

CITY of ALBUQUERQUE

TWENTY SIXTH COUNCIL

COUNCIL BILL NO. R-25-175 ENACTMENT NO. _____

SPONSORED BY: Tammy Fiebelkorn, by request

BlueLine Version

1 RESOLUTION
2 ADOPTING AN AMENDMENT TO THE ALBUQUERQUE/BERNALILLO COUNTY
3 COMPREHENSIVE PLAN TO CHANGE THE DESIGNATION OF SEGMENTS OF
4 RIO GRANDE BOULEVARD NW, INDIAN SCHOOL ROAD NW, AND MENAUL
5 BOULEVARD FROM MULTI-MODAL CORRIDORS TO MAJOR TRANSIT
6 CORRIDORS.

7 WHEREAS, the City Council, the Governing Body of the City of
8 Albuquerque (the City), has the authority to amend and adopt the
9 Comprehensive Plan as authorized by State Statute, Section 3-19-9, NMSA
10 1970, and by its home rule powers established by the New Mexico State
11 Constitution; and

12 WHEREAS, the City's planning and zoning powers are established by the
13 City charter, in which: Article I, incorporation and Powers, allows the City to
14 adopt new regulatory structures and processes and implement the
15 Albuquerque/Bernalillo County Comprehensive Plan ("Comp Plan") guiding
16 future legislation; Article IX, Environmental Protection, empowers the City to
17 adopt regulations and procedures to protect and preserve environmental
18 features such as water, air and other natural endowments, ensure the proper
19 use and development of land, and promote and maintain an aesthetic and
20 humane urban environment; and Article XVII, Planning establishes the City
21 Council as the City's ultimate planning and zoning authority, including
22 adoption of the Comp Plan; and

23 WHEREAS, to affect these ends the Council shall take whatever action is
24 necessary and shall enact regulations and procedures and shall establish
25 appropriate Commissions, Boards or Committees with jurisdiction, authority
26 and staff sufficient to effectively administer city policy in this area; and

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

1 WHEREAS, the City Council adopted an update to the
2 Albuquerque/Bernalillo County Comprehensive Plan in 2024 via R-24-27
3 (Enactment No. R-2024-033); and

4 WHEREAS, the Comp Plan is the Rank 1 Plan for the physical development
5 and conservation of areas within the City of Albuquerque and unincorporated
6 Bernalillo County, which sets out the context, goals and policies, monitoring
7 and implementation, and supporting information to further its vision and
8 purpose; and

9 WHEREAS, the proposed update to the Comp Plan reflects best practices
10 to coordinate land use with transportation; and

11 WHEREAS, the changed designation will help protect and enhance quality
12 of life for Albuquerque's residents by creating an easily accessible public
13 transit network which translates to a humane urban environment; and

14 WHEREAS, the proposed amendment to the Comp Plan will help implement
15 the City's ABQ RIDE Forward Network Plan (May 2024); and

16 WHEREAS, the Comp Plan, ABQ RIDE Forward Network Plan (2024), Rank 3
17 Menaul Metropolitan Redevelopment Area Plan, ABQ RIDE Equity Analysis for
18 Proposed "Recovery" Bus Route Network (Spring 2025), and the City of
19 Albuquerque Integrated Development Ordinance (IDO) are incorporated herein
20 by reference and made part of the record for all purposes; and

21 WHEREAS, the Integrated Development Ordinance requires a
22 Comprehensive Plan Amendment to be reviewed and recommended by the
23 Environmental Planning Commission and decided as a legislative action by
24 City Council [IDO §14-16-6-7(A)]; and

25 WHEREAS, in the Comp Plan, a Major Transit Corridor is defined as "a
26 Corridor type that prioritizes high-frequency and local transit service over
27 other modes to ensure a convenient and efficient transit system. Walkability is
28 important near transit stops along these corridors, but otherwise they are
29 generally auto-oriented;" and

30 WHEREAS, ABQ RIDE has undergone a 3-year planning process to create
31 the ABQ Ride Forward Recovery Network and incorporated over 3,000 survey
32 responses, held 45 pop-up survey events, 18 small group discussions, and 30
33 meetings; and

1 WHEREAS, the ABQ Ride Forward Recovery Network Equity Analysis (R-
2 25-142) shows this portion of Menaul Blvd. having a frequency of 15 minutes;
3 and

4 WHEREAS, the IDO includes zoning incentives, such as reduced minimum
5 parking requirements and building height bonuses for workforce housing and
6 structured parking, for development along a Major Transit Corridor.

7 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
8 ALBUQUERQUE:

9 SECTION 1. ADOPT AN AMENDMENT TO THE COMP PLAN TO DESIGNATE
10 MAJOR TRANSIT CORRIDORS.

11 The Albuquerque/Bernalillo County Comprehensive Plan (the “Comp Plan”) is
12 amended to change the designation of segments of Rio Grande Blvd. NW,
13 Indian School Rd. NW, and Menaul Blvd. from Multi-modal Corridors to Major
14 Transit Corridors (“MT Corridors”) as shown in Exhibit A. The existing Rio
15 Grande Blvd. MT Corridor will extend north of I-40 to Indian School Rd NW. A
16 new Major Transit Corridor will extent east of Rio Grande Blvd. on Indian
17 School Rd. NW to Menaul Blvd. NW at Louisiana Blvd. NE. Associated maps in
18 the Comp Plan shall be amended accordingly.

19 SECTION 2. ADOPT FINDINGS SUPPORTING THE COMP PLAN
20 AMENDMENT.

21 1. Council Services submitted a request to the Environmental Planning
22 Commission (EPC) for an amendment to the Albuquerque/Bernalillo County
23 Comprehensive Plan (the “Comp Plan”) to change the designation of
24 segments of Rio Grande Blvd. NW, Indian School Rd. NW, and Menaul Blvd.
25 from Multi-modal Corridors to Major Transit Corridors (“MT Corridor”). There
26 are no other requested changes to the Comp Plan.

27 2. The proposed amendment to the Comp Plan will help implement the
28 City’s ABQ RIDE Forward Network Plan (May 2024). The ABQ RIDE Forward
29 Network Plan (May 2024) is a culmination of years of research and analysis
30 into how to recover from the COVID-19 pandemic’s impact on transit ridership.
31 The plan identifies Menaul Blvd. as a key corridor in the Recovery Network.
32 The changed MT corridor designation would help implement the ABQ Ride
33 Forward Network Plan. By designating segments of Rio Grande Blvd. NW,

1 Indian School Rd. NW, and Menaul Blvd. as MT Corridors, the Comp Plan
2 would reflect the most recent plan for public transit and would encourage
3 higher-density residential development and mixed-use development along the
4 corridor, which can best be supported by – and support – public transit.

5 3. The Albuquerque/Bernalillo County Comprehensive Plan, ABQ RIDE
6 Forward Network Plan (2024), Rank 3 Menaul Metropolitan Redevelopment
7 Area Plan, ABQ RIDE Forward Proposed New “Recovery” Bus Route Network
8 (Spring 2025), ABQ RIDE Equity Analysis, and the City of Albuquerque
9 Integrated Development Ordinance (IDO) are incorporated herein by reference
10 and made part of the record for all purposes.

11 4. Rio Grande Blvd. NW, Indian School Rd NW. and Menaul Blvd. are
12 existing Multi-modal Corridors that would be changed to Major Transit
13 Corridors with this amendment. Major Transit Corridors are anticipated to be
14 served by high frequency and local transit (e.g., Rapid Ride, local, and
15 commuter buses) and connect to Centers. The proposed Menaul Blvd. MT
16 Corridor passes through the Indian School Activity Center, American Square
17 Activity Center, and Uptown Urban Center.

18 5. The American Square Activity Center includes both sides of Menaul
19 Blvd. NE from Richmond Dr. east to half block before Morningside Dr. Activity
20 Centers provide convenient, day-to-day services at a neighborhood scale to
21 serve the surrounding area within a 20-minute walk or a short bike ride.

22 6. The Uptown Urban Center begins on Menaul Blvd. NE at Cagua Dr. and
23 continues east past Louisiana Blvd. NE to San Pablo St/Mesilla St. Urban
24 Centers are intended to be distinct, walkable districts that incorporate a mix of
25 employment, service, and residential uses at a density and intensity lower
26 than Downtown but higher than the neighborhood-oriented Activity Centers.
27 Urban Centers serve a smaller regional area than Downtown, while Activity
28 Centers serve the immediate surrounding area.

29 7. The proposed MT Corridor passes through the Menaul Metropolitan
30 Redevelopment Area.

31 8. Although Corridors are not designated development areas, the proposed
32 MT Corridors predominantly passes through Areas of Change and some Areas
33 of Consistency, as designated by the Comprehensive Plan.

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

3 A. Article I. Incorporation and Powers: The City of Albuquerque may
4 exercise all legislative powers and perform all functions not expressly denied
5 by general law or charter, whose purpose is to provide for maximum local self-
6 government.

7 Updating the Comprehensive Plan is an act of maximum local self-
8 governance and is consistent with the purpose of the City Charter, as it serves
9 as the guide for the zoning code and the substance of policy analysis for
10 proposed development.

11 B. Article IX, Environmental Protection: The City Council in the
12 interest of the public in general shall protect and preserve environmental
13 features such as water, air and other natural endowments, ensure the proper
14 use and development of land, and promote and maintain an aesthetic and
15 humane urban environment. To affect these ends the Council shall take
16 whatever action is necessary and shall enact ordinances and shall establish
17 appropriate Commissions, Boards or Committees with jurisdiction, authority
18 and staff sufficient to effectively administer city policy in this area.

19 The proposed update to the Comprehensive Plan reflects best practices for
20 policy to guide the proper use and development of land coordinated with
21 transportation. The change to a MT Corridor designation will help protect and
22 enhance quality of life for Albuquerque's citizens by creating an easily
23 accessible public transit network which translates to a humane urban
24 environment.

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

29 6-7(A)(3)(a) Because of changed economic, social, environmental or other
30 conditions, the adoption or amendment is necessary to protect the public
31 health, safety, or welfare.

32 The request is intended to align with the proposed ABQ Ride Recovery
33 Network. ABQ RIDE provided a thorough analysis and data that show that an

1 increase number of bus riders would have efficient access to more areas of
2 the city in the same amount of time compared to the Existing ABQ Ride
3 Network; therefore, the change will help protect or enhance public welfare
4 through increased access to transit along Rio Grande Blvd. and Indian School
5 Rd./Menaul Blvd.

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

9 The request to change the designation of Menaul Blvd. from a Multi-Modal
10 Corridor to a Multi-Transit Corridor will protect the public health, safety, or
11 welfare better than retention of the continued application of the existing
12 Comprehensive Plan, which is the Multi-modal Corridor designation.

13 The Major Transit Corridor would prioritize transit above other modes to
14 ensure a convenient and efficient transit system, which is consistent with the
15 proposed 2024 ABQ RIDE Network Plan and the Menaul Metropolitan
16 Redevelopment Area Plan.

17 The MT Corridor would better align with the purpose of prioritizing efficient
18 and cost-effective transit as noted in the Rank 3 Menaul Metropolitan
19 Redevelopment Area Plan. This MR Area includes Menaul Blvd. starting at I-25
20 to the west and ending at the North Diversion Channel (Embudo Channel) to
21 the east. The Menaul MR Area Plan prioritizes Comp Plan goals and policies
22 pertaining to land use and transportation, which is in line with amending the
23 Comp Plan for the benefit of Public Welfare.

24 Goal 5.1 Centers and Corridors: Grow as a community of strong Centers
25 connected by a multi-modal network of Corridors.

26 The proposed Major Transit Corridor will be part of a multi-modal network
27 of Corridors by connecting Indian School Rd NW/Menaul Blvd. to three
28 Centers.

29 Policy 5.6.2 Areas of Change: Direct growth and more intense development
30 to Centers, Corridors, industrial and business parks, and Metropolitan
31 Redevelopment Areas where change is encouraged.

1 The majority of the area along the proposed Major Transit Corridor is
2 designated as an Area of Change and includes an MR Area where more growth
3 and development are encouraged.

4 Goal 6.1 Land Use-Transportation Integration: Plan, develop, operate, and
5 maintain a transportation system to support the planned character of existing
6 and future land uses.

7 The ABQ RIDE Recovery Network Plan and Menaul MR Area Plan ensure
8 that transit will support the planned character of existing and future land uses
9 as encouraged in the Comp Plan. The update to an MT Corridor aligns with the
10 goals of these plans.

11 Policy 6.2.1 Complete Networks: Design and build a complete, well-
12 connected network of streets and trails that offer multiple efficient and safe
13 transportation choices for commuting and daily needs.

14 The request is aligned with the Recovery Network Plan and Menaul MR
15 Area Plan to update Rio Grande Blvd. NW, Indian School Rd NW and Menaul
16 Blvd. as MT Corridors. This would create a complete and well-connected
17 network of corridors and provide safe transit options for daily commuting
18 needs along the Corridor, which connects to Centers.

19 Policy 6.4.2 Air Quality: Reduce the adverse effects of automobile travel on
20 air quality through coordinated land use and transportation that promote the
21 efficient placement of housing, employment, and services and improve the
22 viability of multi-modal transportation options.

23 The request will reduce the effects of automobile travel on air quality by
24 promoting bus transit to more individuals which will reduce the number of
25 automobiles on the roads and related air pollution.

26 6-7(A)(3)(c) The adoption or amendment will result in general benefits to a
27 large portion of the residents or property owners in the city.

28 In adherence to Title VI of the Civil Rights Act of 1964 ABQ RIDE performed
29 a service equity analysis based on a proposed major service change to
30 determine whether those changes have a disparate impact on minorities or
31 disproportionate burden on low-income populations.

32 According to ABQ RIDE's policy, a "major service change" is a change that
33 increases or decreases service revenue hours on a route by 35 percent or

1 more or that adds or eliminates service to 35 percent or more of the bus stops
2 on a route.

3 The Equity Analysis found that the “Recovery Network” represents a major
4 service change by changing some routes and adding approximately 40% more
5 service than the current service, which has been reduced due to staffing
6 shortages, and will return total service to pre-pandemic levels.

7 The Equity Analysis of the ABQ RIDE Forward Proposed New “Recovery”
8 Bus Route Network concluded that there was no disparate impact on
9 minorities or disproportionate burden on low-income households as defined
10 in the Department’s 2023 Title VI Program.

11 On June 2, 2025, City Council approved the “ABQ RIDE Forward Proposed
12 New “Recovery” Bus Route Network Spring 2025 ABQ RIDE Equity Analysis.”

13 According to the Recovery Network Plan, “The average resident could
14 reach +11% more jobs within 30 minutes, +32% more jobs within 45 minutes
15 and +63% more jobs within 60 minutes of travel.” This would benefit the
16 majority of existing and future bus riders and allow them to have access to
17 more jobs.

18 The proposed Major Transit Corridor will result in general benefits to a
19 large portion of the residents or property owners in the city by providing
20 transit to more individuals and provide access to more areas in the City.

21 6-7(A)(3)(d) If the adoption or amendment is being proposed by a small
22 group of residents or property owners, it would not create significant adverse
23 impacts on the remaining residents or property owners in the city.

24 This amendment is not being proposed by a small group of residents or
25 property owner. It was proposed by City Council Services.

26 11. Two public meetings and presentations were held with various
27 neighborhood associations and members of the public to provide information,
28 receive public input, and discuss the request.

29 [A. Near North Valley Neighborhood Association – May 21, 2025
30 Residents were in favor of increased bus frequency along the corridor. They
31 had questions regarding how the Major Transit Corridor would impact Areas
32 of Change and Areas of Consistency. The applicant explained that the request
33 would not impact the designation of the Areas. The residents questioned the

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

~~ability of the bus to travel on Indian School Rd. NW and were informed that an existing bus route routinely travels the road with no problems.]~~

~~[B. North Valley Coalition – June 3, 2025]~~

~~Residents were in favor of increased bus travel. They were concerned about neighborhood character, land entitlements, and traffic congestion. The applicant informed residents that most of the lots off Rio Grande Blvd NW are comprised primarily of small single-family homes, with larger lots mostly east of 4th St. NW on Menaul Blvd NW. Some residents wanted the Multi-modal Corridor to remain in certain sections, but the applicant informed them that this would create a broken corridor network, which is not encouraged in the Comp Plan and inhibits consistent right-of-way design.]~~

12. The CABQ Metropolitan Redevelopment Agency (MRA) provided comments stating that designating Menaul as a Major Transit Corridor aligns with the goals and objectives to the Menaul Metropolitan Redevelopment Area Plan.

13. The CABQ Municipal Development Transportation Section submitted a comment stating that the proposed Comp Plan Amendment is complementary and consistent with the CABQ Vision Zero Year in review/ Action Plan Update goals and prioritized actions.

14. CABQ Parks and Recreation/Urban Forestry recommends a “robust street tree plan” along the Major Transit Corridor for shade and to promote walkability.

15. Bernalillo County Transportation Planning submitted a comment stating that CABQ Transit will need to coordinate changes to the corridor and routes affected in unincorporated areas.

16. Staff received two letters requesting a deferral of four months for more public engagement opportunities from the North Valley Coalition and an individual from the Rio-Grande Blvd. Neighborhood Association. Both letters stated that they would oppose the request if more opportunities for public engagement regarding the request was not given.

17. An email was received on June 11, 2025 from an executive member of the North Valley Coalition and the chair of GAATC with questions regarding differences in zoning and development intensities, restrictions on

development made by this request, and changes in transit frequencies and biking facilities needed due to the request. The individual suggests that City Transit coordinate with the Transit Advisory Board and the Greater Albuquerque Active Transportation Committee (GAATC). The applicant responded to the questions.

18. Pursuant to IDO §14-16-6-4(J)(2)(e) all City Neighborhood Associations were notified as required. Meetings were held with Neighborhood Associations, which included the general public.

19. During the June 26, 2025 EPC hearing, Council Services staff stated that they intend to notify the Indian Pueblo Cultural Center (IPCC) of the request prior to consideration by the City Council. The EPC acknowledges that the required notice for the request was given upon original application and the notice to the IPCC goes beyond this requirement.

20. This proposed change to the Comprehensive Plan is on the July 14, 2025 GAATC agenda and the August 14, 2025 Transit Advisory Board agenda.

SECTION 3. CONDITIONS OF APPROVAL.

1. Council Services staff shall coordinate with Planning staff to ensure that all Conditions of Approval are met and then submit a vetted, final version to the EPC staff planner for filing at the Planning Department.

2. Make any necessary editorial changes to the document, including minor text additions, revisions for clarity (without changing substantive content), adding cross references, reorganizing content for better clarity and consistency throughout, revisions to graphic content for clarity, and updating tables of contents, including, but not limited to the following:

- A. Figure 3-1: Countywide Vision Map
- B. Figure 3-2: Metro-focused Vision Map
- C. Figure 5-2: Vision Map with Center Boundaries
- D. Figure 5-4: Centers and Corridors
- E. Figure A-15: Centers and Corridors
- F. Table A-9: Corridors

[SECTION 4. Nothing in this resolution or in the designation of a Major Transit Corridor requires, necessitates, initiates, or authorizes changes to the existing roadway design, including but not limited to the roundabout at the

1 intersection of 12th St NW and Menaul Blvd NW, the roundabout at Indian
2 School Road NW and Menaul Blvd NW, or the striping on Indian School Road
3 NW between Menaul Blvd NW and Rio Grande Blvd NW. Any future plans,
4 design, and/or construction of improvements or changes to these roadways
5 shall be consistent and in compliance with the Complete Streets Ordinance
6 and the standards contained therein.]

7 SECTION ~~[4.]~~ [5.] SEVERABILITY. If any section, paragraph, clause, word,
8 or provision of this Resolution shall for any reason be held to be invalid or
9 unenforceable by any court of competent jurisdiction, such decision shall not
10 affect the validity of the remaining provisions of this Resolution.

11 SECTION ~~[5.]~~ [6.] COMPILATION. This Resolution shall be incorporated in
12 and made part of Chapter 1, Article 2, Section 1, the Code of Resolutions of
13 Albuquerque, New Mexico, 1994.

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

[Bracketed/Underscored Material] - New
~~[Bracketed/Strikethrough Material]~~ - Deletion

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8