

CITY OF ALBUQUERQUE
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ENVIRONMENTAL PLANNING COMMISSION

NOTICE OF DECISION

Case Number: [ZMA-2026-00011](#), Zoning Map Amendment (Zone Change)

Hearing Date: 08-21-2026

Applicant: City of Albuquerque Council Services Department

Subject Property: 229 Lomas Blvd. NE

Case Description: The City of Albuquerque Council Services Department, request a Zoning Map Amendment from the NR-LM (Non-residential Light Manufacturing) zone district to MX-M (Mixed-use Medium Intensity) for all or a portion of Tract A-1 Plat of Tract A-1, B-1 & B-2 Slade-Olson Subdivision (Comprising Lots 1, 2, 3 Block A, K. W. Phillips Addition Tract A), located at 229 Lomas Blvd. NE, between Broadway Blvd. and Commercial St., approximately 3 acres.

Staff Planners: William Steele and Megan Jones

DECISION

On August 20, 2026, the Environmental Planning Commission (EPC) voted to **APPROVE** Case # [ZMA-2026-00011](#), a Zoning Map Amendment (Zone Change), based on the following Findings.

FINDINGS

1. This request is for a Zoning Map Amendment from the NR-LM (Non-residential Light Manufacturing) zone district to the MX-M (Mixed-use Medium Intensity) zone district for an approximately 3-acre parcel legally described as all or a portion of Tract A-1 Plat of Tract A-1, B-1 & B-2 Slade-Olson Subdivision (Comprising Lots 1, 2, 3 Block A, K. W. Phillips Addition Tract A), located at 229 Lomas Blvd. NE (the “subject site”) between Broadway Blvd. and Commercial St.

2. The purpose of the zone change is to allow residential and mixed-use development along the Lomas Major Transit corridor in an area of the City that lacks housing near jobs.
3. The Council Services department does not have plans for specific development of the site, as this will be determined through future negotiations with the Metropolitan Redevelopment Association (MRA) and their current Request for Proposal (RFP) for the site. Council Services believes that rezoning the property to MX-M ensures that a more sensitive development will occur, versus keeping the current zoning of NR-LM.
4. The EPC is the final decision-making body because the subject site is within an Area of Change and is less than 20 acres [[IDO §14-16-6-7\(G\)\(1\)\(a\)3](#)]. The request is a quasi-judicial matter. As a City project, this case is not appealable to City Council [IDO § 14-16-1-4(C)].
5. The subject site is owned by the City of Albuquerque and AMAFCA. AMAFCA was using the site as a detention pond, which is no longer in operation. The parcel remains undeveloped.
6. The Long Range Roadway System (2040 LRRS) map, designates Lomas Blvd. and Broadway Blvd. as Existing Regional Principal Arterials. Commercial St. NE is a local street.
7. The MRCOG's 2040 Primary Freight Corridors and Truck Restrictions Map designates Lomas Blvd. as a Primary Freight Corridor.
8. The Long Range Bikeway System (LRBS) map, shows a proposed buffered bike lane on Broadway Blvd. that runs adjacent to the subject site and a proposed paved trail along Lomas Blvd. NW that ends at the railroad tracks west of the subject site.
9. On October 28, 2025 the EPC recommended approval to the City Council for a Small Area Text Amendment to the IDO to remove the subject site from the CPO-7 boundary, which City Council approved. The Martineztown/Santa Barbara Neighborhood Association (SBMTNA) appealed this decision to District Court, which is still in process [TA-2025-00001, D-202-CV-202601904]. As of this writing, there has not been a stay or injunction pending appeal. The proposed zone change would not be affected by the outcome of this appeal. Any future project would be subject to CPO-7 if the appeal is successful.

The subject site is owned by the City of Albuquerque and AMAFCA. AMAFCA was using the site as a detention pond, which is no longer in operation. The parcel remains undeveloped. The Albuquerque/Bernalillo County Comprehensive Plan, the Downtown Metropolitan Redevelopment Plan, and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.

10. The Albuquerque/Bernalillo County Comprehensive Plan, the Southwest Mesa Community Planning Area (CPA) Assessment Report, and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.
11. The subject site is located in an Area of Change as designated by the Comprehensive Plan.
12. The subject site is within the Central ABQ Community Planning Area (CPA).
13. The subject site borders Lomas Blvd. NE and is within 660 feet of the Lomas Blvd. Major Transit Corridor. Major Transit. The subject site is also within ¼ mile of the 4th Street and Central Ave. Main Street Corridors.

14. The request is consistent with the following Goals and Policies related to CHAPTER: LAND USE.

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

The ZMA could direct growth to an established Major Transit Corridor and help shape the built environment into a more sustainable development pattern by concentrating development where existing public infrastructure and multimodal transportation facilities are already available. The subject site is located along the Lomas Blvd. Major Transit Corridor, within ¼ mile of the 4th Street and Central Ave. Main Street Corridors, and is served by existing streets, sidewalks, utilities, bicycle facilities, and public transit. The Central CPA Assessment identifies the Centers and Corridors concept as a fiscally responsible and sustainable development strategy because directing growth to areas where public investment has already occurred makes more efficient use of those investments while supporting places to live and work. The proposed MX-M zone district would allow residential and mixed-use development that better aligns with this framework than the existing NR-LM zone district and would facilitate redevelopment of the vacant site.

B. POLICY 5.1.10 MAJOR TRANSIT CORRIDORS: Foster corridors that prioritize high-frequency transit service with pedestrian-oriented development.

SUB-POLICY 5.1.10(a): Encourage higher-density residential developments within ¼ mile of transit stops or stations.

The subject site is located along the Lomas Blvd. Major Transit Corridor that supports high-frequency transit service through pedestrian-oriented development and could encourage higher-density residential development withing ¼ mile of transit stops or stations. The subject site is located within one-quarter mile of numerous ABQ RIDE bus stops served by Routes 11 and 16, providing convenient access to Downtown and other areas of the city. The existing NR-LM zone district does not allow residential development, whereas the proposed MX-M zone district permits residential and mixed-use development at an intensity that is more appropriate for a major transit corridor. Allowing residential uses near existing transit service supports increased transit ridership, walkability, and opportunities for people to access employment, services, and amenities without relying solely on automobiles.

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

SUB-POLICY 5.2.1(m): Encourage more productive use of vacant lots and under-utilized lots, including surface parking.

The ZMA promotes complete communities through a mix of compatible land uses by encouraging a more productive use of vacant lots and under-utilized lots, that could provide and opportunity for residents to live, work, learn, shop, and recreate in close proximity. The subject site is an approximately 3-acre vacant property located within an Area of Change near Downtown Albuquerque.. Rezoning the property from NR-LM to MX-M would allow a broader mix of residential, commercial, institutional, and civic uses that are

more consistent with the Complete Communities goal than the existing industrial zoning. The proposed zone change would facilitate productive reuse of a long-vacant property while expanding opportunities for housing and neighborhood-serving uses in an area with existing infrastructure and transit service.

- D. POLICY 5.4.1 HOUSING NEAR JOBS: Allow higher-density housing and discourage single-family housing near areas with concentrated employment.

The ZMA request would promote higher-density housing and discouraging single family housing near areas with concentrated employment. The subject site is located near Downtown Albuquerque, major employment centers, commercial services, bicycle facilities, and multiple ABQ RIDE routes along Broadway Boulevard and Lomas Boulevard. The current NR-LM zone district does not permit residential development, limiting opportunities to provide housing in an area with existing infrastructure and transit service. The proposed MX-M zone district would allow a variety of residential housing types integrated with commercial and civic uses that better support the surrounding urban context.

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

The ZMA request encourages growth to Areas of Change where redevelopment and more intensive development are expected and desired while protecting established neighborhoods. The subject site is located entirely within an Area of Change and is surrounded by properties that are also designated as Areas of Change. The site is currently vacant and occupies a prominent location at the intersection of two Existing Regional Principal Arterial roadways with access to existing public infrastructure and transit service. Rezoning the property to MX-M would support redevelopment of an underutilized infill property in a location identified by the Comprehensive Plan as appropriate for growth.

- F. POLICY 5.6.2 AREAS OF CHANGE: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

The policy aligns with the ZMA request because it directs growth and more intense development to Centers, Corridors, industrial and business parks, and other Areas of Change where redevelopment is encouraged. The subject site is located within an Area of Change adjacent to the Lomas Major Transit Corridor and near the Downtown Center. The proposed MX-M zone district would allow residential and mixed-use development at an intensity that is more consistent with the Comprehensive Plan's vision for this area than the existing NR-LM zone district. The request would facilitate redevelopment of a vacant infill property while encouraging housing and neighborhood-serving commercial uses in a location with existing infrastructure and transit access.

15. The request is consistent with the following Goal related to CHAPTER 8: ECONOMIC DEVELOPMENT:

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

The ZMA request would promote the creation of a place where businesses, residents, and visitors can thrive while supporting long-term economic vitality. The subject site occupies a highly visible location at the intersection of Broadway Boulevard and Lomas Boulevard that serves as a gateway into Downtown Albuquerque. The proposed MX-M zone district would allow a broader mix of residential, commercial, institutional, and civic uses that could create a more active streetscape and encourage additional investment in the surrounding area. Redevelopment of this long-vacant property has the potential to improve the visual character of the corridor while supporting neighborhood-serving businesses and expanding housing opportunities. Accordingly, the proposed zone promotes redevelopment that contributes to a more vibrant urban environment.

16. The request is consistent with the following Goal and Policy related to CHAPTER 9: HOUSING

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

The zone change to MX-M would promote increased housing density in locations with adequate infrastructure, services, and amenities. The subject site is located within an Area of Change adjacent to a Major Transit Corridor and is served by existing streets, sidewalks, utilities, bicycle facilities, and public transit. The MX-M zone district permits moderate-density residential development that is more appropriate for this urban infill location than the existing NR-LM zone district, which does not allow residential uses. Allowing residential development on this vacant property would expand housing opportunities in an area with existing infrastructure while supporting efficient land use patterns.

B. POLICY 9.3.1 CENTERS AND CORRIDORS: Encourage higher density, multi-unit housing and mixed-use development in Downtown, Urban, Activity, and Village Centers, and along Premium and Major Transit Corridors to capture growth, relieve development pressure at the edge of the urban footprint, and maintain low densities in rural areas.

The ZMA request supports the policy by encouraging higher-density, multi-unit housing and mixed-use development in Centers and along Major Transit Corridors to accommodate growth while making efficient use of existing infrastructure. The subject site is adjacent to the Lomas Major Transit Corridor and immediately east of the Downtown Center, making it an appropriate location for additional residential and mixed-use development. The proposed MX-M zone district would permit housing and mixed-use development that is not allowed under the existing NR-LM zone district and would better align with the Comprehensive Plan's vision for development along transit corridors. Expanding opportunities for residential development at this location also supports housing choice near employment, transit, and neighborhood services.

17. The request is consistent with the following Policy related to CHAPTER 13: RESILIENCE AND SUSTAINABILITY:

POLICY 13.5.1 LAND USE IMPACTS: Land Use Impacts: Prevent environmental hazards related to land uses.

This request seeks to prevent environmental hazards and protect public health, safety, and welfare by discouraging incompatible land uses in close proximity. The subject site is surrounded primarily by commercial, office, restaurant, and service uses, with established residential neighborhoods located nearby. Although the surrounding area retains a significant amount of NR-LM zoning, many existing land uses are commercial in nature rather than industrial. Rezoning the property to MX-M would reduce the potential for future light manufacturing uses adjacent to nearby residential and mixed-use areas while encouraging development that is more compatible with the existing urban context.

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

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

Consistency with the City's health, safety, morals and general welfare is shown by demonstrating that a request furthers applicable Comprehensive Plan Goals and policies and does not significantly conflict with them. In addition to the above response, the applicant provided policy-based responses adequately demonstrating that the request furthers a preponderance of applicable Goals and Policies regarding Land Use, Economic Development, Housing and Resilience and Sustainability; therefore, the request is consistent with the City's health, safety, morals, and general welfare.

Applicable citations:

Policy 5.1.1 Desired Growth; Policy 5.1.10 Major Transit Corridors, Policy 5.1.10(a); Goal 5.2 Complete Communities, Policy 5.2.1(m); Policy 5.4.1 Housing Near Jobs; Goal 5.6 City Development Areas; Policy 5.6.2 Areas Of Change; Goal 8.1 Placemaking; Goal 9.3 Housing Density; Policy 9.3.1 Centers And Corridors; Policy 13.5.1 Land Use Impacts.

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

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

The subject site is not within an area of consistency. It is wholly in an area of change.

- C. 6-7(G)(3)(c) If the proposed amendment is located wholly in an Area of Change (as shown in the ABC Comp Plan, as amended) and the applicant has demonstrated that the existing zoning is inappropriate because it meets at least one of the following criteria:
1. There was typographical or clerical error when the existing zone district was applied to the property.
 2. There has been a significant change in neighborhood or community conditions affecting the site that justifies this request.
 3. A different zone district is more advantageous to the community as articulated by the ABC Comp Plan, as amended (including implementation of patterns of land use, development density and intensity, and connectivity), and other applicable adopted City plan(s).

The proposed MX-M zone district is more advantageous to the community than the existing NR-LM zone district because it better implements the land use, development, and connectivity objectives of the ABC Comprehensive Plan and the Central Albuquerque Community Planning Area (CPA) Assessment. The subject site is located within an Area of Change, adjacent to the Lomas Major Transit Corridor, and immediately east of the Downtown Center, where the Comprehensive Plan encourages higher-intensity infill and mixed-use development supported by multimodal transportation. The Central CPA Assessment identifies opportunities to redevelop vacant and underutilized properties, expand housing choices, support walkable mixed-use neighborhoods, and reduce land use conflicts associated with industrial uses. Rezoning the property to MX-M would allow residential and mixed-use development that is more consistent with the surrounding urban context, makes better use of existing infrastructure and transit, and more effectively implements the Comprehensive Plan's desired pattern of land use, development intensity, and connectivity.

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

The proposed MX-M zone district would allow additional residential, civic, institutional, and neighborhood-serving commercial uses that are not permitted in the existing NR-LM zone district. Although Cannabis Retail is a permissive use in the MX-M zone district, IDO § 14-16-4-3(D)(36) establishes use-specific standards to mitigate potential impacts, including compliance with State licensing requirements, minimum separation distances from other Cannabis Retail establishments and certain sensitive uses, restrictions on drive-through facilities and product display, secure storage requirements, and additional standards for on-site consumption. Under current conditions, an existing Cannabis Retail establishment at 904 Broadway Blvd. NE, approximately 300 feet from the subject site, would prevent a new Cannabis Retail establishment from locating on the property because the required 660-foot separation could not be met unless the existing establishment relocates or ceases operation.

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

Although the applicant provided justification for all four sub-criteria, Staff finds that the request satisfies Criterion (e)(1). The subject site is served by existing public infrastructure, including Lomas Boulevard and Broadway Boulevard, sidewalks, water and sewer utilities, street lighting, and other public facilities. The property is also served by multiple ABQ RIDE routes and existing transit stops along Lomas Boulevard and Broadway Boulevard, providing multimodal access to the site. No development proposal is being considered with this request; however, any future development would be required to comply with all applicable IDO requirements and the Development Process Manual (DPM), including any infrastructure improvements determined necessary through the City's development review process. Based on the existing infrastructure and public improvements serving the site, Staff finds that adequate capacity exists to accommodate the development made possible by the proposed zone change and concludes that the request satisfies Criterion (e)(1).

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

Although the subject site is located on a major transit corridor, it is not the applicant's justification for the zone change. The requested zone change is not based completely on the property's location, but rather, on the appropriate scale and location within the downtown neighborhood to support mixed use or residential development under the MX-M development standards.

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

The applicant's justification is not based completely or predominantly upon the cost of land. The applicant has adequately demonstrated that the request clearly facilitates a variety of applicable Comprehensive Plan Goals and policies and does not significantly conflict with them. The applicant indicates that this request supports economic development goals in the Comp Plan and would allow future development under the MX-M zone district.

- H. 6-7(G)(3)(h) The Zoning Map Amendment does not apply a zone district different from surrounding zone districts to one small area or one premises (i.e., create a "spot zone") or to a strip of land along a street (i.e., create a "strip zone") unless the requested zoning will

clearly facilitate implementation of the ABC Comp Plan, as amended, and at least 1 of the following applies:

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

There are MX-M zoned parcels adjacent to and surrounding the subject site and this request would not create a spot zone.

19. Notification was provided in accordance with IDO § 14-16-6, Table 6-1-1, and IDO § 14-16-6-4(J). Property owners within 100 feet of the subject site and the North Valley Coalition, Santa Barbara Martineztown Neighborhood Association (SBMTNA), and Citizens Information Committee of Martineztown (CICM) were notified as required.
20. SBMTNA requested a post-submittal facilitated meeting, which was held on July 27, 2026. During the meeting, neighborhood representatives generally supported the proposed downzoning from NR-LM to MX-M but expressed concerns regarding the pending CPO-7 litigation, building height, residential density, traffic, environmental impacts, housing affordability, and preservation of the historic character of the Martineztown/Santa Barbara neighborhood. Neighborhood representatives also requested continued involvement in future development discussions.
21. On August 4, 2026, the Santa Barbara Martineztown Neighborhood Association (SBMTNA) submitted a letter opposing the requested MX-M zone district and recommending MX-T or MX-L instead. The association expressed concerns regarding compatibility with the surrounding neighborhood, building intensity, traffic, and preservation of the historic character of the area, and requested that the rezoning be delayed until completion of the City's Request for Proposals (RFP) process.
22. The requested Zoning Map Amendment is evaluated using the review criteria in IDO § 14-16-6-7(G)(3) and establishes the property's zoning designation rather than approving a specific development proposal. Any future development would be subject to applicable IDO requirements and development review processes, and the City's RFP process is separate from the zoning map amendment review.
23. Most reviewing agencies reported no objection to the request. AMAFCA stated that it has no objection to the proposed Zoning Map Amendment but clarified that its comments are limited to the requested zone change and do not constitute approval of any future development. AMAFCA also requested continued coordination with the City regarding future disposition of the jointly owned property, distribution of any proceeds, and the agencies' ongoing responsibilities for flood risk reduction and drainage improvements.
24. The subject site is not located within 660 feet of Major Public Open Space or tribal land. Therefore, a tribal meeting offer was not required in accordance with IDO § 14-16-6-4(B) and Table 6-1-1.

APPEAL

It is not possible to appeal a City Application to City Council. IDO § 14-16-6-4(U) does not apply to City Applications and approvals of City activities or development on properties owned or leased by the City are deemed final for appeal purposes [IDO § 14-16-1-4(C)].

For more information regarding the appeal process, please refer to Section §14-16-6-4(U) of the Integrated Development Ordinance (IDO), Administration and Enforcement.

Sincerely,



for Alan Varela
Planning Director

AV/MJ/WS

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