

CITY OF ALBUQUERQUE
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ENVIRONMENTAL PLANNING COMMISSION

NOTICE OF DECISION

Case Number: [PLAN-2026-00001](#) - Comprehensive Plan Amendment

Hearing Date: 07-15-2026

Applicant: City Council Services Department

Subject Property: Central Ave. Corridor from Wyoming Blvd. to Tramway Blvd..

Case Description: 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

DECISION

On July 16, 2026, the Environmental Planning Commission (EPC) voted to forward a recommendation of APPROVAL of Plan # [PLAN-2026-00001](#), a Comprehensive Plan Amendment, to City Council based on the following recommended Findings and Conditions of Approval.

FINDINGS

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:
 1. 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.

2. 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)

Sincerely,

A handwritten signature in black ink that reads "Megan Jones". The signature is written in a cursive, flowing style.

for Alan Varela
Planning Director

AV/MJ/WS

cc: Matthew Cox, mcox@cabq.gov
Deepa Bansal, dbansal@cabq.gov
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