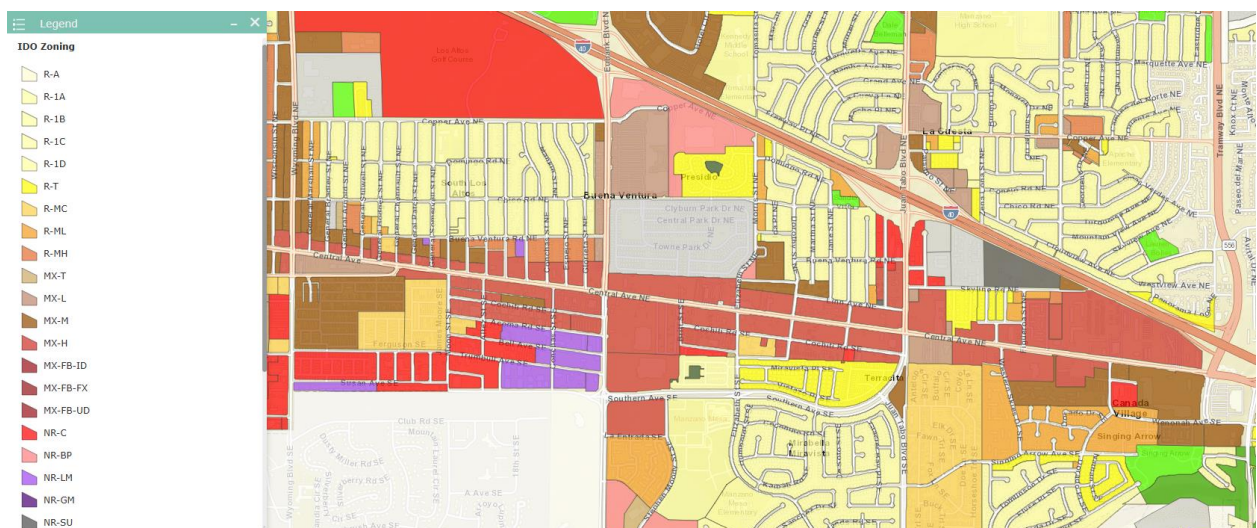
Figure 1: Proposed extension of Main Street Corridor designation

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

The Comp Plan describes the "Main Street Corridor as lively, highly walkable streets characterized by local-serving businesses and active ground floor uses. These corridor patterns should be well-served by transit, designed for safe and pleasant walking environments with street trees, landscaping, and wide sidewalks. Public investments in these areas should prioritize street and walkway improvements". Citywide, Main Street Corridors are commercial thoroughfares with higher intensity uses that serve as the focal point for economic and social activity. These corridors stand as a sign of historic heritage, cultural identity, and the community spine that connects people, goods, services and jobs, bringing socioeconomic vibrancy and long-term economic resilience.

Background:

Figure 2: Current IDO Zoning



The corridor marks the eastside gateway entry into the city, directly on Historic Route 66, acting as a critical economic and cultural spine. It is lined with a mix of small retail, strip malls, self-storage spaces, restaurants, fast food outlets, grocery stores, mobile home parks, auto-oriented businesses, including car washes, vehicle sales, and retail, apartment complexes, and motels/hotels, creating a sense of communal place with live, work, and play environment for the surrounding neighborhoods. The corridor is largely zoned MX-L and MX-H, envisioned to grow with low to high-intensity mixed-use development.



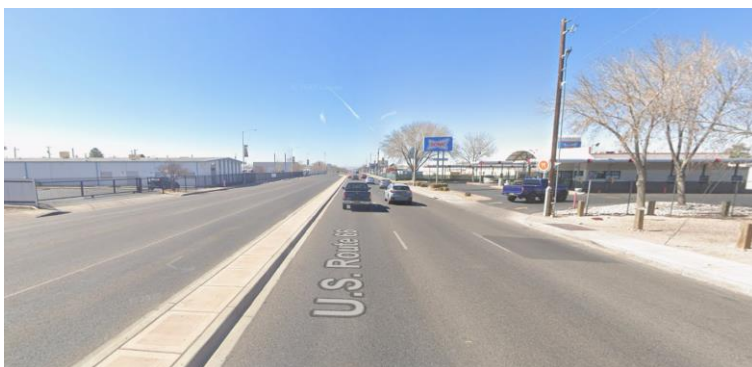
Central Ave. and Eubank Blvd.



Central Ave, and Conchas St.



Central Ave. and Britt St.



Central Ave. and Juan Tabo Blvd.

But even though the corridor is an active commercial spine, it faces blight and a significant amount of vacancy (15-18%), affecting the overall experience for surrounding neighborhood residents and existing businesses. This proposed amendment to the Comp Plan, extending the Main Street boundary along Central Avenue, east of Wyoming Blvd, would further support the growth of commercial and mixed-use development along the corridor.

This amendment aligns with ongoing public investments such as speed reduction efforts like the restriping of east Central Ave to reduce travel lanes by designating the exterior vehicle travel lanes as Business Access and Transit Lanes (BAT lanes), and City's adopted plans, including the Route 66 Action Plan, the East Gateway Metropolitan Redevelopment Area (MRA) Plan, and the Albuquerque Vision Zero Year-in-Review/Action Plan projects. Together, these efforts seek to create safer and more pedestrian-friendly streets, reinvest in public infrastructure, and strengthen economic development along the corridor.

The following section of this letter provides additional detail on these initiatives and their role in advancing the corridor's revitalization goals.

Analysis:

A) Route 66 Action Plan:

Albuquerque contains the longest intact stretch of the original Route 66 highway in an urbanized area. The Route 66 Action Plan (2014) is a Rank II City Facility Plan that covers the 15 miles of Central Avenue/ Route 66 within Albuquerque city limits from 116th Street to I-40 at Tramway Boulevard. The Plan creates strategies to improve, enhance, and celebrate this portion of Route 66. The plan intends to inform and direct City efforts that impact Central Avenue and to guide lower-ranking plans. In addition, the Plan outlines actions to be taken throughout the corridor and at specific nodes for pedestrian improvements, urban enhancements, and catalytic redevelopment projects.

Route 66 has played an important role in the history of Albuquerque and the U.S. For decades, it brought people to and through Albuquerque, creating a demand for goods, services, and lodging. However, the completion of Interstates 40 and 25 caused traffic to divert off Central, and many businesses left or closed. Since then, many groups have worked to continue the legacy of Route 66 in Albuquerque, including the New Mexico Route 66 Association, local businesses, the City of Albuquerque, and many other entities championing Route 66.

The vision for Route 66 in Albuquerque is to create a vibrant experience for all generations with attractions that build upon the memories of the past, contribute to the present lives of locals, and have an ever-evolving appeal that expands into the future. The plan establishes five guiding goals that remain relevant today and further support extending the Main Street along all Central Avenue, including the east entry to Route 66. These goals include:

- 1. Historic Legacy:** Preserve and protect Route 66 assets and interests.
- 2. Infrastructure and Transportation:** Ensure public infrastructure responds to current and future development needs. Develop and support an attractive, comfortable, efficient, and easily accessible multi-modal transportation system.
- 3. Public Spaces:** Foster a sense of place and a unified streetscape.
- 4. Business and Development:** Support opportunities that are catalytic for a strong and diverse business economy.
- 5. Promotion and Tourism:** Recognize and support the potential Route 66 has to create a thriving local and tourist economy.

The East Gateway is already recognized as a key component of this vision. As one of the ten Activity nodes identified in the plan, Node 1 focuses on establishing the eastern gateway of Route 66. Project recommendations include improvements to Central Avenue, including street lighting, wayfinding signage, enhanced streetscaping, pedestrian crossings at Tramway and Central, and public art along the multi-use trail (Page 39, Route 66 Action Plan).

These policy recommendations of the city adopted plans are intended to strengthen the corridor's identity, improve multimodal access, and create a more welcoming public realm. Collectively, they reflect the framework of improvements that define a successful Main Street Corridor. Designation as a Main Street advances the vision and policy of adopted plans one step closer to implementation by activating the design standards outlined in the Development Process Manual (DPM). Once designated, both public improvements and private development along Central Avenue must align with these standards, ensuring that future investments contribute to a cohesive corridor identity. In other words, designation is the mechanism that moves policy into enforceable standards for both public and private improvements.

FIGURE 7.2.41 Street Element Dimensions Along Major Roads

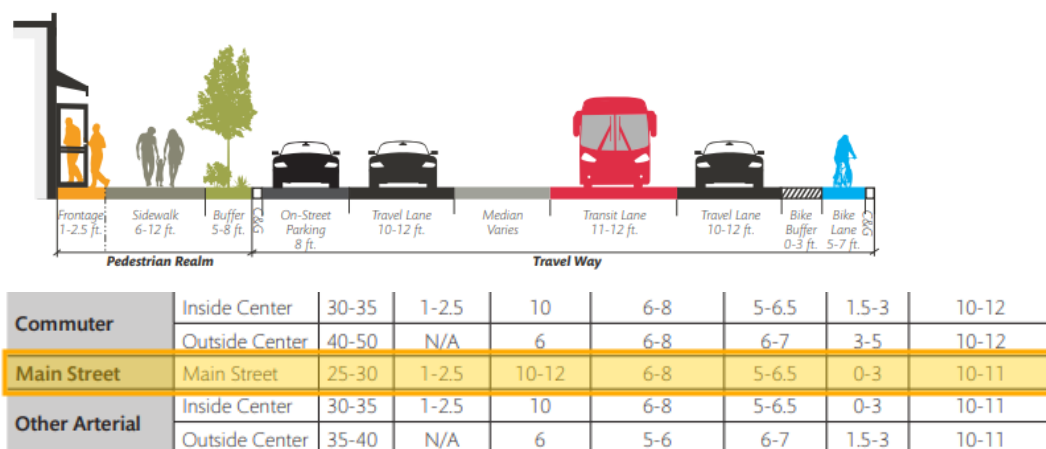


Figure 3: Development Process Manual (DMD) - Main Street specifications

Designating East Central as a Main Street would further directly support the implementation of these recommendations. The Integrated Development Ordinance (IDO) includes development standards specific to Main Streets, such as allowances for extended porches, protections for historic neon signs, enhanced landscaping requirements, and pedestrian-oriented building design. These standards help create attractive, walkable public spaces that reinforce Route 66's historic character while supporting business activity and tourism.

The East Central Gateway is home to three historic U.S. Route 66 landmarks—Luna Lodge, Enchanted Mesa Trading Post, and La Puerta Motor Lodge—which reinforce the corridor's cultural significance and the importance of preserving its unique identity. Designation as a Main Street district creates a pathway to preserve and adaptively reuse these historic assets as neighborhood-serving destinations, similar to El Vado Motel on West Central, where historic Route 66 character has been reimaged into a contemporary place for people to shop, dine, and stay. Today, much of East Central's commercial fabric remains auto-oriented, limiting opportunities for social interaction and community-building. Main Street designation can help catalyze the transformation of these car-centric properties into vibrant third places that foster connection, local commerce, and neighborhood identity. Additionally, the City's ABC Comprehensive Plan supports this approach through

Policy 5.1.9 Main Streets: Promote Main Streets that are lively, highly walkable streets lined with neighborhood-oriented businesses.

This framework is modeled around the American tradition of Main Street as a place for living, working, and shopping. Together, these established policy frameworks demonstrate that extending the Main Street Corridor designation along East Central Avenue is a logical implementation of the City's adopted vision for Route 66, advancing its goals for historic preservation, infrastructure investment, economic development, and tourism.

Moreover, the corridor's persistently high commercial vacancy rate—estimated between 15 and 18 percent—demonstrates that the status quo is not working. Despite adopted policy efforts and corridor plans, East Central continues to experience economic decline and disinvestment. In contrast, the Main Street framework has proven successful in other parts of Albuquerque, including the Nob Hill and West Central Avenue corridors, where targeted reinvestment has strengthened business activity, improved walkability, and created vibrant social destinations. Consumer preferences are increasingly shifting toward walkable, experience-driven commercial districts where people can shop, gather, and connect. Given that the East Central commercial corridor is directly surrounded by established neighborhoods, Main Street designation presents a critical opportunity to reposition the area as a neighborhood-serving destination that better aligns with modern market demands and community needs.

B) East Gateway MRA Plan:

The East Gateway Metropolitan Redevelopment Area (MRA) Plan was adopted in 2016. The goal of the plan is to make Central Avenue more welcoming to residents and visitors arriving at the City's edge by facilitating redevelopment of vacant and underutilized parcels and providing for a greater variety of businesses and services that are much needed in the area. The Plan calls for multiple investments and improvements facilitated by the Metropolitan Redevelopment Agency, community members, and the private property and business owners to ultimately stimulate economic vibrancy and social cohesion.

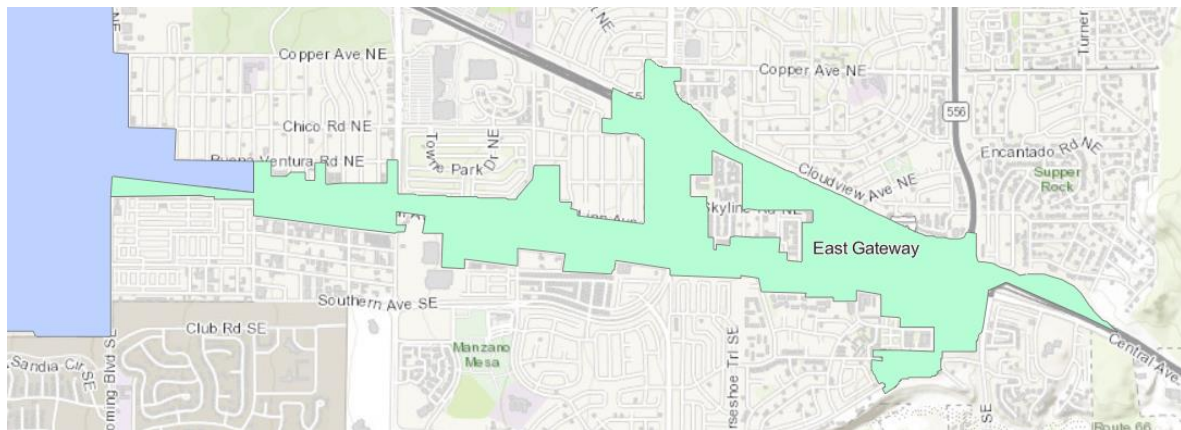


Figure 4: East Gateway MRA

Key recommendations outlined in the MRA Plan include:

1. **Public Improvements:** Stimulate reinvestment and redevelopment along the Central Avenue Corridor by identifying and constructing public improvements that foster a sense of “place” in this area (Page 7 – East Gateway MRA Plan).
 - a. These include street lighting, landscaping, pedestrian and bicycle improvements, and enhancing infrastructure to support public transit.
2. **Redevelopment of Underutilized Parcels and Activity Center:** Promote and directly facilitate redevelopment or re-use of vacant or underutilized parcels (Page 9 – East Gateway MRA Plan).
3. **Beautification:** Encouraging private investment, attract visitors and foster community pride by improving the look and feel of Central Ave. (Page 9 – East Gateway MRA Plan).
 - a. Rehabilitate existing building facades and signs via façade improvement grants and/or loans.
 - b. Install public art to highlight the area's history and complement existing art installations
4. **Safety Improvements:** Improve corridor safety by investing in public improvements and supporting redevelopment that attracts businesses and creates jobs. (Page 10 – East Gateway MRA Plan).

The East Gateway MRA plan is 20 years old and is slated for an update that will incorporate the land use policy and framework dictated by the current comprehensive plan framework of centers and corridors, new economic development initiatives and coordination, and a modernized socio-economic vision. However, the existing plan is still in effect and establishes the City's dedication in stewarding more opportunities for development on East Central Ave, promoting it to be a healthy, safe, and vibrant community corridor through the MRA tools and incentives.

Designating East Central as a Main Street would establish the policy framework necessary to guide future redevelopment and align corridor improvements with the City's long-term vision. By laying this foundation now, the upcoming Rank 3 MRA Plan update can intentionally incorporate Main Street characteristics—such as compact, mixed-use, and pedestrian-oriented development patterns—into its recommendations and implementation strategies. This sequencing ensures that future public and private investments are shaped by a cohesive framework that advances both Main Street principles and East Gateway MRA goals.

Under the IDO, properties located within Main Street Corridors are afforded increased flexibility to support commercial revitalization and reinvestment. These provisions include reduced parking minimums, relaxed setback standards, and development forms that place the structure closer to the street front with parking located to the side or rear of the property. Collectively, these standards are intended to enhance the pedestrian experience, activate street frontages, and support a more vibrant public realm.

Main Street Corridors are also eligible for increased height limits and height bonuses when developments meet specific design or community-oriented criteria. These incentives encourage reinvestment on underutilized or vacant parcels while maintaining compatibility with surrounding neighborhoods. MS corridors are also part of a residential zoning incentive brought forth by O-24-69, which allows all housing typologies within a quarter mile of the corridor. This was added to the IDO for the purpose of increasing our housing stock but locating it in places where residents could be beneficial to existing and future businesses. These zoning entitlements can be found within the different use-specific standards of the different residential uses.

C) Albuquerque Vision Zero Year-in-Review/Action Plan (2023):

Since 2019, the City of Albuquerque has advanced the Vision Zero initiative with the goal of eliminating traffic-related fatalities and serious injuries. As part of this effort, the City identified the High Fatality and Injury Network (HFIN), which prioritizes corridors based on safety performance, social vulnerability, land use context, and access to essential destinations. These criteria guide targeted investments in areas with the greatest need for safety improvements.

Eastern Central Avenue is recognized as a Tier 1 Priority along the HFIN. The city has been collectively working towards making better public infrastructure aimed at

creating a safer environment for pedestrians. The following maps present the ongoing projects, which include improvements like installing Pedestrian Hybrid Beacon (PHB) crossing signals, street lighting, and transforming the street into a complete multimodal street design, to support the vision through physical interventions.

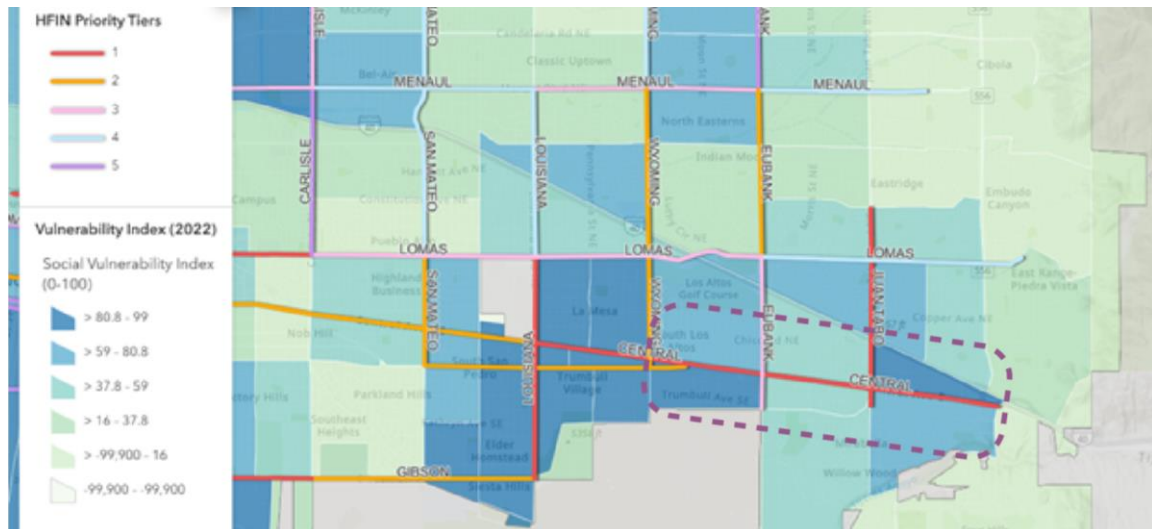


Figure 5: Map of High Fatality and Injury Network overlapped with Social Vulnerability Index

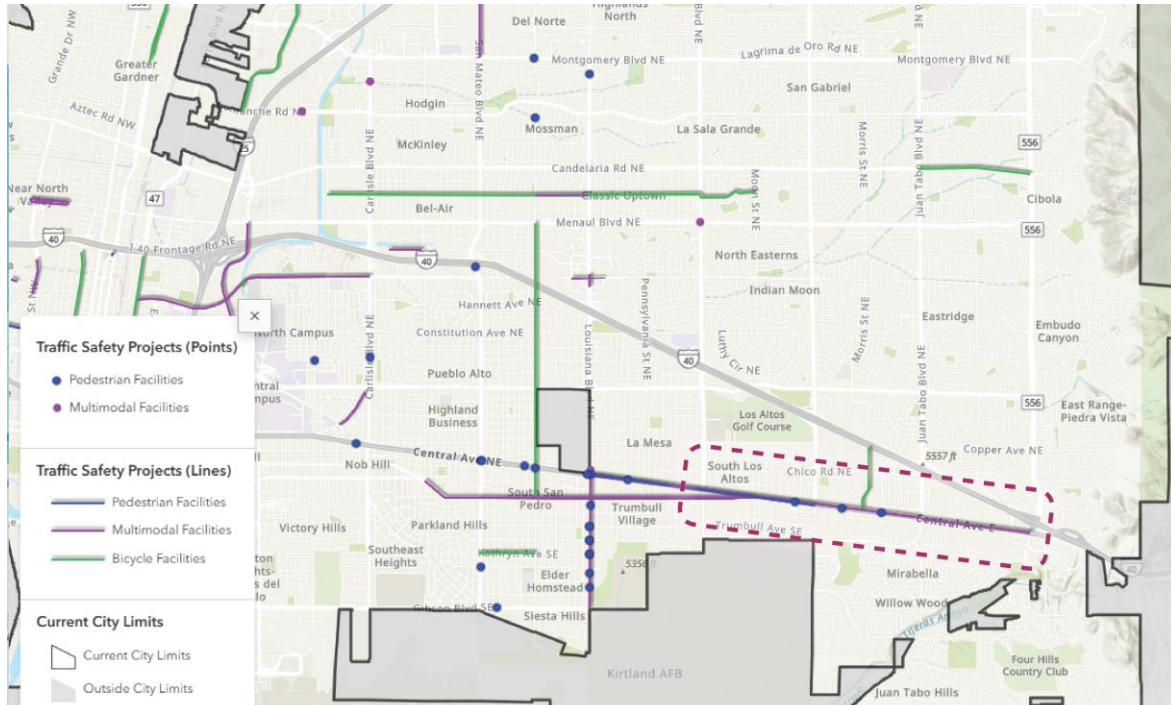


Figure 6: Current ongoing projects in the city, working on creating safer pedestrian networks



Figure 7: Completed projects over the last 5 Years

East Central Business Access & Transit (BAT) Lanes and Mid-block Crossings Project: This project constructed business access & transit (BAT) lanes on Central Ave between Louisiana Blvd and Juan Tabo Blvd. It will also construct two mid-block crossings with pedestrian refuge islands and pedestrian hybrid beacons (PHBs) at Central Ave, near the BAT lane construction, with expected construction of the mid-block crossings in 2026.

These investments reflect the City's long-term commitment to transforming East Central Avenue into a safer, more accessible, and pedestrian-oriented corridor. Extending the Main Street Corridor designation to this segment of Central Avenue would complement these transportation improvements by establishing the design and development standards necessary to guide future public and private investments. In doing so, the designation helps ensure that corridor improvements continue in the direction already established, reinforcing a cohesive vision for a more walkable, connected, and vibrant East Central.

Together, the Albuquerque Vision Zero Year-in-Review/Action Plan infrastructure investments and the Main Street development standards advance the same objectives: creating a corridor that is safer for all users, supports local businesses, encourages economic reinvestment, and fosters a vibrant public realm. Designating East Central Avenue as a Main Street Corridor ensures that future redevelopment aligns with these public investments, maximizing their long-term benefits and furthering the City's adopted goals for safety, mobility, and economic vitality.

D) East Gateway Community Planning Area (CPA)

The City of Albuquerque is divided into twelve Community Planning Areas (CPAs). On Monday, August 15, 2022, the City Council adopted Resolution 22-42 to establish the schedule for Community Planning Area assessments, each of which is supported by a year-long, community-driven planning process. These efforts bring together residents, businesses, property owners, neighborhood associations, and community stakeholders to assess existing conditions, identify priorities, and develop actionable strategies to improve the quality of life and guide future land use decisions.

Legend

Community Planning Areas

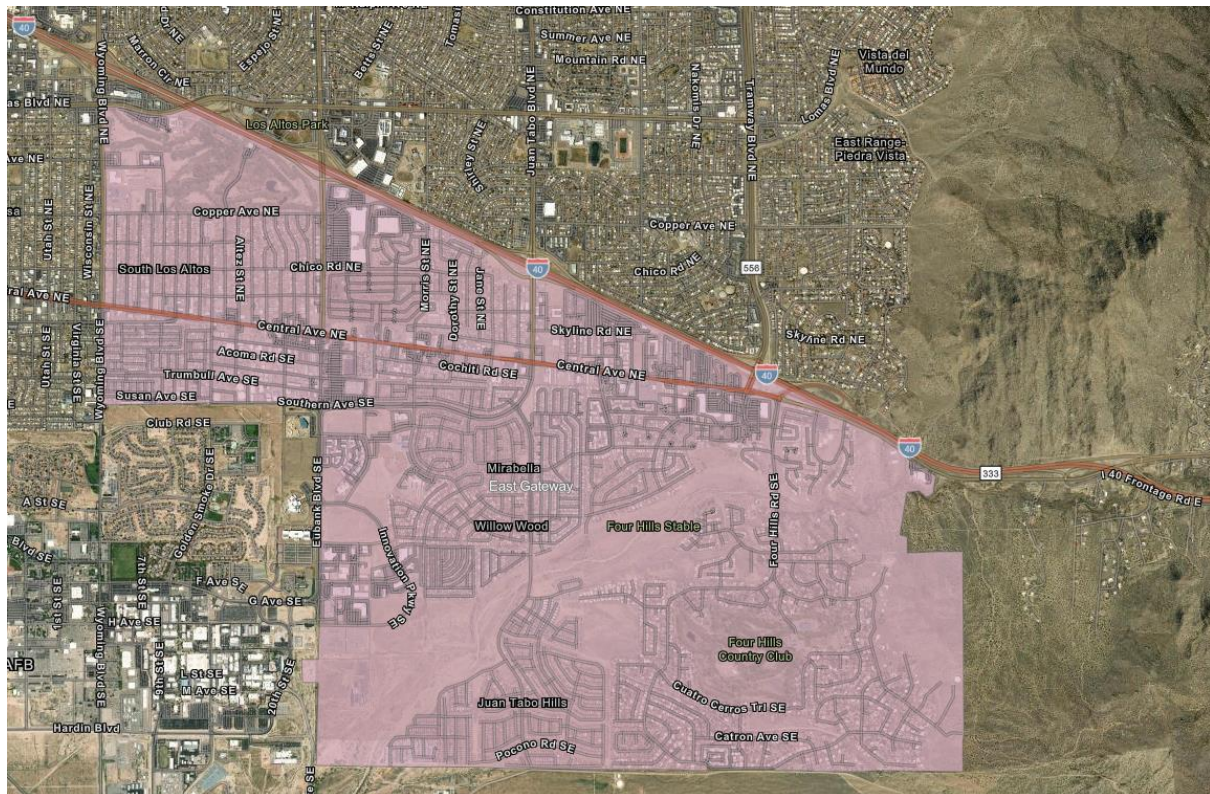
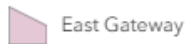


Figure 8: East Gateway Boundary

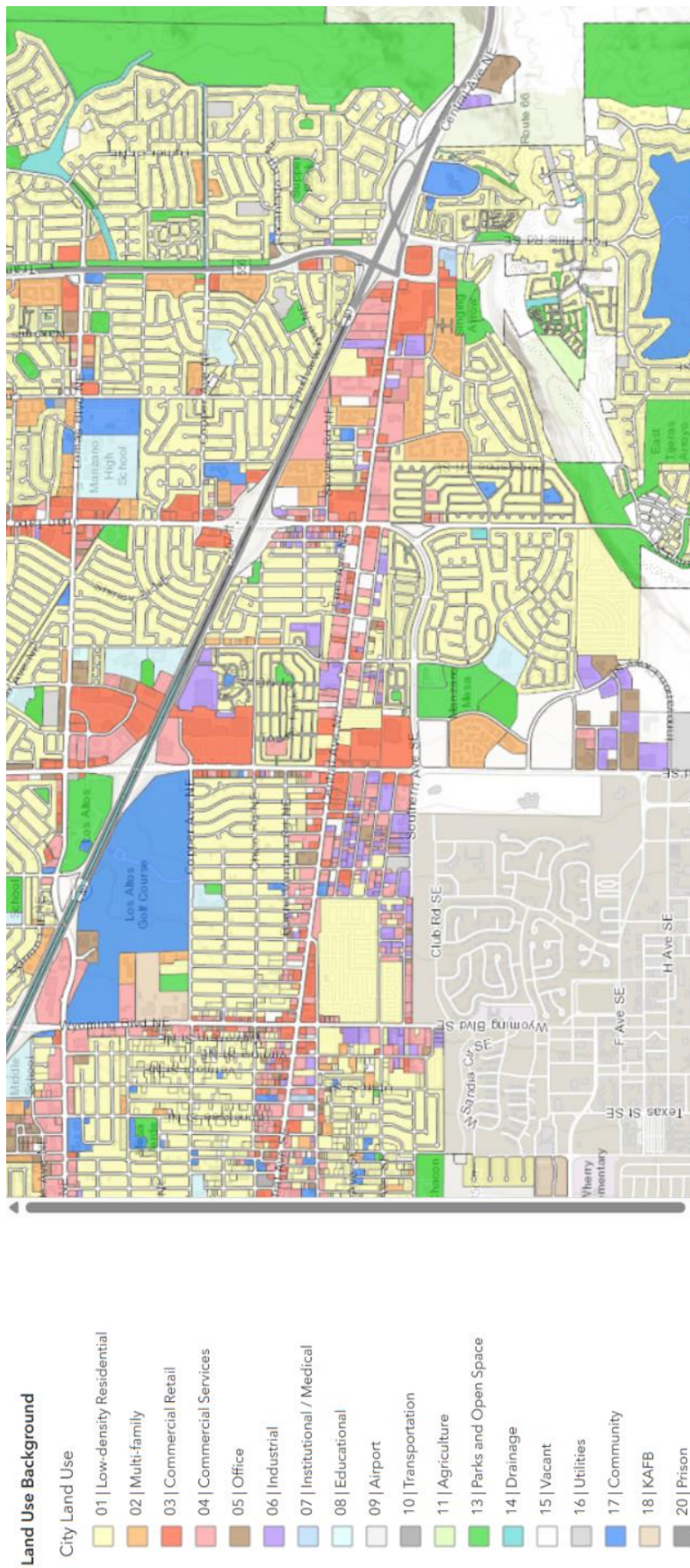


Figure 9: Existing land use in the district

City Council accepted the East Gateway Assessment report on August 5, 2024, via EC-157. The East Gateway CPA extends from Wyoming Boulevard to the City's eastern boundary and from I-40 to Kirtland Air Force Base. Central Avenue, historically known as Route 66, serves as the primary commercial corridor and organizing spine of the area, featuring mid-century architecture and long-established businesses.

The CPA includes a mix of distinct neighborhoods and housing types. Currently, approximately 76 percent (76%) of the area's 13,228 housing units are single-family homes, while 24 percent (24%) are multi-family units. Data from the CPA assessment indicates that approximately 36 percent (36%) (4.3k) of housing in the area is considered unaffordable.



Figure 10: East Gateway CPA data – Housing demographics

The East Gateway CPA Assessment Report reflects a comprehensive, community-based planning effort and includes a policy and action matrix that identifies priority projects and partnerships.

Listed below are some of the recommendations:

Policy #5 – Support development projects that include conversions of hotels or motels into permanent housing units.

Strategic Action Matrix 5.2.2. - Work with local stakeholders and City partners to determine the impacts of the Main Street Corridor designation on Central Avenue in different development contexts before the next Comprehensive Plan update.

Strategic Action Matrix 5.3.1 – Consider the impacts of potential development that includes vehicle-related uses in the East Gateway small-mapped area and determine if other uses should be prohibited within the mapped area boundaries.

Strategic Action Matrix 5.3.1 - Consider adding a distance separation for car washes in the IDO

Designating East Central as a Main Street Corridor would provide a range of development incentives through the IDO with reduced parking requirements, height bonuses, and other benefits that promote development and help spearhead growth for more housing. These incentives support the CPA's recommendation to encourage adaptive reuse, including the conversion of hotels and motels into permanent housing, while promoting reinvestment in underutilized commercial properties.

The designation also aligns with Strategic Action Matrix 5.2.2, advancing this recommendation by applying the City's adopted Main Street framework to a corridor already identified for revitalization and multimodal investment.

Through the recent bi-annual IDO update, effective starting May 6th, the city has amended its regulations to prohibit certain light-vehicle-related uses along the Main Street Corridors. Extending this designation along East Central aligns with Strategic Action Matrix 5.3.1 and the provisions of the small-mapped area, thus providing the same benefits as it will for other parts of Central.

Other recommendations, such as the development of transitional housing, training centers for homeless youth, and reinvestment in underutilized commercial areas, align with the intent of a Main Street Corridor designation and would be supported by a more flexible and pedestrian-oriented development framework along Central Avenue.

Overall, extending the Main Street Corridor designation advances the recommendations of the East Gateway CPA while reinforcing the ABC Comprehensive Plan's vision for walkable, mixed-use corridors that support housing, local businesses, multimodal transportation, and economic revitalization.

Conclusion:

Collectively, the Route 66 Action Plan, East Gateway MRA Plan, the Vision Zero initiative, and East Gateway CPA establish Central Avenue as a critical commercial and community corridor with strong historic, economic, and social significance. These adopted plans consistently identify the corridor as a priority area for public investment, safety improvements, and redevelopment efforts.

Extending the Main Street Corridor designation to East Central Avenue formalizes this long-standing role within the City's policy framework. The designation reinforces existing planning efforts and sets the stage for future development that supports walkability, economic vitality, and community-serving uses, outcomes that are further enabled through the development incentives and standards provided under the Integrated Development Ordinance.

Extending the Main Street Corridor designation east of Wyoming Boulevard does not introduce a new development vision for Central Avenue but rather formalizes and strengthens an existing one. The designation provides regulatory clarity and predictable incentives that support commercial growth, adaptive reuse, and reinvestment, while advancing adopted City policies related to economic development, walkability, and equitable access to services.

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

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

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

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

Changed economic and social conditions along East Central Avenue demonstrate that the status quo is no longer sufficient to protect the corridor's long-term viability, public safety, and welfare. Despite existing adopted policies, the corridor continues to experience persistent commercial vacancy rates estimated between 15 and 18 percent, signaling ongoing economic decline and underperformance. These vacancy trends, coupled with disinvestment and shifting consumer preferences toward walkable, mixed-use commercial environments, underscore the need for a new policy framework that can better support revitalization, business attraction, and neighborhood-serving investment.

These changed conditions are primarily reflected in the City's adoption and implementation of Albuquerque Vision Zero Year-in-Review/Action Plan (2023), a data-driven safety initiative that identifies high-risk roadways and prioritizes targeted investments to eliminate traffic-related fatalities and serious injuries.

Under Vision Zero's High Fatality and Injury Network (HFIN), Central Avenue is identified as a Tier One priority corridor, the highest level of concern within the City's safety framework. This designation reflects documented safety risks, high pedestrian activity, transit usage, and surrounding land use conditions that warrant focused intervention. In response, the city has committed to significant infrastructure improvements along this segment of Central Avenue, including the East Central Business Access and Transit (BAT) Lanes and Mid-Block Crossings Project.

In addition to roadway safety improvements, transit service conditions along East Central Avenue have evolved. As part of the ABQ RIDE Recovery Network updates, the city continues to operate Route 66 alongside the ART corridor to serve local stops east of Louisiana Boulevard, where development is distributed along the corridor rather than concentrated at major intersections. This transit configuration provides frequent service, approximately every eight minutes or less on weekdays,

reflecting sustained transit demand and reinforcing Central Avenue's role as a primary multimodal corridor.



The Recovery Network, with Route 66 serving local stops west of San Pedro Ave., ART serving local stops east of Louisiana Blvd, Route 66 also serving the International District, and better north-south route frequencies.

Figure 11: ABQ RIDE Recovery Network – Increased frequency along Central Avenue

The following comprehensive plan policies guide to support development that protects special places like the Route 66 and enhances development in line with changing infrastructure and land uses throughout the city.

1. **POLICY 4.1.3 Placemaking:** *Protect and enhance special places in the built environment that contribute to a distinct identity and sense of place.*
2. **POLICY 6.1.1 Matching Land Use:** *When designing and improving streets, prioritize transportation-related accommodations and amenities to match the desired development context (e.g., urban, suburban, or rural) and/or the intended intensity of land uses.*
3. **POLICY 8.1.4 Leverage Assets:** *Enhance and market the region's unique characteristics internally and to outside businesses and individuals in order to compete with other regions.*

Together, these changed conditions demonstrate a shift toward increased public investment in safety, transit, and pedestrian infrastructure along East Central Avenue. The Main Street framework supports the corridor's unique social identity and the need for structured development. It aligns land use policy with ongoing investments, ensuring that future development patterns support safer streets, enhanced accessibility, and community-serving commercial activity.

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

Adoption of the proposed amendment will protect the public health, safety, and welfare more effectively than retention of the existing Comprehensive Plan designation by aligning land use policy with adopted transportation, urban design,

and corridor-focused development policies. The existing Comprehensive Plan designation does not fully reflect the corridor's evolving role as a pedestrian- and transit-oriented commercial spine, nor does it provide the same level of policy support for walkable, mixed-use development patterns that reinforce safety and accessibility goals.

The Comprehensive Plan contains multiple policies that support the proposed designation and emphasize active transportation, pedestrian-oriented design, and focused development along key corridors.

The projects undertaken through Albuquerque Vision Zero Year-in-Review/Action Plan (2023) of the city are predominantly working on creating a safer environment for pedestrians by investing in capital projects. Supported actions include:

- a. SA 1 - Construct/reconstruct corridors and intersections using proven safety countermeasures to prioritize safety and vulnerable road users, and to provide more opportunities to better accommodate all roadway users.
- b. SA 4 - Consider the HFIN, vulnerability index, safety, land use, and development context when designing new or retrofitting existing roadways and incorporating design principles to discourage drivers from speeding.
- c. SA 11 - Evaluate opportunities for a shared micromobility program, whether through public-private partnerships or in collaboration with partner agencies to serve the region with options that may include bikes, e-bikes, and e-scooters.

Designating the corridor as a Main Street enhances the actions listed in this Year-in-Review/Action Plan (2023), promoting safer environments for all road users. It also furthers the policies and goals of the Comp Plan. The following policies dictate a supportive vision for the Main Street corridor to create a safer environment for all.

POLICY 6.4.1 Active Transportation: Promote options and mobility for walking, biking, and other non-motorized travel.

This direction is reinforced by Goal 6.4.1.2, which elevates Vision Zero as a citywide policy coordinated with City leadership to ensure sustained support for safety initiatives.

POLICY 5.1.9 Main Streets: Promote Main Streets that are lively, highly walkable streets lined with neighborhood-oriented businesses.

POLICY 6.1.5 Main Street Corridors: Prioritize pedestrians in street design and improvements, emphasizing safety, accommodation, and amenities by slowing auto traffic, providing on-street parking, limiting or prohibiting curb cuts, and requiring primary auto access to parking lots to be provided from intersecting, auto-oriented streets.

Designating East Central Avenue as a Main Street Corridor advances these policies more effectively than the existing designation by formally prioritizing pedestrian safety, walkability, and transit access within the IDO framework.

Main Street corridor to the west of the proposed area on Central Avenue is a magnet for redevelopment, with flexible development standards and incentives that support compact, pedestrian –oriented development standards. Successful projects along the Main Street Corridor include Senior Housing, affordable housing, BRT median infrastructure, State Fair reinvestment, addition of the City’s newest library, and a [park](#) to go along with it.

Retaining the existing condition of East Central, limits the city’s ability to fully leverage its transportation improvements and safety initiatives through coordinated efforts. The proposed amendment aligns with the recent infrastructure growth and support for better urban design potentials and regulations, which not only support the economic vitality of the corridor, but also protect public health, safety, and welfare.

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

The proposed amendment will provide general benefits to a broad portion of City residents and property owners by supporting housing choice, economic vitality, and safer, more accessible development along a major commercial corridor.

Within the East Gateway Community Planning Area, approximately 76 percent of the 13,228 housing units are single-family homes, while 24 percent are multi-family units. Community planning efforts further indicate that approximately 36 percent of households in the area spend more than 30 percent of their income on housing costs, highlighting the need for additional housing options and reinvestment in areas with existing infrastructure and transit access.

Main Street Corridors across the City have consistently supported the development of multi-family housing in locations that are well served by transit and commercial services. East Central Avenue currently functions as a commercial spine, with land uses along the corridor primarily consisting of retail and service-oriented businesses serving both nearby neighborhoods and the broader city.

POLICY 8.1.1 Diverse Places: Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scales to encourage economic development opportunities.

POLICY 8.1.2 Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

Comprehensive plan policies supporting Economic development, with the Goal of Placemaking enhances the need for the development of a mixed economy, improving the quality of life for residents it serves.

Designating the corridor as a Main Street formalizes this role and promotes a more active, pedestrian-oriented streetscape that supports local businesses, increases foot traffic, and enhances economic vitality. These benefits extend beyond the immediate area, as Central Avenue serves residents, commuters, and visitors from across Albuquerque.

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

Not Applicable as is proposed by City Council Services based on policies and actions highlighted in the above narrative.

Based on these findings, the City of Albuquerque's Council Services Department requests that the Environmental Planning Commission recommend approval of the Comprehensive Plan amendment for a Main Street Corridor extension, east along Central Ave. between Wyoming and Tramway to the City Council.

Sincerely,



Deepa Bansal

Council Policy Planner
City of Albuquerque, City Council Services
Office: (505) 767 5795

B) STAFF INFORMATION

PROJECT MEMO

TO: Deepa Bansal, Council Planner
Albuquerque Council Services

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

RE: PLAN-2026-00001 ABQ/Bern. County Comprehensive Plan Amendment

DATE: June 23, 2026

We've completed a review of the proposed Comp Plan Amendment to designate a section of Central Avenue as a Main Street Corridor. Following is an outline of our discussion and requested items from our project meeting.

Please provide the following:

⇒ Revised Justification letter and meeting notes (electronic and in ABQ PLAN) by:
9am on June 30, 2026

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

1. Overview:

- A. Though we've done our best for this review, additional items may arise as the case progresses. If so, we will inform you immediately.
- B. Location: Central Ave NE from East of Wyoming Blvd to west of Tramway Blvd
- C. This request is for: A Comp Plan Amendment to designate Central Ave NE from East of Wyoming Blvd to west of Tramway Blvd. as a Main Street Corridor.
- D. This request is on behalf of the ABQ City Councilor Grout. Albuquerque Council Services is the applicant. There is no agent for the request.
- E. M Central Ave NE from East of Wyoming Blvd to west of Tramway Blvd is currently a Major Transit Corridor. It meets the criteria of a Main Street Corridor as outlined in the Comp Plan and research provided in the Route 66 Action Plan, MRA, CPA and Vision Zero.

2. Process:

- A. Information regarding the EPC process, including the calendar and current Staff reports, can be found at:
<https://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/environmental-planning-commission>
- B. Timelines and EPC calendar: the EPC public hearing is on July 16, 2026. Final staff reports will be available about one week prior, on July 9, 2026. The final date for clarifying comments to be submitted to the EPC is July 1, 2026.
- C. Agency comments will be distributed around June 29, 2026. We will email you a copy of the comments and any late comments will be forwarded.

3. Notification & Neighborhood Issues:

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

- A. Pursuant to IDO §14-16-6-4(J)(2)(e) For applications related to a citywide Policy Decision, electronic mail notice is required to all Neighborhood Associations.
- B. Thanks for notifying all the Neighborhood Association (NA) members as required.
The email with the contact list of NA's from ONC did not include all the contacts for NA's required for Public Notice. Can this be provided for the record? – Yes will be provided by the applicant.
- C. Have any neighborhood representatives or members of the public contacted you with any comments? – Two Neighborhood Association's sent emails with questions regarding the prohibited uses on main street corridor. Applicant will send copies of the emails from the NAs.

4. Project Justification Letter:

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

A. Introduction:

The last paragraph in this section mentions city adopted plans, ongoing public investments and community driven planning efforts. What are these public investments and community driven planning efforts?

B. Analysis:

Please focus on the Rank 2 and 3 Facility Plans (Council Adopted City Plans) that were mentioned in the justification letter.

- 1. Route 66 Action Plan - Adopted Rank 2 Facility Plan. - How do the goals of the plan help justify the request?
- 2. MRA – Adopted Rank 3 Plan. – Please add more information regarding the East Gateway MRA and provide more detail regarding the key recommendations and redevelopment to promote public transit, underutilized parcels and activity centers.

The following are council accepted city department plans and reports and were used as supplemental plans in the Justification letter.

- 1. Vision Zero - When referencing the updated Vision Zero/Action Plan please rephrase as the “Year-in Review/Action Plan Update, 2023.” (This was approved by city council in November 2023.) – How does this information justify the request as a Main Street Corridor?
- 2. East Gateway CPA Report – How does this report impact the entirety of the Comp Plan?

C. Additional Information:

Please create redlines exhibits of changes proposed in the requested Amendment. – Applicant will work on redlines.



**CITY OF ALBUQUERQUE
PLANNING DEPARTMENT**

INTER-OFFICE MEMORANDUM

June 9, 2026

TO:

CABQ ENVIRONMENTAL HEALTH – Byron Lueras, Shellie Eaton
CABQ FIRE DEPARTMENT – Lieutenant Rogelio Rodriguez
CABQ LEGAL – Andrew Coon
CABQ METROPOLITAN REDEVELOPMENT AGENCY – Jennifer Jackson, China Osborn
CABQ MUNICIPAL DEVELOPMENT/TRANSPORTATION PLANNING – Tim Brown,
Valerie Hermanson, Debbie Bauman
CABQ NEIGHBORHOOD COORDINATION – Vanessa Baca
CABQ PARKS & RECREATION
CIP MANAGER – Cheryl Somerfeldt
CITY FORESTER – Sean O’Neil
PARK DESIGN – Hannah Aulick
OPEN SPACE PLANNING – James Lewis, Adryana Vialpando
TRAILS – Whitney Phelan
URBAN FORESTRY – Bonnie Strange
CABQ PLANNING
ENGINEER – Shahab Biazar
HISTORIC PRESERVATION – Leslie Naji
HYDROLOGY – Tiequan Chen
LONG RANGE – Vicente Quevedo, Jordan James
TRANSPORTATION DEV. SERVICES – Ernest Armijo
ZONING – Angelo Metzgar, Jeffrey Palmer
CABQ POLICE DEPARTMENT – Laura Kuehn
CABQ SOLID WASTE – Adrian Marez
CABQ TRANSIT – Lawrence Kline, Andrew de Garmo
ABC WATER UTILITY AUTHORITY – David Gutierrez, Eddie Kemp, Galveston Begaye,
Aryam Hernandez, Monica Rodriguez, Heidi Hilland
ALBUQUERQUE PUBLIC SCHOOLS – Sarah Young, Cordell Bock, Hodgins Serrullo
AMAFCA – Jared Romero, Kana Radius
BERNALILLO COUNTY
PLANNING MANAGER – Elvira Lopez
LEAD PLANNER – Carrie Barkhurst
LEAD PLANNER – Karen Iverson
SENIOR PLANNER – Benjamin Savoca
SENIOR PLANNER – Karina Peggau
PLANNER – Peach Anderson-Tauzer
TRANSPORTATION – Julie Luna
KIRTLAND AIR FORCE BASE – Eva Blaylock
MID-REGION COUNCIL OF GOVERNMENTS – Aaron Hill
MIDDLE RIO GRANDE CONSERVANCY DISTRICT – Jason Casuga, Eric Zamora, Mapping
NM DEPARTMENT OF TRANSPORTATION – Margaret Haynes, Keith Thompson, Peter
Kubiak
NM GAS COMPANY – Jeff Estvanko, Brandon Kauffman
NATIONAL PARK SERVICE/PETROGLYPH NATIONAL MONUMENT – Nancy Hendricks
PUBLIC SERVICE COMPANY OF NEW MEXICO – Russell Brito

FROM: Mikaela Renz-Whitmore, Urban Design and Development Division, Planning Department

SUBJECT: ENVIRONMENTAL PLANNING COMMISSION CASE DISTRIBUTION

Below are the legal descriptions for the cases scheduled for public hearing before the Environmental Planning Commission on **July 16, 2026**.

The City of Albuquerque Planning Department has begun using new case tracking software. Applications and related materials are available to review and/or download for each case via the links below.

Please direct questions to the case planner noted below and available by email: PlanningEPC@cabq.gov

All agency comments are due June 29, 2026.

SUBMIT COMMENTS TO: <https://cabq.gov/epc-agency-comment>

(Please submit comments via the Agency Comment Portal link, not as email submittals.)

Project # PR-2021-005222

Case # [SP-2026-00054](#)

Site Plan – EPC, Major Amendment

Tierra West, LLC, agent for Western Hills Investments, LLC requests a Site Plan - EPC, Major Amendment for all or a portion of Tract 1 Plat for Tracts 1 and 2 G Alameda Shoppes (Being comprised of Tract C-4-A Seven Bar Ranch), approximately 0.7616 acres and Tract 2 Plat for Tracts 1 and 2 G Alameda Shoppes (Being comprised of Tract C-4-A Seven Bar Ranch) approximately 1.2278 acres, located at 3615 & 3617 NM 528 NW, between Alameda Blvd NW and Ellison Rd NW, totaling approximately 2 acres. (A-14)
Staff Planner: Catherine Heyne

Case # [ZMA-2026-00009](#)

Zoning Map Amendment (Zone Change)

Retail Southwest, agent for Avatar Recoveries LLC, requests a Zoning Map Amendment from MX-M to NR-C for all or a portion of Tract 2-A, Block 0000 Plat of Tract 2-A Mira Mesa Estates (being a Replat of Tracts 2 & 3) located at 6500 Hanover Rd NW, between Coors Blvd. NW and Hanover Rd NW, approximately 5 acres. (J-10)
Staff Planner: Dustin Kiska

Case # [SP-2026-00096](#)

Site Plan – EPC, Major Amendment

RBA Architecture, agent for Laguna Point requests a Site Plan – EPC, Major Amendment for all or a portion of Tract 7, Academy Hills Addition, located at 5801 Eubank Blvd NE, between Academy Rd NE and Eubank Blvd NE, approximately 13.01 acres. (E-21)
Staff Planner: Daniel Soriano

Case # [PLAN-2026-00001](#)

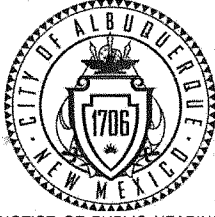
Comprehensive Plan Amendment

City of Albuquerque Planning Department requests a Comprehensive Plan Amendment to the Albuquerque/Bernalillo County Comprehensive Plan (Comp Plan) to designate a section of Central Ave east of Wyoming Blvd and west of Tramway Blvd as a Main Street Corridor, effectively proposing and eastward extension of the existing

Main Street Corridor designation.
Staff Planner: William Steele

Project # PR-2021-005684
Case # [SP-2026-00044](#)
Site Plan - EPC

Sites Southwest LLC, agent for ABCWUA requests a Site Plan – EPC, for all or a portion of Tract OS-2 Bulk Land Plat for Mesa del Sol Innovation Park II (a Replat of Tracts 1, 12, 15, 4-A-2, 4-A-3 & 4-A-4 Mesa del Sol & Tracts 2-A, 2-B, 3, 4, 7, 8, 9, 10, 16, 18, 19, 20, 21, Tract F Bulk Land Plat for Mesa del Sol Innovation, located at 99999 Crick Crossing SE, between Watson Dr SE and Hawking Dr SE, approximately 9.5 acres. (Q-16)
Staff Planner: Daniel Soriano



NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Albuquerque Environmental Planning Commission (EPC) will hold a **Public Hearing** on **Thursday, July 16, 2026 at 8:40 a.m.**, using Zoom (online).

Attend by Zoom
<https://cabq.zoom.us/j/83932559165>

Attend by Phone
(719) 359-4580
Meeting ID: 839 3255 9165
Find your local number: <https://cabq.zoom.us/j/83932559165>

Please contact City Planning staff via the information below for any of the following:

- To request details about the cases below.
- At least 72 hours prior to the hearing:
 - For individuals with disabilities to request special assistance to participate at the public hearing.
 - To request interpretation into other languages at the hearing.

Contact Information

- Email: PlanningEPC@cabq.gov
- Phone: 505-924-3860, option for Boards and Commissions, or TTY 711

To submit written comments on any of the cases below, please submit by **9 AM on Wednesday, July 1, 2026**.

- Mail: EPC, c/o EPC Hearing Monitor, CABQ Planning Department, P.O. Box 1293, ABQ, NM 87103
- Online portal: <https://cabq.gov/epc-public-comment>

Project # PR-2021-005222

Case # SP-2026-00054

Site Plan - EPC, Major Amendment

Tierra West, LLC, agent for Western Hills Investments, LLC, requests a Site Plan - EPC, Major Amendment for all or a portion of Tract 1 Plat for Tracts 1 and 2 G Alameda Shoppes (Being comprised of Tract C-4-A Seven Bar Ranch), approximately 0.7616 acres and Tract 2 Plat for Tracts 1 and 2 G Alameda Shoppes (Being comprised of Tract C-4-A Seven Bar Ranch) approximately 1.2278 acres, located at 3615 & 3617 NM 528 NW, between Alameda Blvd NW and Ellison Rd NW, totaling approximately 2 acres. (A-14)

Staff Planner: Catherine Heyne

Case # ZMA-2026-00009

Zoning Map Amendment (Zone Change)

Retail Southwest, agent for Paseo Nuevo, Ltd. Co., Paseo Nuevo Development, Ltd. Co., Beckner Road Equities, Inc., Gordon L. Skarsgard, Patience P. Skarsgard, Joshua J. Skarsgard, Eakin Santa Fe Investments, LLC, L4 Properties, LLC, and Matheu Family Living Trust dated February 21, 2000, requests a Zoning Map Amendment from MX-M to NR-C for all or a portion of Tract 2-A, Block 0000, Plat of Tract 2-A, Mira Mesa Estates (being a Replat of Tracts 2 & 3), located at 6500 Hanover Rd NW, between 64th street and 68th street, approximately 5 acres. (J-10)

Staff Planner: Dustin Kiska

Case # SP-2025-00096

Site Plan - EPC, Major Amendment

RBA Architecture, agent for Laguna Point, requests a Major Amendment to a Site Plan EPC, for all or a portion of Tract 7, Academy Hills Addition, located at 5801 Eubank Blvd NE, between Layton Ave. NE and Admiral Halsey Dr. NE, approximately 13.3 acres. (E-21)

Staff Planner: Daniel Soriano

Case # PLAN-2026-00001

Comprehensive Plan Amendment

City Council Services Department requests a Comprehensive Plan Amendment to the Albuquerque/Bernalillo County Comprehensive Plan (Comp Plan) to designate a section of Central Ave east of Wyoming Blvd and west of Tramway Blvd as a Main Street Corridor, effectively proposing and eastward extension of the existing Main Street Corridor designation.

Staff Planner: William Steele

Project # PR-2021-005684

Case # SP-2026-00044

Site Plan - EPC

Sites Southwest LLC, agent for ABCWUA, requests a Site Plan EPC, for all or a portion of Tract F2, Plat of Tracts F-1, F-2 & F-3 Mesa Del Sol Innovation Park II, located at 5430 Watson Dr. SE, between Turing Dr SE and Hawking Dr SE, approximately 7.4

acres. (Q-16)

Staff Planner: Daniel Soriano

Environmental Planning Commission (EPC)

Journal: June 29, 2026

C) PUBLIC NOTICE



Contact List of NA required for Public Notice

From Bansal, Deepa <dbansal@cabq.gov>

Date Thu 5/28/2026 12:26 PM

To Flores, Suzanna A. <Suzannaflores@cabq.gov>

Cc Delgado, Omega <odelgado@cabq.gov>

 1 attachment (2 MB)

Main Street Corridor Extension.png;

Hi Suzie,

We are working on submitting a Comp Plan Amendment on behalf of Councilor Grout to extend the Main Street Corridor designation east of Wyoming Blvd all the way up to Tramway Blvd along Central Avenue.

Can you please provide me with the list of NAs and their contact information for the Public Notice requirement?

Attached is a map for your reference.

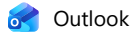
Thank you!



DEEPA BANSAL

Council Policy Planner | Albuquerque City Council Services

E dbansal@cabq.gov | **O** (505) 767-5795


RE: Contact List of NA required for Public Notice

From Flores, Suzanna A. <Suzannaflores@cabq.gov>

Date Thu 5/28/2026 1:51 PM

To Bansal, Deepa <dbansal@cabq.gov>

Cc Delgado, Omega <odelgado@cabq.gov>

Hi Deepa,

Please see the list of neighborhood association's below.

Association Name	Association Email	First Name	Last Name	Email	Address Line 1
District 6 Coalition of Neighborhood Associations	district6coalition@gmail.com	M. Ryan	Kious	m.ryankious@gmail.com	1108 Georgia SE
District 6 Coalition of Neighborhood Associations	district6coalition@gmail.com	Calvin	Martin	calmartin93@gmail.com	411 Girard Bouleva
District 9 East Gateway Coalition		Michael	Brasher	eastgatewaycoalition@gmail.com	216 Zena Lona NE
District 9 East Gateway Coalition		Julie	Dreike	dreikeja@comcast.net	13917 Indian Schoc Road NE
La Mesa Community Improvement Association	lamesainternationaldistrict@gmail.com	Rose	Walker	5058041113rw@gmail.com	1033 Utah NE
La Mesa Community Improvement Association	lamesainternationaldistrict@gmail.com	Idalia	Lechuga-Tena	idalialt@gmail.com	4405 Prairie Loft W
Singing Arrow NA	abqsana@gmail.com	Mark	Burton	sdg@nmsciencefoundation.org	601 Dorado Pl SE
Singing Arrow NA	abqsana@gmail.com	Nancy	Roll	nancyaroll@gmail.com	13312 Rachel Rd SE
South Los Altos NA	contact@slananm.org	Allen	Osborn	a.osborn06@comcast.net	245 Espejo Street N
South Los Altos NA	contact@slananm.org	Eileen	Jessen	SLANAPRESIDENT@GMAIL.COM	420 General Hodge Street NE
Supper Rock NA	admin@supper-rock.org	Ken	O'Keefe	kmotheirish@gmail.com	600 Vista Abajo Dri
Supper Rock NA	admin@supper-rock.org	Kathleen	Schindler-Wright	srock692@comcast.net	407 Monte Largo D NE
Trumbull Village Association	ID.TVNA.505@gmail.com	Bernadette	Hardy	hardy_bernadette@yahoo.com	7512 Dixon St SE
Trumbull Village Association	ID.TVNA.505@gmail.com	Jennifer	Jones	j504rise@yahoo.com	528 Torrance St SE

Thank you,

Suzie



Suzie Flores

Senior Administrative Assistant

Office of Neighborhood Coordination (ONC) | City Council Department | City of Albuquerque
(505) 768-3334 Office

E-mail: suzannaflores@cabq.gov

Website: www.cabq.gov/neighborhoods

From: Bansal, Deepa <dbansal@cabq.gov>

Sent: Thursday, May 28, 2026 12:26 PM

To: Flores, Suzanna A. <Suzannaflores@cabq.gov>

Cc: Delgado, Omega <odelgado@cabq.gov>

Subject: Contact List of NA required for Public Notice

Hi Suzie,

We are working on submitting a Comp Plan Amendment on behalf of Councilor Grout to extend the Main Street Corridor designation east of Wyoming Blvd all the way up to Tramway Blvd along Central Avenue.

Can you please provide me with the list of NAs and their contact information for the Public Notice requirement?

Attached is a map for your reference.

Thank you!

Association Name	Association Email	First Name	Last Name	Email	Alternative Email	Address Line 1	Address Line 2	City	State	Zip	Mobile Phone
Academy Estates East NA		Larry	Pope	lepopec@msn.com		9000 Galaxia Way NE		Albuquerque	NM	87111	5058213077
Academy Estates East NA		James	Santistevan	dukecity777@yahoo.com		5609 Cometa Court NE		Albuquerque	NM	87111	5054508385
Academy Hills Park NA	academyhillsparksna@gmail.com	Walter	Olson	cholson04@gmail.com		6019 Los Hermanos Ct NE		Albuquerque	NM	87111	5052282161
Academy Hills Park NA	academyhillsparksna@gmail.com	Wadeline	Waslosky	twaslosky@yahoo.com		9816 Compadre Lane NE		Albuquerque	NM	87111	5053621008
Academy North NA	annapresident505@gmail.com	Vanessa	Stranski	vgstrans1@yahoo.com		7109 Hollis ST NE		Albuquerque	NM	87109	5056970472
Academy North NA	annapresident505@gmail.com	Therry	Kuchar	leah24@mac.com		8409 Racheleigh St NE		Albuquerque	NM	87109	3039050327
Academy Ridge East NA	arena87111@gmail.com	Ellen	Wilsey	abqmail46@gmail.com		10828 Academy Ridge Road NE		Albuquerque	NM	87111	5053033821
Academy Ridge East NA	arena87111@gmail.com	Mark	Roland	markroland@msn.com		6220 Academy Ridge Court NE		Albuquerque	NM	87111	5052189538
Alamosa NA		Baca	Jeannette	jeannettebaca71@gmail.com		901 Field SW		Albuquerque	NM	87121	5053792976
Alamosa NA		Jerry	Gallegos	jgallegowc6@gmail.com		417 65th ST SW		Albuquerque	NM	87121	5053855809
Altura Addition NA	alturaaadditonna@gmail.com	Griffin	Hardy	ghardy090@gmail.com		1615 Aliso Dr NE		Albuquerque	NM	87110	505371632
Altura Addition NA	alturaaadditonna@gmail.com	Barbara	Leighton	barbaraleighton1715@comcast.net		1715 Solano Dr. NE		Albuquerque	NM	87110	5059332597
Altura Park NA	alturapark@gmail.com	Neal	Spero	sunrun@yahoo.com		4205 Hannett NE		Albuquerque	NM	87110	7346585577
Altura Park NA	alturapark@gmail.com	Charles	Bacachi	cabacachi@gmail.com		1308 Avenida Manana NE		Albuquerque	NM	87110	5059182280
Alvarado Gardens NA		Michael	Dexter	medexter49@gmail.com		3015 Calle San Ysidro NW		Albuquerque	NM	87109	5052897648
Alvarado Gardens NA		Diana	Hunt	pres@alvaradoneighborhood.com		2820 Candelaria Road NW		Albuquerque	NM	87107	5053635913
Alvarado Park NA	apna87110@gmail.com	Darcy	Bushnell	dmc793@gmail.com		2017 Alvarado Drive NE		Albuquerque	NM	87110	5053795335
Alvarado Park NA	apna87110@gmail.com	Elissa	Dente	elissa.dente@gmail.com		2100 Alvarado DR NE		Albuquerque	NM	87110	5055733387
Antelope Run NA	antelope.run.abq@gmail.com	Alex	Robinson	alexrrm@comcast.net		12033 Ibox Avenue NE		Albuquerque	NM	87111	5052940473
Antelope Run NA	antelope.run.abq@gmail.com	Kareneth	Fabiszak	kfabiszak@xcelglobal.net		12021 Ibox Avenue NE		Albuquerque	NM	87111	7323515893
Arroyo Del Oso North NA	adonneighborhood@gmail.com	Willie	Orr	willeorri1@msn.com		7930 Academy Trail NE		Albuquerque	NM	87109	3039105707
Arroyo Del Oso North NA	adonneighborhood@gmail.com	Samantha	Darling	sdarling713@gmail.com		7819 Academy Trail		Albuquerque	NM	87109	5054535608
Barelas NA		Amy	DeCesare	amycedesare1224-bna@gmail.com		512 Hazeldine Ave SW		Albuquerque	NM	87102	2162151623
Barelas NA		Sean	Potter	bna@seanpotter.org		705 Iron AVE SW		Albuquerque	NM	87102	5054801216
Bear Canyon NA		Patsy	Beck	patsybeck@aol.com		7518 Bear Canyon Road NE		Albuquerque	NM	87109	5052397897
Bear Canyon NA		Ted	Bustos	ted@coandpeterson.com		7510 Bear Canyon Rd NE		Albuquerque	NM	87109	505489171
BeAir NA	board@bananm.org	Celeste	Uranca	celesteuranca@outlook.com		2700 Solano Drive NE		Albuquerque	NM	87110	5059798559
BeAir NA	board@bananm.org	Maria	Reyes	murka@usa.com		2814 Adams NE		Albuquerque	NM	87110	5053507144
Campus NA	campus.neighborhood.assoc@gmail.com	Calvin	Martin	calmartin93@gmail.com		411 Girard Boulevard NE		Albuquerque	NM	87106	5054127669
Campus NA	campus.neighborhood.assoc@gmail.com	Kenny	Stansbury	kenny.stansbury@gmail.com		615 Vassar NE		Albuquerque	NM	87106	5054634276
Cherry Hills Civic Association		Roger	Knuth	roknuth@comcast.net		6912 Red Sky Road NE		Albuquerque	NM	87111	5056802313
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Rio Grande Boulevard NA	riograndebvld@gmail.com	Carmen	Marrone	carmenmarrone@aol.com	3541 Luke Circle NW	Albuquerque	NM	87107	50522720344
Riverview Heights NA		Cynthia	Doe	cyndoe@hotmail.com	1414 Crescent Drive NW	Albuquerque	NM	87105	5059343951
Riverview Heights NA		Rhonda	Hasse	diamondgr1904@yahoo.com	1408 Crescent Drive NW	Albuquerque	NM	87105	2693398332
Route 66 West NA	cheriequeada@yahoo.com	Cherise	Quezada	cheriequeada@yahoo.com	10304 Paso Fino Place SW	Albuquerque	NM	87121	5052631178
Route 66 West NA	cheriequeada@yahoo.com	Fauz	Fauz	paulfauz@gmail.com	505 Parrel Street NW	Albuquerque	NM	87105	5053853203
Rundia High School Area NA		Kious	mikeykious@aol.com	7901 Palo Duro Avenue NE	Albuquerque	NM	87110	5055778967	
Sandia High School Area NA		Jeff	Hillery	jhillery2015@gmail.com	7900 Sierra Azul Ave NE	Albuquerque	NM	87110	5059910011
Sandia Ridge NA	sandiaridgena@gmail.com	Ron	Gray	grong27@gmail.com	1817 Truman St NE	Albuquerque	NM	87110	3025938689
Sandia Ridge NA	sandiaridgena@gmail.com	Mauritia	Whipple	mwhipp103@gmail.com	4721 Robin Ave NE	Albuquerque	NM	87110	50572514844
Santa Barbara Martinestown NA	sbmartintown@gmail.com	Nancy Lopez	Naranjo	naranjolopez2010@gmail.com	1127 Walter NE	Albuquerque	NM	87102	5052107716
Santa Barbara Martinestown NA	sbmartintown@gmail.com	Andrew	Tafaya	salendecia@gmail.com	1529 Edith Blvd NE	Albuquerque	NM	87102	5056152986
Santa Fe Village NA	sfvna2014@gmail.com	Rob	Zabrecky	rob@zabrecky.com	6708 Lamar Ave NW	Albuquerque	NM	87120	0
Santa Fe Village NA	sfvna2014@gmail.com	Jeanie	Jarvis	jeanjarvis1955@yahoo.com	5005 Suncup CT NW	Albuquerque	NM	87120	8054070013
Sawmill Area NA	sawmillneighbor@gmail.com	Amanda	Browne	browne.amanda.jane@gmail.com	1314 Claire Court NW	Albuquerque	NM	87104	6097600743
Sawmill Area NA	sawmillneighbor@gmail.com	David	Striker	davidstriker@yahoo.com	1500 15th St NW	Albuquerque	NM	87104	5052502361
Siesta Hills NA	siestahillsna@gmail.com	Tamara	Toussaye	siesta2na-pra@gmail.com	1424 Hertz Drive SE	Albuquerque	NM	87105	5053056966
Siesta Hills NA	siestahillsna@gmail.com	Phylis	Galloway	greenchilemana@comcast.net	1424 Ridgcrest Pl SE	Albuquerque	NM	87108	5053012734
Silver Hill NA	silverhillabq@gmail.com	James	Montalbano	ja.montalbano@gmail.com	1409 Silver Avenue SE	Albuquerque	NM	87106	5052430827
Silver Hill NA	silverhillabq@gmail.com	Eva	Blaylock	evarockstar@msn.com	1920 Gold SE	Albuquerque	NM	87106	5054808598
Singing Arrow NA	absana@gmail.com	Mark	Burton	628@nmciencenfoundation.org	601 Dorado Pl SE	Albuquerque	NM	87123	5056099609
Singing Arrow NA	absana@gmail.com	Nancy	Evans	nancyevans@gmail.com	13312 Rachel Rd SE	Albuquerque	NM	87123	5122834545
South Broadway NA	absbna@gmail.com	Onastine	Jaramillo	onastine@gmail.com	212 Avenida Cesar Chavez SE	Albuquerque	NM	87102	5052345156
South Broadway NA	absbna@gmail.com	Frances	Armijo	fmarmijo@gmail.com	915 William SE	Albuquerque	NM	87102	5054003473
South Guadalupe Trail NA	sgtnaburque@gmail.com	James	Salazar	jsalazarm@gmail.com	5025 Guadalupe Trail NW	Albuquerque	NM	87107	5054895040
South Guadalupe Trail NA	sgtnaburque@gmail.com	Martha	Lelko	martlelko@gmail.com	5219 Guadalupe Trl. NW	Albuquerque	NM	87107	5052646172
South Los Altos NA	contact@slanam.org	Allen	Osborn	a.osborn6@comcast.net	245 Espigo Street NE	Albuquerque	NM	87123	5052933402
South Los Altos NA	contact@slanam.org	Eileen	Jessen	SLANAKJESSEN@gmail.com	420 General Highway Street NE	Albuquerque	NM	87121	5053555237
South San Jose NA	southsanjoseassociation@gmail.com	Theresa	Duncan	theresaduncan@gmail.com	207 Abajo Rd SE	Albuquerque	NM	87102	5055067466
South San Jose NA	southsanjoseassociation@gmail.com	Esther	Kottke	rehk105@gmail.com	211 Abajo Rd SE	Albuquerque	NM	87102	8083155641
South San Pedro NA	southsanpedroabqboard@gmail.com	Sarah	Khanlian	sarah.khanlian@gmail.com	601 Cagua Drive SE	Albuquerque	NM	87108	5053637204
South San Pedro NA	southsanpedroabqboard@gmail.com	Natalie	Vargas	nvargas8175@icloud.com	628 California St SE	Albuquerque	NM	87108	5058891519
South West Alliance of Neighborhoods (SWAN Coalition)		Jerry	Gallegos	jgallegoswco@gmail.com	417 65th St SW	Albuquerque	NM	87121	5053855809
South West Alliance of Neighborhoods (SWAN Coalition)		Lorenzo	Patricio	lpatricio@chronome@gmail.com	1413 Hilda Ct NW	Albuquerque	NM	87105	5053851251
Southeast Heights NA	sehna.membership@gmail.com	John	Pate	jpat@molzenorb.com	1007 Ildewilde Lane SE	Albuquerque	NM	87108	5052354193
Southeast Heights NA	sehna.membership@gmail.com	Pete	Bellefote	pmbdc@yahoo.com	902 Valverde Drive SE	Albuquerque	NM	87108	5052064957
Spruce Park NA	spnassociation@gmail.com	Heidi	Brown	emailbrowns@aol.com	1603 Sigma Chi Road NE	Albuquerque	NM	87106	5052641783
Stardust Skies North NA	stardustskiesnorthneighborhood@gmail.com	David	Keating	dkeating@comcast.net	423 Ash St NE	Albuquerque	NM	87106	5052344473
Stardust Skies North NA	stardustskiesnorthneighborhood@gmail.com	Otero	Bridgette	salon1613@yahoo.com	7711 Hermanson Pl NE	Albuquerque	NM	87110	5058180809
Stardust Skies North NA	stardustskiesnorthneighborhood@gmail.com	Karen	Randall	karenrandallcga@gmail.com	7737 Hermanson Pl NE	Albuquerque	NM	87110	5054505757
Stardust Skies Park NA		Kim	Lovely-Peake	lovelypeak@comcast.net	7100 Belrose NE	Albuquerque	NM	87110	5052687969
Stardust Skies Park NA		Christele	Baird	glassdva77@gmail.com	7205 Carrievau Ave NE	Albuquerque	NM	87110	5054010577
Stinson Tower NA	stnapres@gmail.com	Bruce	Rizzieri	stnapres@outlook.com	1225 Rael Street SW	Albuquerque	NM	87121	5058585809
Stinson Tower NA	stnapres@gmail.com	Emilio	Chavez	echavez49@gmail.com	3670 Tower RD SW	Albuquerque	NM	87121	5052934082
Stronghurst Improvement Association Incorporated		Mark	Lines	63abedaber@gmail.com	3010 Arno Street NE	Albuquerque	NM	87107	5052504129
Stronghurst Improvement Association Incorporated		Naomi	Todd	naomittodd@yahoo.com	3006 Franciscan St NE	Albuquerque	NM	87107	5058143327
Summit Park NA	summitparkNA@gmail.com	Joe	Brooks	joebrooks@homesinabq.com	1418 Wellesley Drive NE	Albuquerque	NM	87106	5059773474
Summit Park NA	summitparkNA@gmail.com	Summit Park NA		summitparkNA@gmail.com	PO Box 30893	Albuquerque	NM	87190	0
Supper Rock NA	admin@supper-rock.org	Ken	O'Keefe	kmohersh@gmail.com	600 Vista Abajo Drive NE	Albuquerque	NM	87123	5052969075
Supper Rock NA	admin@supper-rock.org	Kathleen	Schneider-Wright	schneiderk@comcast.net	4017 Monte Largo Drive NE	Albuquerque	NM	87123	5052752110
Sycamore NA		Mardon	Gardella	mabdwasa@gmail.com	411 Maple Street NE	Albuquerque	NM	87106	5058436154
Sycamore NA		Elbertito	Calderon	elbertito@themaerickscholar.org	1205 Copper Ave NE	Albuquerque	NM	87106	5057371333
Taylor Ranch NA	president@trna.org	Rene	Horvath	reahorvath11@gmail.com	5515 Palomino Drive NW	Albuquerque	NM	87120	5059852391
Taylor Ranch NA	president@trna.org	Nikkie	Baum	president@trna.org	6114 Buenos Aires Pl NW	Albuquerque	NM	87120	4158668870
The Courtyards NA	thecourtyardsabq@gmail.com	Jayne	Aubelle	jubelle1012@comcast.net	2919 Monument Drive NW	Albuquerque	NM	87120	5059807803
The Courtyards NA	thecourtyardsabq@gmail.com	Patricia	Duval	pd5331@gmail.com	8023 Cliffview Ave. NW	Albuquerque	NM	87105	5058392987
The Quail Springs NA		Gouldia	Stone	gstone@swcp.com	7116 Quail				

Victory Hills NA	victoryhills505@gmail.com	Jody	Grant	victoryhills505@gmail.com	2730 Hyder Ave SE	Albuquerque	NM	87106	4067948679
Vineyard Estates NA	vineyardstates.na@gmail.com	Elizabeth	Meek	djesmeek@comcast.net	8301 Mendocino Drive NE	Albuquerque	NM	87122	5055547532
Vineyard Estates NA	vineyardstates.na@gmail.com	David	Zarecki	zarecki@aol.com	8405 Vintage Drive NE	Albuquerque	NM	87122	5058048806
Vista Del Mundo NA	vdma1@gmail.com	Kristin	Flores	kristin0625@yahoo.com	1325 Canyon Hills DR NE	Albuquerque	NM	87112	5052638225
Vista Del Mundo NA	vdma1@gmail.com	Melissa	Hahn	whenwas8@gmail.com	1135 Titlest DR NE	Albuquerque	NM	87112	5124613277
Vista Del Norte Alliance	vistadelnorte@me.com	James	Souter	james@souter@msn.com	6928 Via del Cerro NE	Albuquerque	NM	87113	5052506566
Vista Del Norte Alliance	vistadelnorte@me.com	Perry	Chapman	PCHAPMAN2149@AOL.COM	PO Box 6270	Albuquerque	NM	87197	5053440822
Vista Grande NA		Richard	Schaefer	Schaefer@unm.edu	3579 Sequoia Place NW	Albuquerque	NM	87120	5059179909
Vista Grande NA		Brady	Lovelady	bradylovelady@gmail.com	3508 Sequoia Road NW	Albuquerque	NM	87120	
Vista Magnifica Association	vista.magnifica@yahoo.com	Joyce	Friedenberg	nadiandai@yahoo.com	1800 Calle Del Vista NW	Albuquerque	NM	87105	5053792552
Vista Magnifica Association	vista.magnifica@yahoo.com	Gabriel	Castro	gabriel_j_castro@hotmail.com	1816 Calle Del Vista Rd NW	Albuquerque	NM	87105	5053319141
Wells Park NA	wellsparkna@gmail.com	Doreen	McKnight	doreenmcknightnm@gmail.com	1426 7th Street NW	Albuquerque	NM	87102	5056152937
Wells Park NA	wellsparkna@gmail.com	Ken	Cooper	krcinabq@gmail.com	850 Southeast Cir NW	Albuquerque	NM	87104	5209911048
West Mesa NA		Michael	Quintana	westmesa63@gmail.com	301 63rd Street NW	Albuquerque	NM	87105	5059330277
West Mesa NA		Lorenzo	Otero	housesatchrome@gmail.com	1413 Hills Ct NW	Albuquerque	NM	87105	5053851251
West Old Town NA	westoldtownna@gmail.com	Neri	Holguin	neriholguin@gmail.com	2523 Carson Road NW	Albuquerque	NM	87104	5052178705
West Old Town NA	westoldtownna@gmail.com	Robert	Norman	rmnorman@sunlinehomes.com	2704 Corte Mirabal Rd NW	Albuquerque	NM	87104	9282376610
West Park NA	westparkna@gmail.com	Elaine	Faust	efaust@swcp.com	200 Gallup Avenue SW	Albuquerque	NM	87104	5052494975
West Park NA	westparkna@gmail.com	Calvin	Tribby	cttribby@gmail.com	2223 Alhambra Ave SW	Albuquerque	NM	87104	3853438389
Westgate Heights NA	westgate9901@gmail.com	Mark	Gering	gering.mark@yahoo.com	9309 Rhonda St SW	Albuquerque	NM	87121	5052089502
Westgate Heights NA	westgate9901@gmail.com	Nicole	Maestas	vpwestgate1234@gmail.com	9500 Reba Ave SW	Albuquerque	NM	87121	4704856893
Westside Coalition of Neighborhood Associations	wescona0@gmail.com	Rene	Horvath	aboard111@gmail.com	5515 Palomino Drive NW	Albuquerque	NM	87120	5059852391
Westside Coalition of Neighborhood Associations	wescona0@gmail.com	Jane	Baechle	jane.baechle@gmail.com	7021 Lamar Avenue NW	Albuquerque	NM	87120	5054006516
Wildflower Area NA	wildflower_HOA_2024@outlook.com	Glenn	Garcia	ggarcia103@comcast.net	4901 Goldentread NE	Albuquerque	NM	87113	5052697832
Wildflower Area NA	wildflower_HOA_2024@outlook.com	Rebecca	Hall	kbbh@hotmail.com	8908 Bluegrass Court NE	Albuquerque	NM	87113	5052802343
Yale Village NA	yalevillage@comcast.net	Kim	Love	klove726@gmail.com	2122 Cornell Drive SE	Albuquerque	NM	87106	5056882162
Yale Village NA	yalevillage@comcast.net	Donald	Love	donaldlove08@comcast.net	2125 Stanford Drive SE	Albuquerque	NM	87106	5054807175



DEEPA BANSAL

Council Policy Planner | Albuquerque City Council Services

E dbansal@cabq.gov | O (505) 767-5795



Public Notice - Amendment of Comprehensive Plan

From Bansal, Deepa <dbansal@cabq.gov>

Date Thu 6/4/2026 11:17 AM

To m.ryankious@gmail.com <m.ryankious@gmail.com>; calmartin93@gmail.com <calmartin93@gmail.com>; eastgatewaycoalition@gmail.com <eastgatewaycoalition@gmail.com>; dreikeja@comcast.net <dreikeja@comcast.net>; 5058041113rw@gmail.com <5058041113rw@gmail.com>; idalialt@gmail.com <idalialt@gmail.com>; sdg nmsciencefoundation <sdg@nmsciencefoundation.org>; nancyaroll@gmail.com <nancyaroll@gmail.com>; a.osborn06@comcast.net <a.osborn06@comcast.net>; SLANAPRESIDENT@GMAIL.COM <SLANAPRESIDENT@GMAIL.COM>; kmotheirish@gmail.com <kmotheirish@gmail.com>; Kathleen Schindler-Wright <SRock692@comcast.net>; hardy_bernadette@yahoo.com <hardy_bernadette@yahoo.com>; j504rise@yahoo.com <j504rise@yahoo.com>

Cc Delgado, Omega <odelgado@cabq.gov>

 4 attachments (11 MB)

1 CABQ_Public_Notice_Checklist.pdf; Justification Letter - Comp Plan Amendment - Extending Main Street Corridor.pdf; Main Street Corridor - City wide.png; Main Street Proposed Extension.png;

Dear Neighbors,

This email provides notification to the affected Neighborhood Associations that Council Services is submitting an application for the Amendment of the Comprehensive Plan. The request is to extend the Main Street corridor designation East of Wyoming Blvd along Central Avenue, all the way to Tramway Blvd.

Attached for your reference is a copy of the application packet.

If you have any questions, please feel free to contact our office at dbansal@cabq.gov or call (505) 767 5795.

Sincerely,



DEEPA BANSAL

Council Policy Planner | Albuquerque City Council Services

E dbansal@cabq.gov | O (505) 767-5795

**OFFICIAL PUBLIC NOTIFICATION FORM
FOR MAILED OR ELECTRONIC MAIL NOTICE
CITY OF ALBUQUERQUE PLANNING DEPARTMENT**



PART I - PROCESS

Use [Table 6-1-1](#) in the Integrated Development Ordinance (IDO) to answer the following:

Application Type: Adoption or Amendment of Comprehensive Plan

Decision-making Body: City Council Services

Pre-Application meeting required: ☐ Yes ☒ No

Mailed Notice required: ☒ Yes ☐ No

Electronic Mail required: ☒ Yes ☐ No

Is this a Site Plan Application? ☐ Yes ☒ No **Note: if yes, see second page**

PART II – DETAILS OF REQUEST

Address of property listed in application: East of Wyoming Blvd up to Tramway Blvd, along Central Avenue

Name of property owner: Please refer the attached package with the Justification Letter and Map

Name of applicant: City Council Services

Date, time, and place of public meeting or hearing, if applicable: July 16th, Thursday 8:40 am)

EPC via Zoom

Address, phone number, or website for additional information: City Council Office, 9th floor, 1 Civic Plaza,

Albuquerque, NM 87103- Deepa Bansal- dbansal@canq.gov or by phone (505) 767 5795

PART III - ATTACHMENTS REQUIRED WITH THIS NOTICE

☐ Zone Atlas page indicating subject property.

☒ Drawings, elevations, or other illustrations of this request.

☒ Summary of pre-submittal neighborhood meeting, if one occurred.

☒ Summary of request, including explanations of deviations, variances, or waivers.

IMPORTANT:

**PUBLIC NOTICE MUST BE MADE IN A TIMELY MANNER PURSUANT TO [IDO §14-16-6-4\(J\)](#).
PROOF OF NOTICE WITH ALL REQUIRED ATTACHMENTS MUST BE PRESENTED UPON
APPLICATION.**

I certify that the information I have included here and sent in the required notice is complete, true, and accurate to the extent of my knowledge.

_____ (Applicant signature) 06/04/2024 (Date)

Note: Providing incomplete information may require re-sending public notice. Providing false or misleading information is a violation of the IDO pursuant to IDO §14-16-6-9(B)(3) and may lead to a denial of your application.

**OFFICIAL PUBLIC NOTIFICATION FORM
FOR MAILED OR ELECTRONIC MAIL NOTICE
CITY OF ALBUQUERQUE PLANNING DEPARTMENT**



PART IV – ATTACHMENTS REQUIRED FOR SITE PLAN & LC APPLICATIONS ONLY

Provide a site plan that shows, at a minimum, the following:

- ☐ a. Location of proposed buildings and landscape areas.
- ☐ b. Access and circulation for vehicles and pedestrians.
- ☐ c. Maximum height of any proposed structures, with building elevations.
- ☐ d. For residential development: Maximum number of proposed dwelling units.
- ☐ e. For non-residential development:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Language Access Notice:

We provide free interpretation services to help you communicate with us. If you need help, you can request interpretation at any service counter in our Department, located in the Plaza Del Sol building, 600 2nd Street NW, Albuquerque, NM 87102.

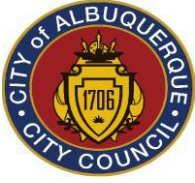
Notificación de Acceso Lingüístico.

Ofrecemos servicios gratuitos de interpretación para ayudarlo a comunicarse con nosotros. Si necesita ayuda, puede solicitar servicios de interpretación en cualquier mostrador de servicio de nuestro Departamento, ubicado en el edificio Plaza Del Sol, 600 2nd Street NW, Albuquerque, NM 87102.

語言輔助通知。我們提供免費口譯服務，以幫助你與我們溝通。如果你需要幫助，你可以在我們部門的任何服務台請求口譯，服務台位於 Plaza Del Sol大樓，600 2nd Street NW，阿爾伯克基，NM 87102。

Thông báo về cách Tiếp cận Ngôn ngữ. Chúng tôi cung cấp các dịch vụ thông dịch miễn phí để giúp quý vị giao tiếp với chúng tôi. Nếu quý vị cần giúp đỡ, quý vị có thể yêu cầu thông dịch tại bất cứ quầy dịch vụ nào trong Sở của chúng tôi, tọa lạc tại tòa nhà Plaza Del Sol, 600 2nd Street NW, Albuquerque, NM 87102.

Saad Hadahwiis'a O'oolkaah bee dah na'astsooz. Nihi bik'inaasdzil t'aadoo baahilinigoo 'ata' hashne' tse'esgizii ach'i' dzaadi! Dzaadi! Danihi dahootahgoo bee nihi-. Daa' danihi bidin nishli dzaadi! Dzaadi! Danihi bineesh'a yinishkeed 'ata' hashne' -di t'aa biholniihgoo tse'esgizii ket'aaz -di nihihigii dah diikaah, -k'eh -di tsin Plaza Del Sol Kiniit'aagoo, 600 2nd Kiniit'aa NW, Albuquerque, NM 87102.



CITY OF ALBUQUERQUE

CITY COUNCIL

MEMORANDUM

TO: Daniel Aragon, Commission Chair, CABQ Environmental Planning Commission

FROM: Deepa Bansal, Council Policy Planner, City of Albuquerque Council Services

SUBJECT: Amendment of Comprehensive Plan – Eastward Extension of Main Street Corridor Designation Along Central Ave.

DATE: June 3, 2026

Dear Chair Aragon,

The City of Albuquerque's Council Services submits this application to the Environmental Planning Commission for a Comprehensive Plan Amendment to the Albuquerque/Bernalillo County Comprehensive Plan ("Comp Plan") to designate a section of Central Avenue east of Wyoming Blvd and west of Tramway Blvd as a Main Street Corridor, effectively proposing an eastward extension of the existing Main Street Corridor designation along Central Ave.



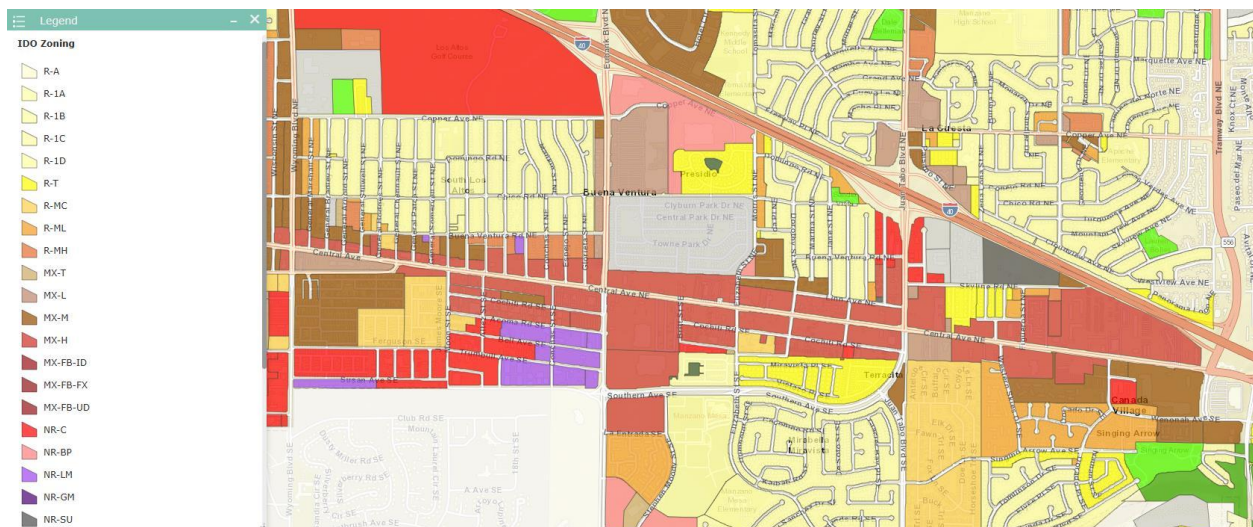
Figure 1: Proposed extension of Main Street Corridor designation

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

The Comp Plan describes the "Main Street Corridor as lively, highly walkable streets characterized by local-serving businesses and active ground floor uses. These corridor patterns should be well-served by transit, designed for safe and pleasant walking environments with street trees, landscaping, and wide sidewalks. Public investments in these areas should prioritize street and walkway improvements". Citywide, Main Street Corridors are commercial thoroughfares with higher intensity uses that serve as the focal point for economic and social activity. These corridors stand as a sign of historic heritage, cultural identity, and the community's spine that connects people, goods, and services, bringing vibrant life and long-term economic resilience.

Background:

Figure 2: Current IDO Zoning



The corridor marks the eastside gateway entry into the city, directly on Historic Route 66, acting as a critical economic and cultural spine. It is lined with a mix of small retail, strip malls, self-storage spaces, restaurants, fast food outlets, grocery stores, mobile home parks, auto-oriented businesses, including car washes, vehicle sales, and retail, apartment complexes, and motels/hotels, creating a sense of communal place with live, work, and play environment for the surrounding neighborhoods. The corridor is largely zoned MX-L and MX-H, envisioned to grow with low to high-intensity mixed-use development.



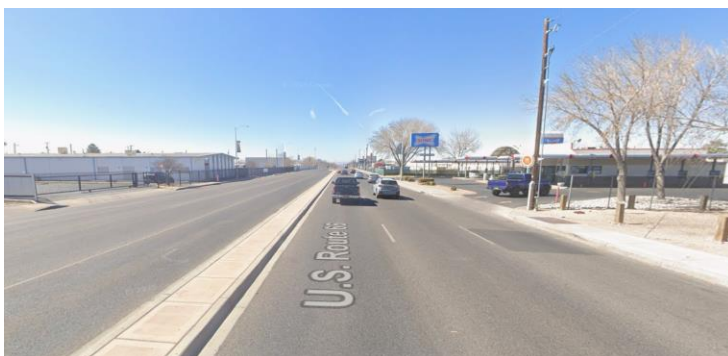
Central Ave and Eubank Blvd



Central Ave and Conchas St



Central Ave and Britt St



Central Ave and Juan Tabo Blvd

But even though the corridor is an active commercial spine, it faces blight and a significant amount of vacancy (15-18%), affecting the overall experience for surrounding residents. This proposed amendment to the Comp Plan, extending the Main Street boundary along Central Avenue, east of Wyoming Blvd, would further support the growth of commercial and mixed-use development along the corridor, in coordination with the city's adopted plans, ongoing public investments, and community-driven planning efforts.

Analysis:

A) Vision Zero Albuquerque:

Since 2019, the City of Albuquerque has advanced the Vision Zero initiative with the goal of eliminating traffic-related fatalities and serious injuries. As part of this effort, the City identified the High Fatality and Injury Network (HFIN), which prioritizes corridors based on safety performance, social vulnerability, land use context, and access to essential destinations. These criteria guide targeted investments in areas with the greatest need for safety improvements.

- Eastern Central Avenue is recognized as a Tier 1 Priority along the HFIN. The city has been collectively working towards making better public infrastructure aimed at creating a safer environment for pedestrians. The following maps present the ongoing projects, which include improvements like installing Pedestrian Hybrid Beacon (PHB) crossing signals, street lightings and transforming the street into a complete multimodal street design, to support the vision through physical interventions.
- East Central Business Access & Transit (BAT) Lanes and Mid-block Crossings Project: This project constructed business access & transit (BAT) lanes on Central Ave between Louisiana Blvd and Juan Tabo Blvd. It will also construct two mid-block crossings with pedestrian refuge islands and pedestrian hybrid beacons (PHBs) at Central Ave, near the BAT lane construction, with expected construction of the mid-block crossings in 2026.

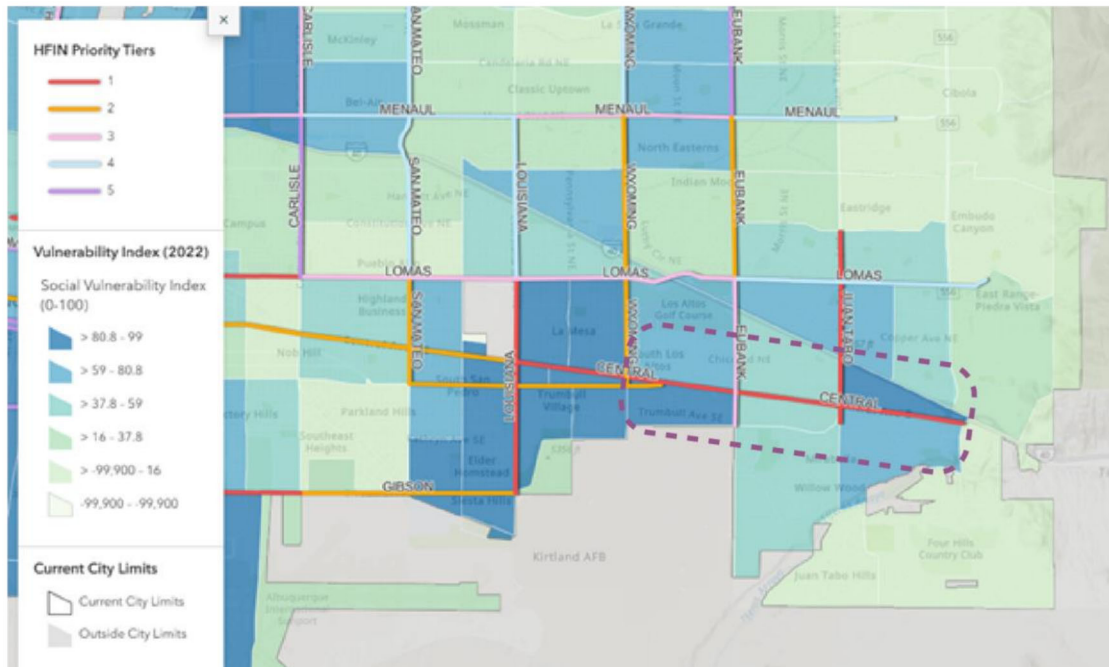


Figure 3: Map of High Fatality and Injury Network overlapped with Social Vulnerability Index

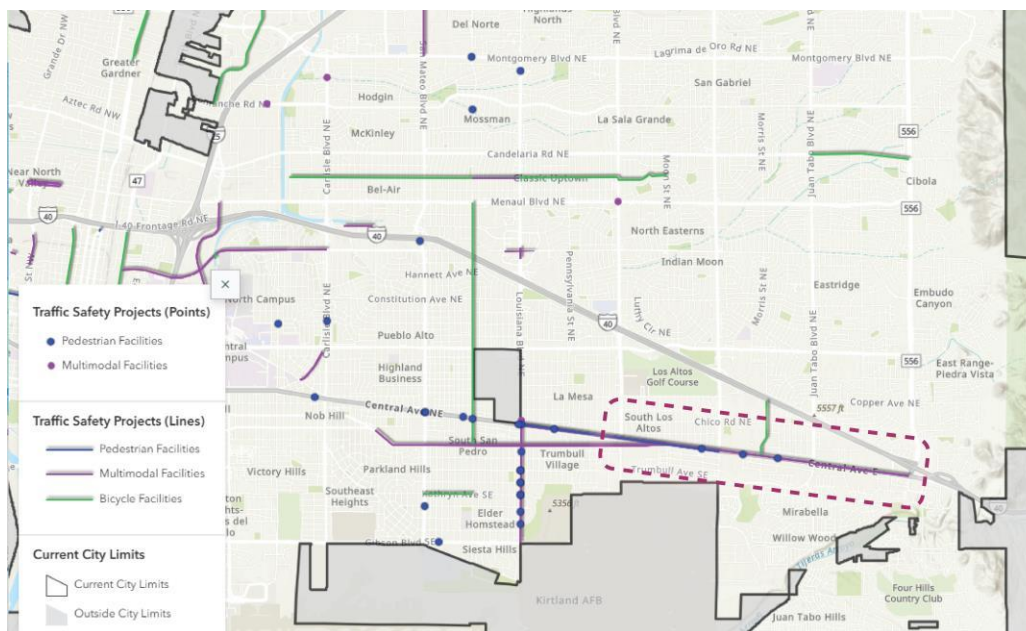


Figure 4: Current ongoing projects in the city, working on creating safer pedestrian networks



Figure 5: Completed projects over the last 5 Years

B) East Gateway Community Planning Area (CPA)

The City of Albuquerque is divided into twelve Community Planning Areas (CPAs). On Monday, August 15, 2022, the City Council adopted Resolution 22-42 to establish the schedule for Community Planning Area assessments, each of which is supported by a year-long, community-driven planning process. These efforts bring together residents, businesses, property owners, neighborhood associations, and community stakeholders to assess existing conditions, identify priorities, and develop actionable strategies to improve the quality of life and guide future land use decisions.

City Council accepted the East Gateway Assessment report on August 5, 2024, via EC-157. The East Gateway CPA extends from Wyoming Boulevard to the City's eastern boundary and from I-40 to Kirtland Air Force Base. Central Avenue—historically known as Route 66—serves as the primary commercial corridor and organizing spine of the area, featuring mid-century architecture and long-established businesses.

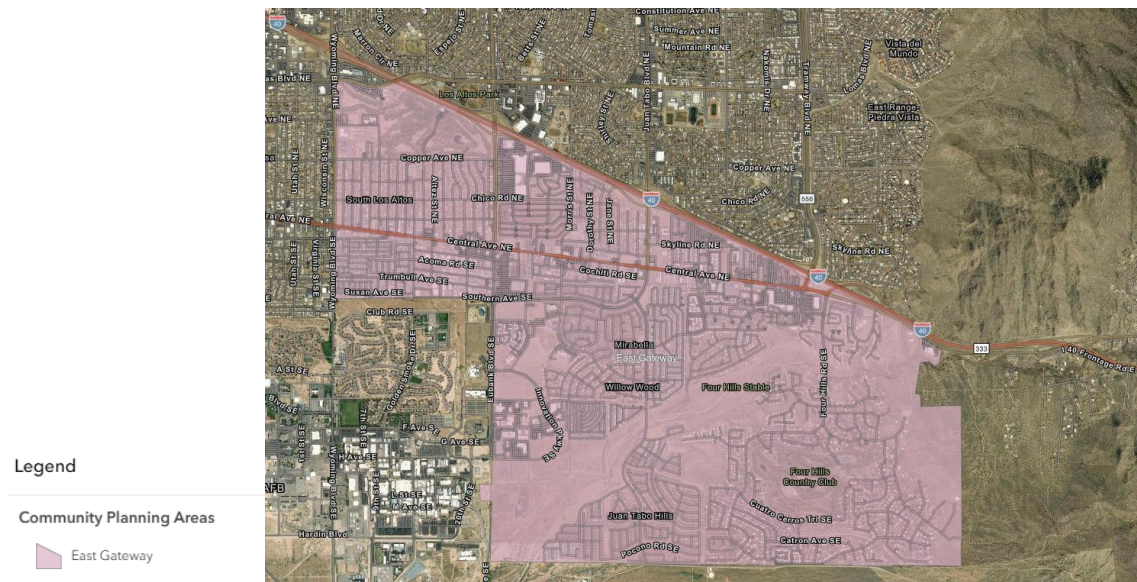


Figure 6: East Gateway Boundary

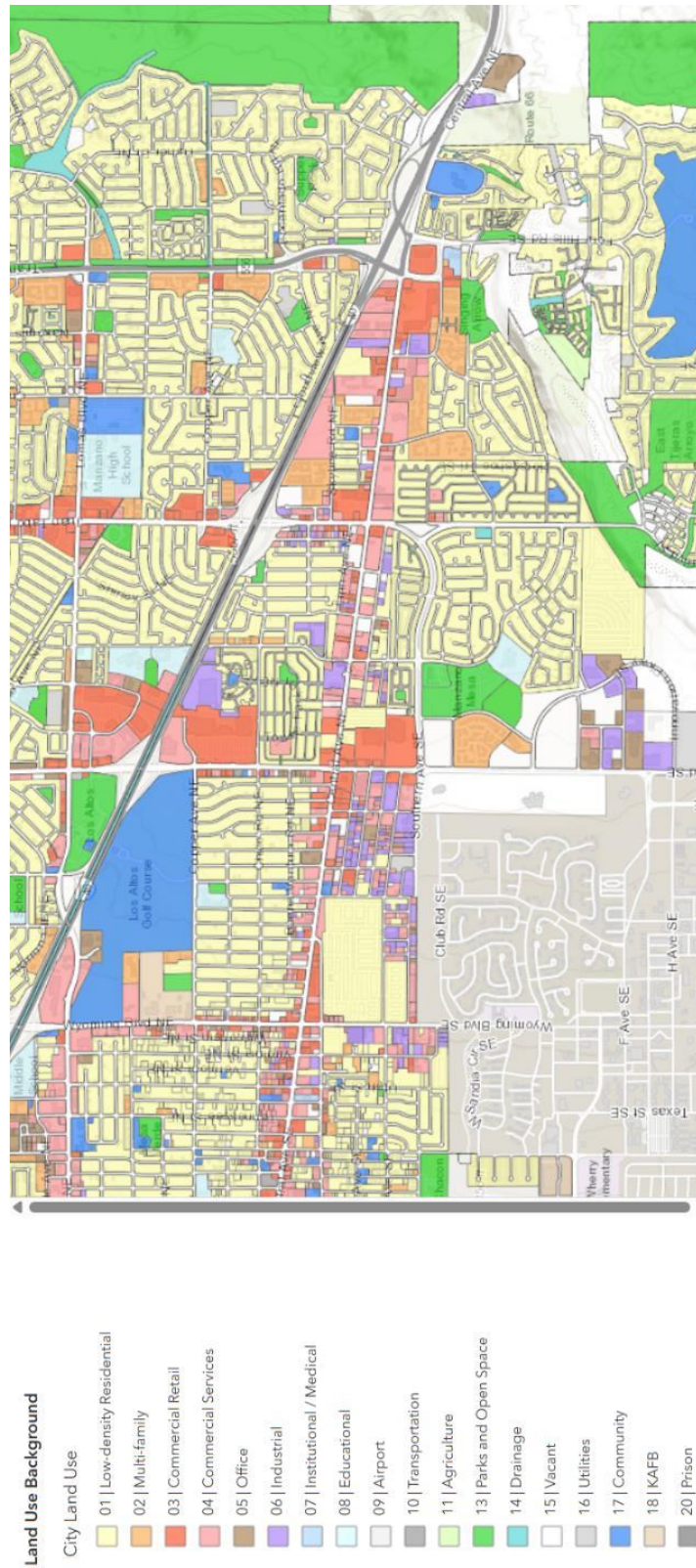


Figure 7: Existing land use in the district

The CPA includes a mix of distinct neighborhoods and housing types. Currently, approximately 76 percent (76%) of the area's 13,228 housing units are single-family homes, while 24 percent (24%) are multi-family units. Data from the CPA assessment indicates that approximately 36 percent (36%) (4.3k) of housing in the area is considered unaffordable.

The East Gateway CPA Assessment Report reflects a comprehensive, community-based planning effort and includes a policy and action matrix that identifies priority projects and partnerships.

Policy #5 – Support development projects that include conversions of hotels or motels into permanent housing units.

Designating East Central as a Main Street Corridor would provide a range of development incentives through the IDO with reduced parking requirements, height bonuses, and other benefits that promote development and help spearhead growth for more housing.

Strategic Action Matrix 5.2.2. - Work with local stakeholders and City partners to determine the impacts of the Main Street Corridor designation on Central Avenue in different development contexts before the next Comprehensive Plan update.

Extending the Main Street designation may promote development aligned with some community input, but it may also discourage certain specific investments that may also align with community priorities. Main Street Corridor is intended to be a neighborhood service linear center promoting local businesses and serving the community.

Strategic Action Matrix 5.3.1 – Consider the impacts of potential development that includes vehicle-related uses in the East Gateway small mapped area and determine if other uses should be prohibited within the mapped area boundaries.

Strategic Action Matrix 5.3.1 - Consider adding a distance separation for car washes in the IDO

Through the recent bi-annual IDO update, effective starting May 6th, the city has amended its regulations to prohibit certain light-vehicle-related uses along the Main Street Corridors. Extending this designation along East Central aligns with the provisions of the small mapped area and will provide the same benefits as it will for other parts of Central.

Other recommendations, such as the development of transitional housing, training centers for homeless youth, and reinvestment in underutilized commercial areas, align with the intent of a Main Street Corridor designation and would be supported by a more flexible and pedestrian-oriented development framework along Central Avenue.



Figure 8: East Gateway CPA data – Housing demographics

C) East Gateway MRA Plan:

The East Gateway Metropolitan Redevelopment Area (MRA) Plan was adopted in 2016. The plan further establishes Central Avenue as a focus area for revitalization and reinvestment. The plan's primary objective is to create a more welcoming and active corridor for residents, businesses, and visitors.

Key recommendations outlined in the MRA Plan include:

- 1. Public Improvements:** *Stimulate reinvestment and redevelopment along the Central Avenue Corridor by identifying and constructing public improvements that foster a sense of “place” in this area (Page 7 – East Gateway MRA Plan).*
 - a. These include street lighting, landscaping, pedestrian and bicycle improvements, and enhancing infrastructure to support public transit.*
- 2. Redevelopment of Underutilized Parcels and Activity Center:** *Promote and directly facilitate redevelopment or re-use of vacant or underutilized parcels (Page 9 – East Gateway MRA Plan).*

The East Gateway plan is 20 years old and is slated for an update that will include updating the plan with our current comprehensive plan framework of centers and corridors, new economic development initiatives and coordination, and a modernized

vision. However, the existing plan is still in effect and establishes the City's dedication in stewarding more opportunities for development on East Central Ave, promoting it to be a healthy, safe, and vibrant community corridor through the MRA tools and incentives

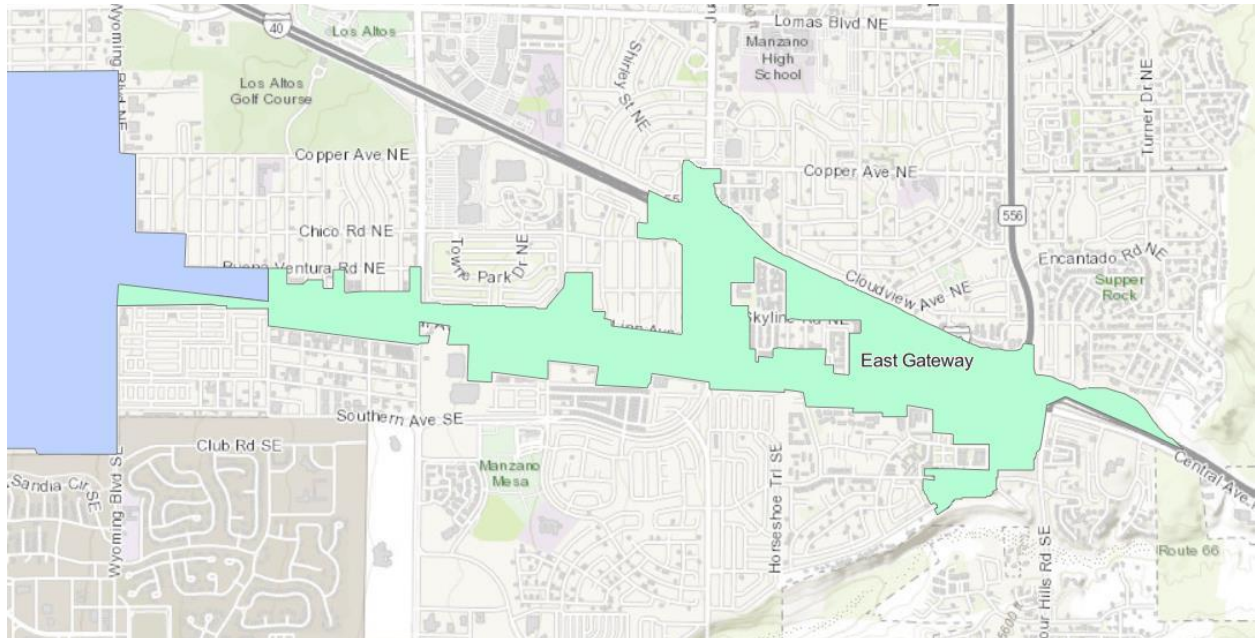


Figure 9: East Gateway MRA

Collectively, the Vision Zero initiative, East Gateway CPA, and East Gateway MRA Plan establish Central Avenue as a critical commercial and community corridor with strong historic, economic, and social significance. These adopted plans consistently identify the corridor as a priority area for public investment, safety improvements, and redevelopment efforts.

Extending the Main Street Corridor designation to East Central Avenue formalizes this long-standing role within the City's policy framework. The designation reinforces existing planning efforts and sets the stage for future development that supports walkability, economic vitality, and community-serving uses—outcomes that are further enabled through the development incentives and standards provided under the Integrated Development Ordinance.

D) Route 66 Action Plan:

Albuquerque contains the longest intact stretch of the original Route 66 highway in an urbanized area. The Route 66 Action Plan (2014) is a Rank II City Facility Plan that covers the 15 miles of Central Avenue/ Route 66 within Albuquerque city limits from 116th Street to I-40 at Tramway Boulevard. The Plan creates strategies to improve, enhance, and celebrate this portion of Route 66. The plan intends to inform and direct

City efforts that impact Central Avenue and to guide lower-ranking plans. In addition, the Plan outlines actions to be taken throughout the corridor and at specific nodes for pedestrian improvements, urban enhancements, and catalytic redevelopment projects.

Route 66 has played an important role in the history of Albuquerque and the U.S. For decades, it brought people to and through Albuquerque, creating a demand for goods, services, and lodging. However, the completion of Interstates 40 and 25 caused traffic to divert off Central, and many businesses left or closed. Since then, many groups have worked to continue the legacy of Route 66 in Albuquerque, including the New Mexico Route 66 Association, local businesses, the City of Albuquerque, and many other entities championing Route 66.

The vision for Route 66 in Albuquerque is a vibrant experience for all generations with attractions that build upon the memories of the past, contribute to the present lives of locals, and have an ever-evolving appeal that expands into the future. The following goals of the plan are in today's context, further supporting extending the Main Street along all Central Avenue, including the east entry to Route 66.

1. Historic Legacy: Preserve and protect Route 66 assets and interests.

2. Infrastructure and Transportation: Ensure public infrastructure responds to current and future development needs. Develop and support an attractive, comfortable, efficient and easily accessible multi-modal transportation system.

3. Public Spaces: Foster a sense of place and a unified streetscape.

4. Business and Development: Support opportunities that are catalytic for a strong and diverse business economy.

5. Promotion and Tourism: Recognize and support the potential Route 66 has to create a thriving local and tourist economy.

The Route 66 Action Plan (2014) calls out special projects for Activity Nodes. These 10 activity nodes have been identified through a community planning process, and these projects build upon the existing character and work of local communities to leverage Route 66 as a major destination for visitors and Albuquerque locals.

Node 1: East Gateway identifies the need to develop the eastern gateway of Route 66. Project recommendations include improvements to Central Avenue, including street lighting, wayfinding signage, enhanced streetscaping, pedestrian crossings at Tramway and Central, and public art along the multi-use trail (Page 39, Route 66 Action Plan). Development of these projects is all part of the elements that enhance the structure of

the Main Street Corridor, as suggested per the Development Process Manual (DMD), promoting a more inviting experience for pedestrians and bicyclists.

FIGURE 7.2.41 Street Element Dimensions Along Major Roads

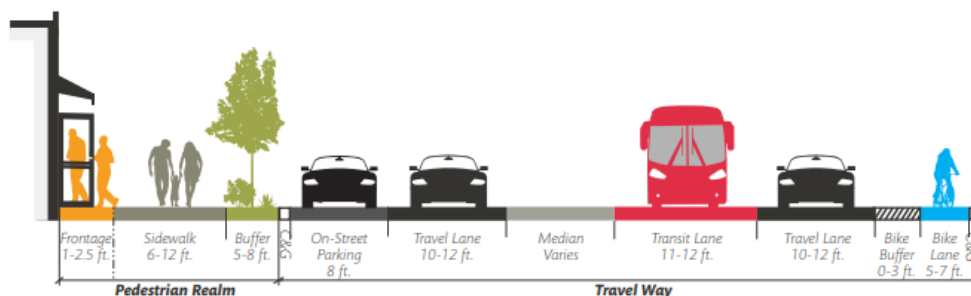


TABLE 7.2.29 Street Element Dimensions

Corridor Type / Classification	Location	Design Speed (MPH)	Pedestrian Realm			Travel Way		
			Frontage Zone (ft.)	Sidewalk Width (ft.)	Landscape / Buffer Zone (ft.)	Bike Lane Width (ft.)	Bike Buffer (ft.)	Travel Lane Width (ft.)
Premium Transit	Inside Center	30-35	1-2.5	10-12	6-8	6-6.5	0-3	10-12
	Outside Center	35-40	1-2.5	8-10	6-8	6-7	1.5-3	10-12
Major Transit	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-12
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-12
Multi-modal	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-11
Commuter	Inside Center	30-35	1-2.5	10	6-8	5-6.5	1.5-3	10-12
	Outside Center	40-50	N/A	6	6-8	6-7	3-5	10-12
Main Street	Main Street	25-30	1-2.5	10-12	6-8	5-6.5	0-3	10-11
	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
Other Arterial	Outside Center	35-40	N/A	6	5-6	6-7	1.5-3	10-11
	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
Minor Arterial	Outside Center	35-40	N/A	6	5-6	6-6.5	1.5-3	10-11
	Inside Center	25-30	1-2.5	10	5-6	5	0-3	10-11
Major Collector	Outside Center	30-35	N/A	6	5-6	5-6	0-3	10-11
	Inside Center	25-30	1-2.5	10	5-6	5	0-3	10-11
Minor Collector	Outside Center	30-35	N/A	6	5-6	5-6	0-3	10-11
	Inside Center	18-30	1-2.5 / N/A	5	5-6	Shared Lane		See Part 7-4(j), Local Streets
Major Local	Outside Center	15-25	1-2.5 / N/A	5	4-6	N/A	N/A	
	Inside Center							

Figure 10: Development Process Manual (DMD) - Main Street specifications

E) Integrated Development Ordinance (IDO) - Alignment and Development Incentives

Main Street Corridors are a key implementation mechanism within the IDO for advancing compact, mixed-use, and pedestrian-oriented development patterns that align with the City's long-term growth strategy. Under the IDO, properties located within Main Street Corridors are afforded increased flexibility to support commercial revitalization and reinvestment. These provisions include reduced parking minimums, relaxed setback standards, and development forms that place the structure closer to the street front with parking located to the side or rear of the property. Collectively, these

standards are intended to enhance the pedestrian experience, activate street frontages, and support a more vibrant public realm.

Main Street Corridors are also eligible for increased height limits and height bonuses when developments meet specific design or community-oriented criteria. These incentives encourage reinvestment on underutilized or vacant parcels while maintaining compatibility with surrounding neighborhoods. MS corridors are also part of a residential zoning incentive brought forth by O-24-69, which allows all housing typologies within a quarter mile of the corridor. This was added to the IDO for the purpose of increasing our housing stock but locating it in places where residents could be beneficial to existing and future businesses. These zoning entitlements can be found within the different use-specific standards of the different residential uses.

In this context, extending the Main Street Corridor designation east of Wyoming Boulevard does not introduce a new development vision for Central Avenue, but rather formalizes and strengthens an existing one. The designation provides regulatory clarity and predictable incentives that support commercial growth, adaptive reuse, and reinvestment, while advancing adopted City policies related to economic development, walkability, and equitable access to services.

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

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

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

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

These changed conditions are primarily reflected in the City's adoption and implementation of Vision Zero, a data-driven safety initiative that identifies high-risk roadways and prioritizes targeted investments to eliminate traffic-related fatalities and serious injuries.

Under Vision Zero's High Fatality and Injury Network (HFIN), Central Avenue is identified as a Tier One priority corridor, the highest level of concern within the City's safety framework. This designation reflects documented safety risks, high pedestrian activity, transit usage, and surrounding land use conditions that warrant focused intervention. In response, the city has committed to significant infrastructure

improvements along this segment of Central Avenue, including the East Central Business Access and Transit (BAT) Lanes and Mid-Block Crossings Project.

In addition to roadway safety improvements, transit service conditions along East Central Avenue have evolved. As part of the ABQ RIDE Recovery Network updates, the city continues to operate Route 66 alongside the ART corridor to serve local stops east of Louisiana Boulevard, where development is distributed along the corridor rather than concentrated at major intersections. This transit configuration provides frequent service, approximately every eight minutes or less on weekdays, reflecting sustained transit demand and reinforcing Central Avenue's role as a primary multimodal corridor.

The following comprehensive plan policies guide to support development that protects special places like the Route 66, and enhances development in line with changing infrastructure and land uses throughout the city.

1. **POLICY 4.1.3 Placemaking:** *Protect and enhance special places in the built environment that contribute to a distinct identity and sense of place.*
2. **POLICY 6.1.1 Matching Land Use:** *When designing and improving streets, prioritize transportation-related accommodations and amenities to match the desired development context (e.g., urban, suburban, or rural) and/or the intended intensity of land uses.*
3. **POLICY 8.1.4 Leverage Assets:** *Enhance and market the region's unique characteristics internally and to outside businesses and individuals in order to compete with other regions.*



The Recovery Network, with Route 66 serving local stops west of San Pedro Ave., ART serving local stops east of Louisiana Blvd, Route 66 also serving the International District, and better north-south route frequencies.

Figure 11: ABQ RIDE Recovery Network – Increased frequency along Central Avenue

Together, these changed conditions demonstrate a shift toward increased public investment in safety, transit, and pedestrian infrastructure along East Central Avenue. The Main Street framework supports the corridor's unique social identity and the need for structured development. It aligns land use policy with ongoing investments, ensuring that future development patterns support safer streets, enhanced accessibility, and community-serving commercial activity.

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

Adoption of the proposed amendment will protect the public health, safety, and welfare more effectively than retention of the existing Comprehensive Plan designation by aligning land use policy with adopted transportation, urban design, and corridor-focused development policies. The existing Comprehensive Plan designation does not fully reflect the corridor's evolving role as a pedestrian- and transit-oriented commercial spine, nor does it provide the same level of policy support for walkable, mixed-use development patterns that reinforce safety and accessibility goals.

The Comprehensive Plan contains multiple policies that support the proposed designation and emphasize active transportation, pedestrian-oriented design, and focused development along key corridors.

The projects undertaken through Vision Zero efforts of the city are predominantly working in creating a safer environment for pedestrians by investing in capital projects. Supported actions include:

- a. SA 1 - Construct/reconstruct corridors and intersections using proven safety countermeasures to prioritize safety and vulnerable road users, and to provide more opportunities to better accommodate all roadway users.
- b. SA 4 - Consider the HFIN, vulnerability index, safety, land use, and development context when designing new or retrofitting existing roadways and incorporating design principles to discourage drivers from speeding.
- c. SA 11 - Evaluate opportunities for a shared micromobility program, whether through public-private partnerships or in collaboration with partner agencies to serve the region with options that may include bikes, e-bikes, and e-scooters.

Designating the corridor as a Main Street enhances the actions listed in the Vision Zero Plan, promoting safer environments for all road users. It also furthers the policies and

goals of the Comp Plan. The following policies dictate a supportive vision for the Main Street corridor to create a safer environment for all.

POLICY 6.4.1 Active Transportation: Promote options and mobility for walking, biking, and other non-motorized travel.

This direction is reinforced by Goal 6.4.1.2, which elevates Vision Zero as a citywide policy coordinated with City leadership to ensure sustained support for safety initiatives.

POLICY 5.1.9 Main Streets: Promote Main Streets that are lively, highly walkable streets lined with neighborhood-oriented businesses.

POLICY 6.1.5 Main Street Corridors: Prioritize pedestrians in street design and improvements, emphasizing safety, accommodation, and amenities by slowing auto traffic, providing on-street parking, limiting or prohibiting curb cuts, and requiring primary auto access to parking lots to be provided from intersecting, auto-oriented streets.

Designating East Central Avenue as a Main Street Corridor advances these policies more effectively than the existing designation by formally prioritizing pedestrian safety, walkability, and transit access within the IDO framework.

Main Street corridor to the west of the proposed area on Central Avenue is a magnet for redevelopment, with flexible development standards and incentives that support compact, pedestrian –oriented development standards. Successful projects along the Main Street Corridor include Senior Housing, affordable housing, BRT median infrastructure, State Fair reinvestment, addition of the City’s newest library, and a [park](#) to go along with it.

Retaining the existing condition of East Central, limits the city’s ability to fully leverage its transportation improvements and safety initiatives through coordinated efforts. The proposed amendment aligns with the recent infrastructure growth and support for better urban design potentials and regulations, which not only support the economic vitality of the corridor, but also protect public health, safety, and welfare.

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

The proposed amendment will provide general benefits to a broad portion of City residents and property owners by supporting housing choice, economic vitality, and safer, more accessible development along a major commercial corridor.

Within the East Gateway Community Planning Area, approximately 76 percent of the 13,228 housing units are single-family homes, while 24 percent are multi-family units. Community planning efforts further indicate that approximately 36 percent of households in the area spend more than 30 percent of their income on housing costs, highlighting the need for additional housing options and reinvestment in areas with existing infrastructure and transit access.

Main Street Corridors across the City have consistently supported the development of multi-family housing in locations that are well served by transit and commercial services. East Central Avenue currently functions as a commercial spine, with land uses along the corridor primarily consisting of retail and service-oriented businesses serving both nearby neighborhoods and the broader city.

POLICY 8.1.1 Diverse Places: Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scales to encourage economic development opportunities.

POLICY 8.1.2 Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

Comprehensive plan policies supporting Economic development, with the Goal of Placemaking enhances the need for the development of a mixed economy, improving the quality of life for residents it serves.

Designating the corridor as a Main Street formalizes this role and promotes a more active, pedestrian-oriented streetscape that supports local businesses, increases foot traffic, and enhances economic vitality. These benefits extend beyond the immediate area, as Central Avenue serves residents, commuters, and visitors from across Albuquerque.

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

Not Applicable as is proposed by City Council Services based on policies and actions highlighted in the above narrative.

Based on these findings, the City of Albuquerque's Council Services Department requests that the Environmental Planning Commission recommend approval of the

Comprehensive Plan amendment for a Main Street Corridor extension, east along Central Ave. between Wyoming and Tramway to the City Council.

D) NEIGHBORHOOD MEETINGS SUMMARY

Public Meeting Summary:

Before submitting the application, City Council Services conducted a few in-person community meetings to introduce the proposed extension of the Main Street corridor designation. The proposal aims to extend this designation along Central Avenue, moving eastward from Wyoming Blvd to Tramway Blvd. These sessions featured a presentation detailing the proposal's core objectives, the rationale for the extension, and the anticipated long-term impacts on surrounding neighborhoods.

These well-attended sessions brought together diverse stakeholders, including residents, business owners, and neighborhood association representatives.

Overall, community feedback was positive, with strong public support for boosting local businesses and creating a safer, more walkable pedestrian environment. Attendees understood how the long-term vision, policies, and goals of the Comprehensive Plan, along with the land use implications of the IDO and DPM, will guide future redevelopment to meet these infrastructure standards.

Participants raised some questions regarding pedestrian safety, building heights, adequate parking, and the impact on existing businesses. Council Services staff provided examples of recent projects that have met the development standards in existing Main Street corridors. These existing market factors create challenging financing scenarios for buildings taller than 5 stories. It highlighted the multi-modal design of the main street with existing transportation infrastructure and ongoing city-wide updates to the transportation network to improve frequency as a key factor that would decrease resident reliance on cars as a first choice of transportation and decrease the need for parking as a land use.

Meetings included:

May 6, 2026 - Central Business Speaker Series at the Manzano Mesa Multigenerational Center

May 12, 2026 – Singing Arrow Neighborhood Association meeting at Singing Arrow Community Center

May 21, 2026 – D9 Coalition Meeting at the Singing Arrow Community Center

E) PUBLIC COMMENT



Re: Public Notice - Amendment of Comprehensive Plan

From Althea Atherton <altheatherton@gmail.com>

Date Tue 6/16/2026 11:09 PM

To Bansal, Deepa <dbansal@cabq.gov>

This Message Is From an External Sender

This message came from outside your organization.

Report Suspicious

Thank you for clarifying!

On Tue, Jun 16, 2026 at 10:53 AM Bansal, Deepa <dbansal@cabq.gov> wrote:

Hi Althea,

Yes, if this amendment is approved by the City Council, any future development will have to comply with the updated IDO, including all Use-Specific standards for the Main Street Corridor.

Let me know if you have any further questions.

Thank you!

- **DEEPA BANSAL**

Council Policy Planner | Albuquerque City Council Services

E dbansal@cabq.gov | O (505) 767-5795

From: Althea Atherton <altheatherton@gmail.com>

Sent: Monday, June 15, 2026 7:42 PM

To: Bansal, Deepa <dbansal@cabq.gov>

Subject: Re: Public Notice - Amendment of Comprehensive Plan

Hi Deepa,

Thank you for reaching out. I am still a zoning baby- does this mean it would be subject to the same business prohibitions as approved in this most recent IDO amendment process?

Thank you,

Althea

On Mon, Jun 15, 2026 at 4:10 PM Bansal, Deepa <dbansal@cabq.gov> wrote:

Dear Neighbors,

This email provides notification to Neighborhood Associations that Council Services is submitting an application for the Amendment of the Comprehensive Plan. The request is to extend the Main Street Corridor designation East of Wyoming Blvd along Central Avenue, all the way to Tramway Blvd.

Attached for your reference is a copy of the application packet.

If you have any questions, please feel free to contact our office at dbansal@cabq.gov or call (505) 767 5795.

Sincerely,



DEEPA BANSAL

Council Policy Planner | Albuquerque City Council Services

E dbansal@cabq.gov | O (505) 767-5795



Re: Public Notice - Amendment of Comprehensive Plan

From Bansal, Deepa <dbansal@cabq.gov>

Date Thu 6/25/2026 1:52 PM

To FHVA (hk_fhva@comcast.net) <hk_fhva@comcast.net>

Hi Howard,
Thank you for reaching out, and I appreciate your questions.

With the most recent IDO update, some of the uses that are prohibited on Main Street Corridors include,

- Car washes
- Heavy Vehicle & Equipment Sales, Rental, Fueling, and Repair
- Light vehicle Sales and Rental
- Outdoor Vehicle Storage
- Self-Storages
- Cannabis Retail
- Pawn Shop
- Warehousing
- Salvage yards
- Paid Parking lots or Parking Structures
- Equestrian Facility
- Campground or Recreational Vehicle Parking
- Freight Terminals or Dispatch Centers
- Cannabis Cultivation / Cannabis derived product manufacturing

Additionally, this designation would not result in an immediate change to the speed limit on Central Avenue. Any modifications to speed limits are evaluated through a separate process conducted by the City's Municipal Development Department and traffic engineers. However, if the proposal is approved by the City Council, the designation may be considered as part of future transportation planning and roadway improvement efforts.

Please let me know if you have any further questions.

Thank you again!

- DEEPA BANSAL

Council Policy Planner | Albuquerque City Council Services

E dbansal@cabq.gov | **O** (505) 767-5795

From: FHVA (hk_fhva@comcast.net) <hk_fhva@comcast.net>

Sent: Thursday, June 18, 2026 1:22 PM

To: Bansal, Deepa <dbansal@cabq.gov>

Subject: Re: Public Notice - Amendment of Comprehensive Plan

This Message Is From an External Sender

This message came from outside your organization.

[Report Suspicious](#)

Deepa,

The document you sent includes the following:

Strategic Action Matrix 5.3.1 - Consider adding a distance separation for car washes in the IDO

Through the recent bi-annual IDO update, effective starting May 6th, the city has amended its regulations to prohibit certain light-vehicle-related uses along the Main Street Corridors.

Are the "prohibited certain light-vehicle-related uses" limited to only car washes. If not, what are the other uses that are prohibited?

Does Figure 10 mean that the speed limit on Central between Eubank and Tramway will be limited to 25-30mph?

Thanks!

Howard Kimberly
Four Hills Village Association Board Member

On Jun 18, 2026, at 10:15 AM, Bansal, Deepa <dbansal@cabq.gov> wrote:

Dear Neighbors,

This email provides notification to Neighborhood Associations that Council Services is submitting an application for the Amendment of the Comprehensive Plan. The request is to extend the Main Street Corridor designation East of Wyoming Blvd along Central Avenue, all the way to Tramway Blvd.

Attached for your reference is a copy of the application packet.

If you have any questions, please feel free to contact our office at dbansal@cabq.gov or call (505) 767 5795.

Sincerely,

<Outlook-gxsnb4an.png>

DEEPA BANSAL

Council Policy Planner | Albuquerque City Council Services

E dbansal@cabq.gov | **O** (505) 767-5795

<1 CABQ_Public_Notice_Checklist.pdf> <Justification Letter - Comp Plan Amendment - Extending Main Street Corridor.pdf> <Main Street Corridor - City wide.png> <Main Street Proposed Extension.png>

F) PROPOSED AMENDMENT EXHIBITS

Amending the Comprehensive Plan to reflect the extension of the Main Street Corridor designation east of Wyoming Blvd, all the way to Tramway Blvd, along Central Avenue.

The following maps in the ABC Comprehensive Plan will be amended:

1. Figure 3-1: Countywide Vision Map (Page 3-6)
2. Figure 3-2: Metro-focused Vision Map (Page 3-7)
3. Figure 5-2: Vision Map with Center Boundaries (Page 5-9)
4. Page 5-16 – Main Street Corridor Diagram
5. Figure 5-4: Centers and Corridors (Page 5-18)
6. Figure A-15: Centers and Corridors (Page A-47)

Please refer to the following maps:

- A. Figure 1: Shows the citywide existing Main Street Corridor with the proposed extension marked
- B. Figure 2: Shows a zoomed-in map of the proposed extended corridor

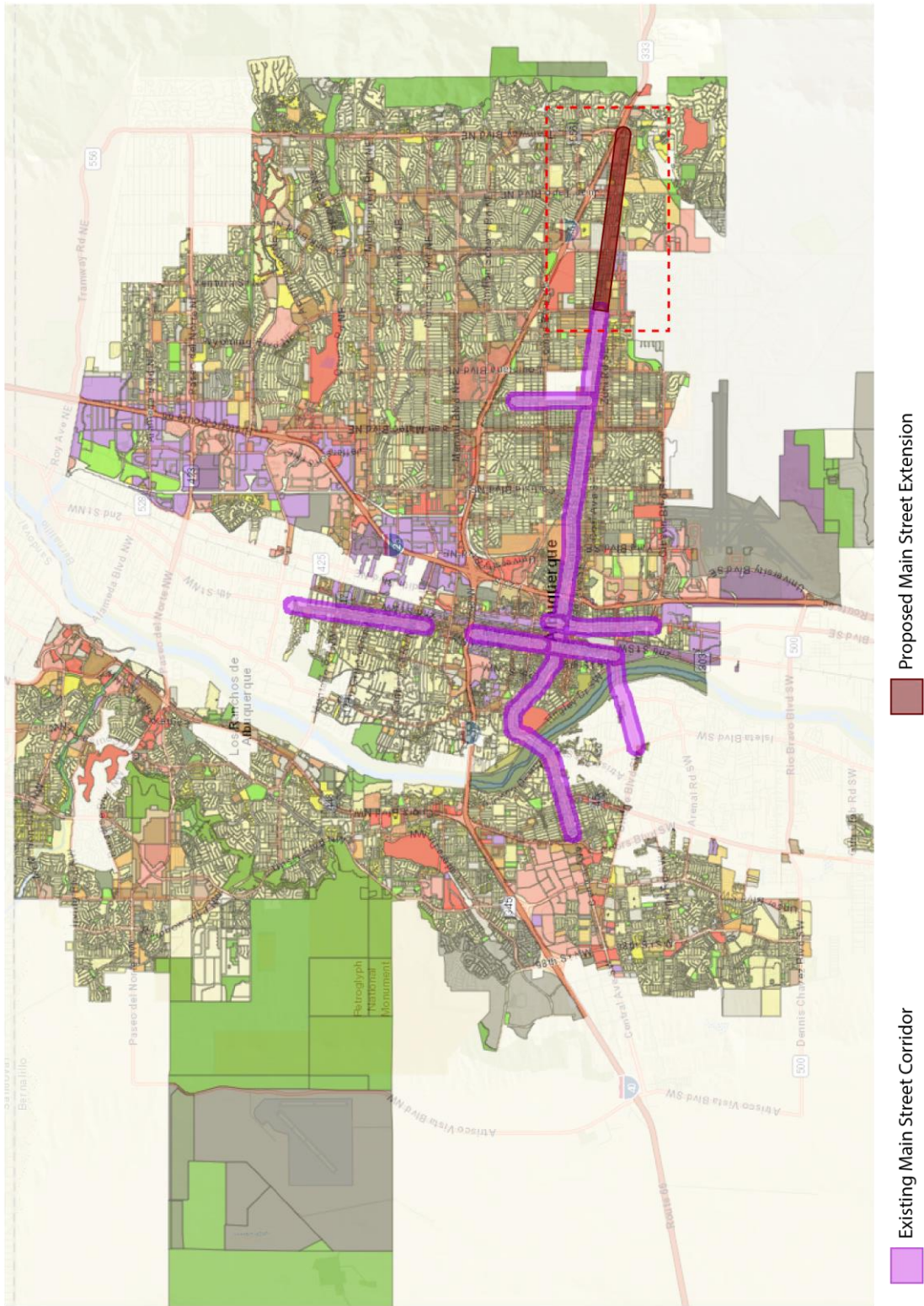


Figure 1: Citywide Main Street Corridor with proposed extension marked

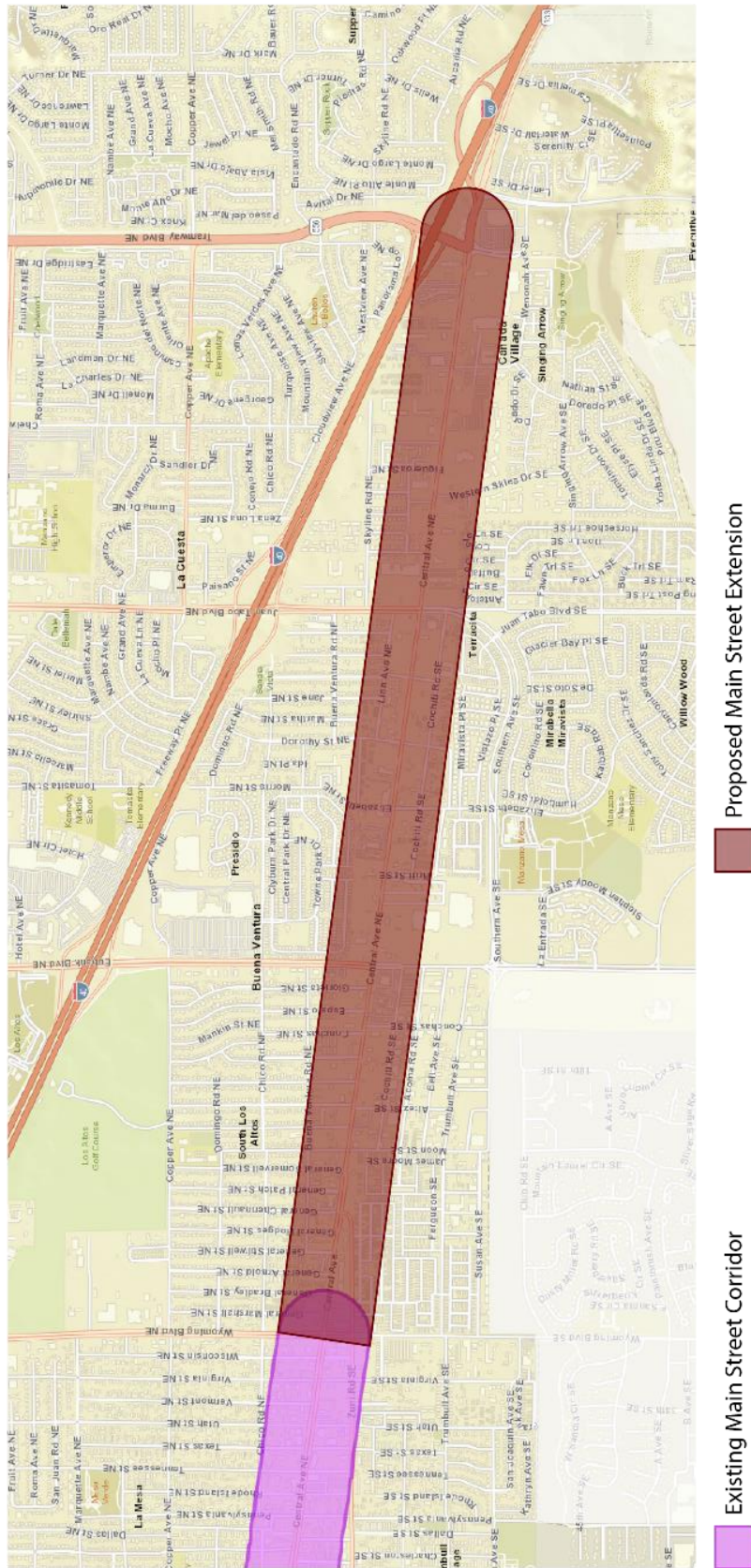


Figure 2: Zoomed-in map of the proposed extended corridor

REDLINE Exhibits: Amending Graphics on the pages mentioned below - amendment marked with a red cloud

1. Figure 3-1: Countywide Vision Map (Page 3-6)

VISION

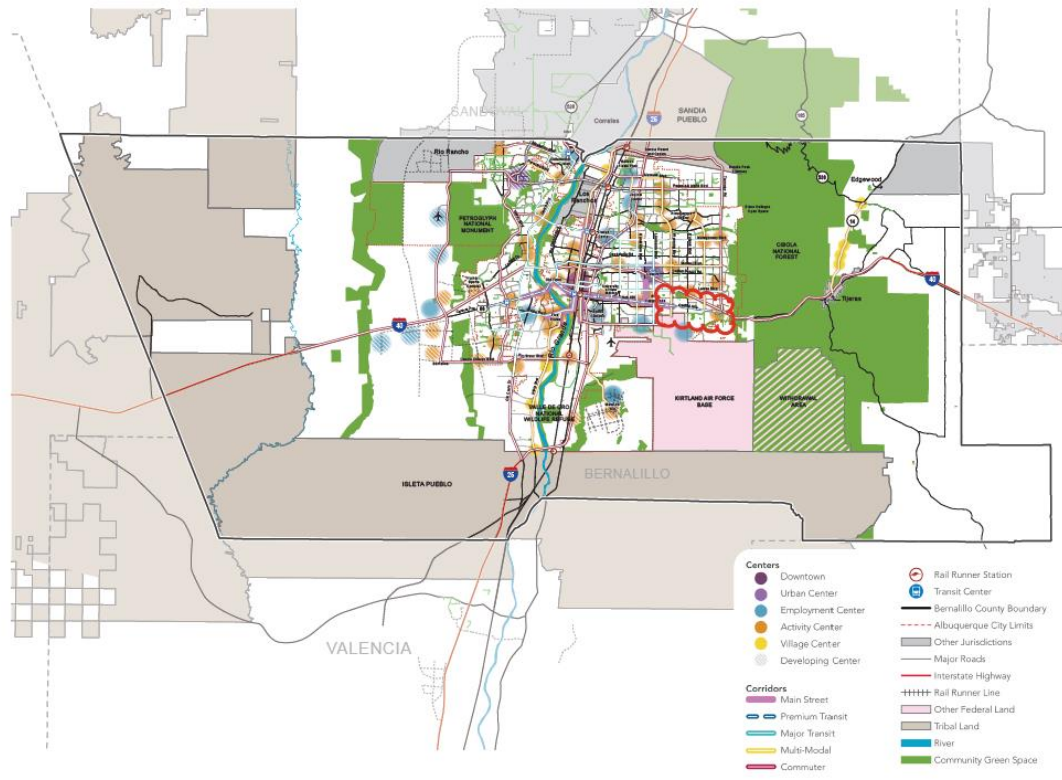


Figure 3-1: Countywide Vision Map

2. Figure 3-2: Metro-focused Vision Map (Page 3-7)

VISION

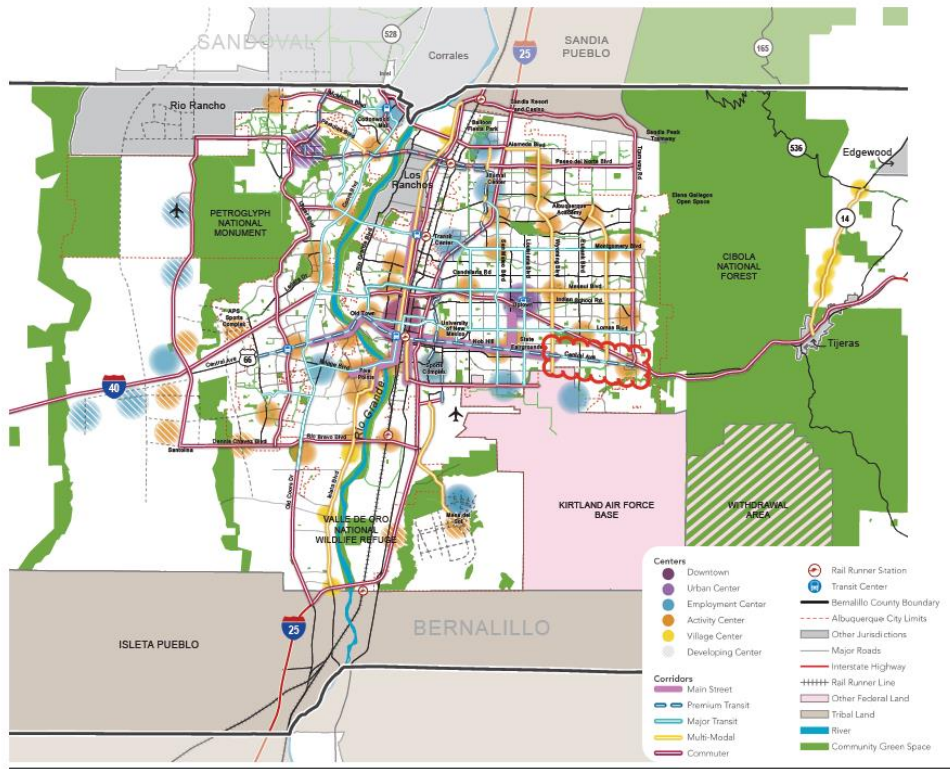


Figure 3-2: Metro-focused Vision Map

3. Figure 5-2: Vision Map with Center Boundaries (Page 5-9)

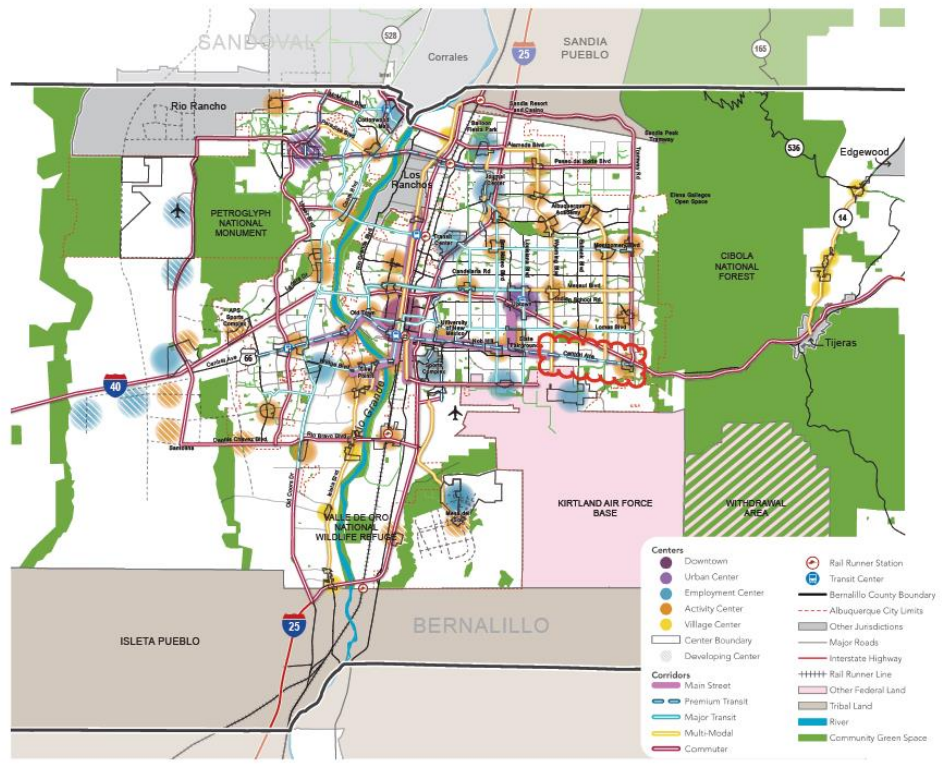


Figure 5-2: Vision Map with Center Boundaries

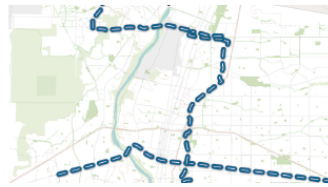
4. Page 5-16 – Main Street Corridor Diagram



Corridors

The Comp Plan establishes a network of five different corridor types for major public streets. This range of Corridor types is intended to balance the street system by identifying different streets that prioritize bicycling, walking, or transit use in and between Centers. The Corridor types also provide policies for limited-access and automobile-priority streets to meet a full range of mobility and access needs.

The character of the Corridor and adjacent land uses should change within Centers and near low-density neighborhoods to reduce auto travel speeds and increase pedestrian safety. Each Corridor type has land use policies found in this chapter, policy objectives for street design and transit service in the **Transportation chapter**, and development form policies in the **Urban Design chapter**.



PREMIUM TRANSIT CORRIDORS

Premium Transit Corridors are anticipated to be served by high-quality, high-capacity, and high-frequency public transit. These Corridors are planned for mixed-use and transit-oriented development within walking distance of transit stations, with transitions to single-family neighborhoods beyond the Corridor. Interactive public spaces should be encouraged to add vitality, pedestrian amenities, and “eyes on the street” to aid public safety.

The Premium Transit designation acts as an overlay on other Corridor designations. Until premium transit projects have identified transit station locations and funding has been secured, development policies for the underlying Corridor apply. Once stations and funding have been identified, Premium Transit Corridor policies kick in.

The design and operation of premium transit service will vary according to the land use context and underlying Corridor designation. Much of Central Avenue is also designated as a Main Street Corridor with pedestrian-oriented development, so stations are planned every quarter mile. On other Premium Transit Corridors, if they have lower densities and less street connectivity, transit stations may be spaced farther apart to serve nodes of higher-intensity, pedestrian-oriented activity.



MAIN STREET CORRIDORS

Main Streets are intended to be lively, highly walkable streets lined with local-serving businesses, modeled after the American tradition of Main Street as a place for living, working, and shopping. Examples of this type of street include Central Avenue in Nob Hill and Bridge Boulevard in the South Valley.

Main Streets should have one- to four- story buildings, usually placed right up to the sidewalk. Parking should be on-street and to the sides of or behind buildings. Away from the Main Street, density should quickly decrease to minimize impacts on nearby neighborhoods. This development pattern should be well-served by transit and contain safe and pleasant walking environments with street trees, landscaping, and wide sidewalks. Public investments in these areas should prioritize street and walkway improvements.

Although Main Street is classified as a Corridor type, the intent is for it to function more like a linear Center that guides the appropriate land use forms along the Corridor. Because this designation is primarily about urban design and the relationship between buildings and the street, a Main Street will often also have other Corridor designations that primarily relate to road design. Within the private realm, the Main Street policies override; within the public right-of-way, the other Corridor designation would override.

5. Figure 5-4: Centers and Corridors (Page 5-18)

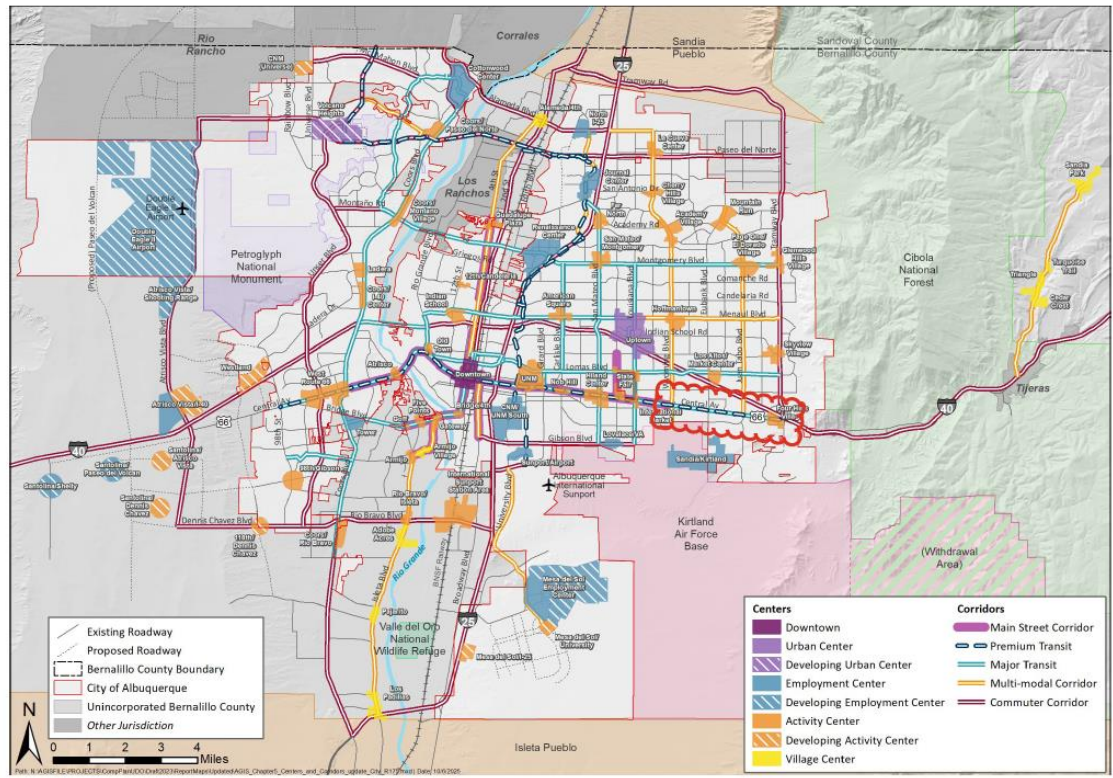


Figure 5-4: Centers and Corridors

6. Figure A-15: Centers and Corridors (Page A-47)

APPENDIX G

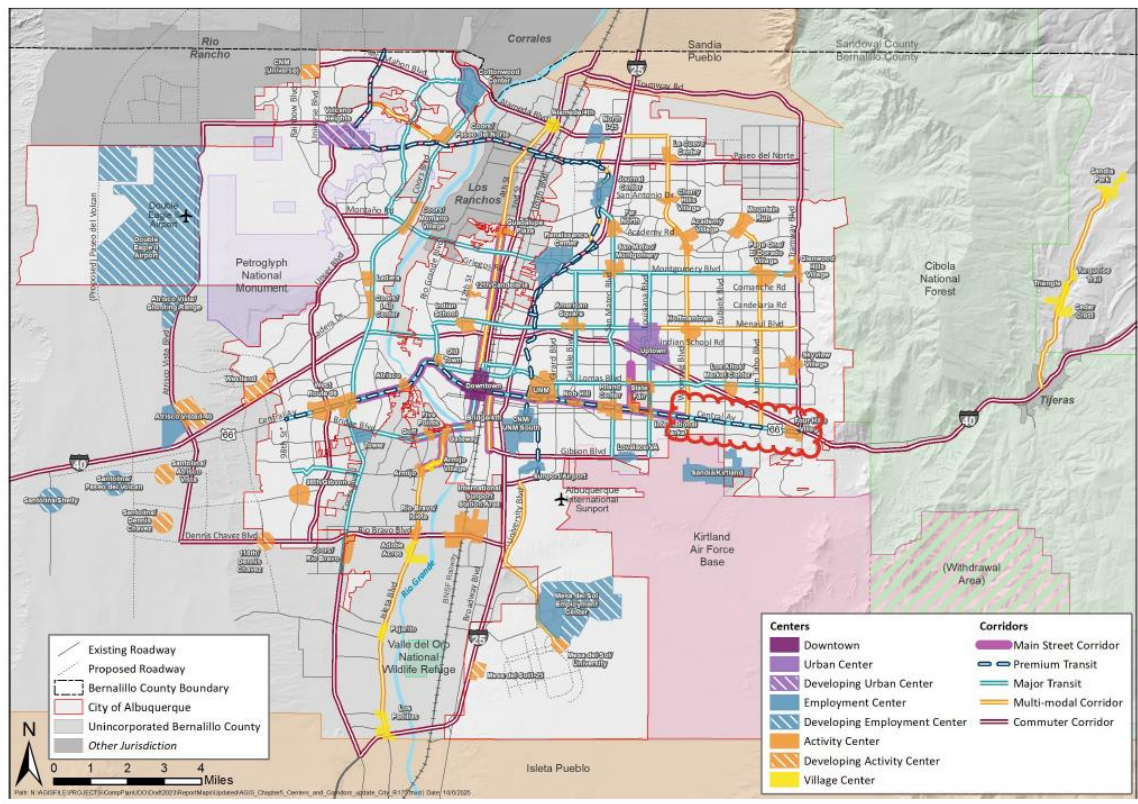


Figure A-15: Centers and Corridors

G) AGENCY COMMENTS

Agency Comments

PLANNING DEPARTMENT

Long Range Planning

This is a request for a Comprehensive Plan Amendment to designate a section of Central Avenue east of Wyoming Boulevard, and west of Tramway Boulevard as a Main Street Corridor. This request, which applies to a Premium Transit Corridor within the East Central Community Planning Area (CPA) in an Area of Change, supports some CPA assessment report actions. The request also supports several Comprehensive Plan policies related to Community Identity, Land Use, Transportation and Urban Design. The request is also consistent with city programs, plans and reports such as Vision Zero, East Gateway CPA, East Gateway MRA Plan, and the Route 66 Action Plan. The Main Street designation would also prohibit car washes, heavy vehicle sales, and paid parking lots. The Comp Plan Main Street corridor designation encourages walkability, the IDO Main Street regulations allow reduced parking, require shorter setbacks and require parking to be located on the sides or rear of buildings.

OTHER CITY OF ALBUQUERQUE DEPARTMENTS / OFFICES

CABQ Parks and Rec / Urban Forestry

Forestry has no comments at this time.

OTHER AGENCIES

Albuquerque Metropolitan Arroyo Flood Control (AMAFCA)

AMAFCA has no adverse comments to the Comp Plan Amendment EPC Request Plan-2026-00001. The City and AMAFCA have identified various drainage deficiencies along and adjacent to the Central Ave. corridor and suggest that any project associated with the implementation of the Main Street Corridor Designation Extension consider drainage improvements in the project.

Albuquerque Bernalillo County Water Utility Authority

No objections. Future Development will require a Request for Availability.

Bernalillo County / Planning and Development Services

This change impacts land within the City of Albuquerque, and therefore Bernalillo County Planning and Development Services has no adverse comments. If approved, Bernalillo County will include this change in the next update of its Albuquerque/Bernalillo County Comprehensive Plan, Volume 2.

As an amendment to the Albuquerque Bernalillo County Comprehensive Plan, recognized in Bernalillo County as Volume I, Bernalillo County requests that the City of Albuquerque also adopt the Shared Vision chapter of the Comprehensive Plan, co-written by City and County staff, which reflects our shared regional values, goals, and

policies. This text can be found in Volume II, adopted by the Bernalillo Board of Commissioners in June 2024, posted here: <https://www.bernco.gov/planning/adopted-planning-land-use-publications>.

Bernalillo County Public Works / Transportation

Bernalillo County Public Works (BCPW) is in support of these comprehensive plan amendments due to regional pedestrian safety efforts. BCPW has developed, in coordination with DMD, pedestrian safety plans for Central Ave, west of Eubank and right of way evaluation for sidewalks in this area.

Public Service Company of New Mexico (PNM)

PNM understands the intent of this amendment to the Albuquerque/Bernalillo County Comprehensive Plan (Comp Plan) and requests that the following statements and cited Goal and policies be incorporated to support the response to the Review and Decision Criteria of IDO Section 6-7(A)(3):

6-7(A)(3)(a)

Recent incidents of copper wire theft from underground conduits along East Central Avenue that serve streetlights prompted PNM to string overhead wiring between the streetlights to maintain lighting for public safety for pedestrians, bicyclists, transit riders, and motorists. Additional opportunities for passive surveillance could be enhanced with more redevelopment, more mixed-use, and more residential uses along this new Main Street corridor.

6-7(A)(3)(b) and (c)

Coordination of infrastructure (transportation, utility, etc.) and community and public services (safety, educational, etc.) is key to Main Street Corridor redevelopment efforts and actions, especially those identified by Vision Zero Albuquerque, East Gateway Community Planning Area Assessment, East Gateway MRA Plan, and Route 66 Action Plan.

Goal 12.3 Public Services: Plan, coordinate, and provide efficient, equitable, and environmentally sound services to best serve residents and protect their health, safety, and well-being.

Policy 12.3.1 Access to Public Services: Maximize residents' access to public services and distribute services equitably, whether they are provided by the City or County or in partnership with other agencies.

Goal 12.4 Coordination: Coordinate with other providers to leverage resources, maximize efficiencies, bridge service gaps, and provide added value.

Policy 12.4.1 Collaborative Strategies: Develop strategies to meet changing demand over time for public infrastructure, community facilities, and services.

Policy 12.4.3 Information Sharing: Coordinate and share information about infrastructure and community facility and service needs across departments, between the City and County, and among public and private agencies.

Policy 12.4.4 Joint Use: Encourage joint use of public facilities, rights-of-way, and easements where uses are compatible and complementary.

Goal 12.5 Resources: Identify and allocate sufficient resources to support infrastructure, community facility, and public service needs in order to invest public dollars efficiently and effectively and to maintain a sound fiscal position.

Designating East Central Avenue as a Main Street Corridor will help facilitate comprehensive infrastructure and public services planning and coordination amongst departments and public and private agencies.