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1 and Cagua Pl. (the “Subject Area”), which are located adjacent to the existing  
2 boundary on the north side, have become blighted, vacant, and increasingly  
3 dilapidated; and

4 WHEREAS, the Subject Area exhibits signs of blight including vacancy,  
5 dilapidation, minimal commercial activity, and antiquated platting, which  
6 impairs the growth and economic vitality of the San Pedro Dr. NE corridor and  
7 the surrounding area; and

8 WHEREAS, on January 13, 2026, Council Services (the “Applicant”) co-  
9 hosted a stakeholder meeting with the Metropolitan Redevelopment Area for  
10 property owners within the proposed area in order to gauge support for the  
11 amendment; and

12 WHEREAS, on January 21, 2026, the Applicant submitted an analysis of a  
13 proposed amendment to the Near Heights MR Area boundary; and

14 WHEREAS, based on analysis of the Subject Area by Metropolitan  
15 Redevelopment Agency staff, it was found that the Subject Area suffers from,  
16 and is contributing to, blighted conditions and that the designation and  
17 redevelopment of the Subject Area is necessary to reduce or eliminate the  
18 blight conditions, which is in the interest of the public health, safety, morals,  
19 or welfare of the City and its residents; and

20 WHEREAS, pursuant to NMSA 1978, Section 30-60A-8 of the Metropolitan  
21 Redevelopment Code, the MRA caused to be twice published in the  
22 Albuquerque Journal, a newspaper of general circulation in the area herein  
23 identified, with the last publication no less than 20 days prior to any hearing  
24 on this matter, the notice contained a general description of the proposed  
25 amendment and the date, time and place where the Albuquerque Development  
26 Commission (ADC) held the public hearing; and

27 WHEREAS, on February 19, 2026, the Albuquerque Development  
28 Commission (ADC) recommended to City Council that the Subject Area be  
29 included within the Near Heights MR Area boundary and be subject to the Near  
30 Heights Metropolitan Redevelopment Area Plan.

31 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
32 ALBUQUERQUE:

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1 SECTION 1. RATIFICATION. All actions not inconsistent with the provisions  
2 of this Resolution previously taken by the Council and the officials of the City  
3 directed toward approval of the Plan and the Project should be approved and  
4 the same hereby are ratified, approved, and confirmed.

5 SECTION 2. FINDINGS. In accordance with State Statutes, NMSA 1978,  
6 Sections § 3-60A-7 and 8, the following findings are made:

7 1. This request is to designate approximately 67 lots (36 acres),  
8 generally located on the east and west sides of San Pedro Dr. NE, between  
9 Lomas Blvd. NE and Cagua Pl., as blighted, and for inclusion of the lots in the  
10 Near Heights Metropolitan Redevelopment Area and Plan, in accordance with  
11 Metropolitan Redevelopment Code, NMSA 1978, Chapter 3, Article 60A.

12 2. The Near Heights Metropolitan Redevelopment Area was designated  
13 by the City Council in July 1998 (R-98-111, Enactment R-1998-110) and the  
14 Plan was approved in October 2000 (R-00-90, Enactment R-2000-108).

15 3. The subject properties meet the definition of a “blighted area” per  
16 NMSA 1978, § 3-60A-4, as demonstrated by analysis and images presented in  
17 the Designation Report.

18 4. The blighted conditions in the area include aging building stock,  
19 vacant and underutilized lots, fragmented and inefficient lot layouts,  
20 inadequate pedestrian infrastructure, dilapidated buildings and signs, and  
21 high vacancy rates.

22 5. The subject properties are appropriate for inclusion in the Near  
23 Heights Metropolitan Redevelopment Area and Plan because they are similar  
24 in size and development condition to other properties in the Area.

25 6. Due to the blighted conditions present, the rehabilitation,  
26 conservation, clearance of slum conditions, redevelopment, or a combination  
27 thereof, is in the interest of public health, safety, morals, and welfare of city  
28 residents.

29 7. Inclusion of the subject properties in the Near Heights Metropolitan  
30 Redevelopment Area furthers City of Albuquerque Comprehensive Plan goals  
31 related to Land Use.

32 8. Inclusion of the subject properties in the Near Heights Metropolitan  
33 Redevelopment Area furthers the policies of the Near Heights Metropolitan

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1     **Redevelopment Area Plan by creating opportunities for eliminating blighted**  
2     **conditions.**

3             **9. The request does not constitute a substantial change to the**  
4     **conditions or goals of the approved Near Heights Metropolitan Redevelopment**  
5     **Area Plan. The scope and policies of the Plan remain intact with the inclusion**  
6     **of the subject properties.**

7             **10. Notice of the public hearing was published in the Albuquerque**  
8     **Journal, a newspaper of general circulation, on January 29 and 30, 2026. The**  
9     **notice included a general description of the subject area location and details**  
10    **of the Albuquerque Development Commission’s public hearing date and time,**  
11    **and how interested parties could provide comments, and the last publication**  
12    **was not less than twenty days before the hearing, in accordance with NMSA**  
13    **1978, § 3-60A-8.**

14            **11. On February 4, 2026, which was at least 10 days prior to the public**  
15    **hearing as required by NMSA 1978, Section § 3-60A-8, notice was mailed (first**  
16    **class) to property owners of lots subject to designation.**

17            **12. On February 4, 2026, which was at least 10 days prior to the public**  
18    **hearing, as a courtesy, notice was emailed to Neighborhood Associations**  
19    **registered with the City’s Office of Neighborhood Coordination.**

20            **13. Any received comments, as a result of the legal notice, were**  
21    **considered by the ADC.**

22            **SECTION 3. ENACTMENT. Because of its blighted condition and the**  
23    **findings incorporated in this resolution, the Subject Area is hereby included**  
24    **within the Near Heights Metropolitan Redevelopment Area boundary and Plan.**

25            **SECTION 4. NEAR HEIGHTS BOUNDARY EXPANSION. Exhibit 1 of the**  
26    **Near Heights Metropolitan Redevelopment Plan is hereby amended to include**  
27    **the Subject Area within the Near Heights Metropolitan Redevelopment Area**  
28    **boundary, in accordance with this Resolution. The Metropolitan**  
29    **Redevelopment Agency is hereby authorized and directed to replace Exhibit 1**  
30    **on page 7 of the Plan with a map reflecting the revised Near Heights MRA**  
31    **boundary.**

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Figure 1: IDO Zoning Atlas Map (2018) with designation area marked

**SECTION 5. AGIS UPDATE.** Within 30 days of the effective date of this Resolution, the Albuquerque Geographic Information System (AGIS) and the City's Metropolitan Redevelopment Areas map shall be updated to reflect the revised boundaries of the Near Heights Metropolitan Redevelopment Area.

**SECTION 6. CODE OF RESOLUTIONS.** Section 1-12-11 of the Albuquerque Code of Resolutions is amended as follows:

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1           § 1-12-11 NEAR HEIGHTS METROPOLITAN REDEVELOPMENT AREA  
2 AND PLAN.

3           ...

4           [J. Amendment 2026.

5           (1) The general area located on the east and west sides of San Pedro  
6 Dr. NE, between Lomas Blvd. NE and Cagua Pl., is hereby blighted and  
7 included in the Near Heights Metropolitan Redevelopment Area and Plan. The  
8 Near Heights expansion area further described as the Subject Area to this  
9 Resolution, is, by reason of the presence of a substantial number of  
10 deteriorated structures, unsafe conditions, deterioration of site and other  
11 improvements, obsolete and impractical planning and platting and low levels  
12 of commercial activity and redevelopment, which substantially impair and  
13 arrest the sound growth and economic well-being of the City and the Near  
14 Heights Metropolitan Redevelopment Area, constitute an economic and social  
15 burden and a menace to the public health, safety, and welfare in its present  
16 condition and use.

17           (2) The boundary of the Near Heights Metropolitan Redevelopment  
18 Area, as depicted in Exhibit 1 on page 7 of the Metropolitan Redevelopment  
19 Plan, is hereby amended to reflect the addition of the Subject Area as  
20 presented in Section 3 of this resolution R-26-X . The amended boundary is  
21 hereby approved and adopted.]

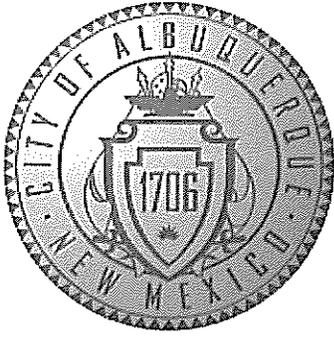
22           **SECTION 7. REPEALER.** All bylaws, orders, resolutions and ordinances, or  
23 parts thereof, inconsistent with this Resolution are repealed by this Resolution  
24 but only to the extent of that inconsistency. This repealer shall not be  
25 construed to revive any bylaw, order, resolution or ordinance, or part thereof,  
26 previously repealed.

27           **SECTION 8. SEVERABILITY.** If any section, paragraph, sentence, clause,  
28 word or phrase of this Resolution is for any reason held to be invalid or  
29 unenforceable by any court of competent jurisdiction, such decision shall not  
30 affect the validity of the remaining provisions of this Resolution. The Council  
31 hereby declares that it would have passed this Resolution and each section,  
32 paragraph, sentence, clause, word or phrase thereof irrespective of any  
33 provision being declared unconstitutional or otherwise invalid.

**1 SECTION 9. COMPILATION. Section 7 of this Resolution amends, is**  
**2 incorporated in, and is to be compiled as part of the City of Albuquerque, New**  
**3 Mexico Code of Resolutions.**

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**CITY OF ALBUQUERQUE**  
Albuquerque, New Mexico  
Office of the Mayor

Mayor Timothy M. Keller

**INTER-OFFICE MEMORANDUM**

3/4/26

**TO:** Klarissa J. Peña, President, City Council

**FROM:** Timothy M. Keller, Mayor 

**SUBJECT:** DESIGNATING APPROXIMATELY 36 ACRES ON SAN PEDRO DR AS BLIGHTED; APPROVING AN EXPANSION AMENDMENT TO THE BOUNDARY OF THE NEAR HEIGHTS METROPOLITAN REDEVELOPMENT AREA; APPROVING A CORRESPONDING NON-SUBSTANTIAL AMENDMENT TO THE NEAR HEIGHTS METROPOLITAN REDEVELOPMENT AREA PLAN; AMENDING SECTION 1-12-11 OF THE CODE OF RESOLUTIONS.

The Metropolitan Redevelopment Agency (MRA) received an application dated January 21, 2026 from Council Services (Applicant) for a boundary amendment to the Near Heights Metropolitan Redevelopment Area. The application proposed the inclusion of approximately 67 adjacent lots totaling 36+/- acres along the San Pedro Drive corridor, north of the existing MR Area boundary. The Applicant's analysis indicates that the subject area exhibits characteristics of blight such as dilapidated buildings, infrastructure and signs, high vacancy rates and antiquated platting, which makes redevelopment difficult. MRA staff concurs with the Applicant's analysis.

If approved, the existing MR Area boundary will be extended to the north to include the San Pedro Dr. corridor from Lomas Blvd. to Cagua Pl. This corridor is primarily zoned for medium-density mixed uses, which are needed in this area. MRA's analysis for the boundary amendment request, as well as the Designation Report provided by the Applicant are both attached.

On February 19, 2026, the Albuquerque Development Commission (ADC) held a public hearing to consider this request and then recommended that the City Council approve the amendment, in accordance with State Statutes Sections § 3-60A-7 and 8, and based on the following findings:

1. This request is to designate approximately 67 lots (36 acres), generally located on the east and west sides of San Pedro Dr. NE, between Lomas Blvd. NE and Cagua Pl., as blighted, and for inclusion of the lots in the Near Heights Metropolitan Redevelopment

- Area and Plan, in accordance with Metropolitan Redevelopment Code, NMSA 1978, Chapter 3, Article 60A.
2. The Near Heights Metropolitan Redevelopment Area was designated by the City Council in July 1998 (R-98-111, Enactment R-1998-110) and the Plan was approved in October 2000 (R-00-90, Enactment R-2000-108).
  3. The subject properties meet the definition of a “blighted area” per NMSA 1978, § 3-60A-4, as demonstrated by analysis and images presented in the Designation Report.
  4. The blighted conditions in the area include aging building stock, vacant and underutilized lots, fragmented and inefficient lot layouts, inadequate pedestrian infrastructure, dilapidated buildings and signs, and high vacancy rates.
  5. The subject properties are appropriate for inclusion in the Near Heights Metropolitan Redevelopment Area and Plan because they are similar in size and development condition to other properties in the Area.
  6. Due to the blighted conditions present, the rehabilitation, conservation, clearance of slum conditions, redevelopment, or a combination thereof, is in the interest of public health, safety, morals, and welfare of city residents.
  7. Inclusion of the subject properties in the Near Heights Metropolitan Redevelopment Area furthers City of Albuquerque Comprehensive Plan goals related to Land Use.
  8. Inclusion of the subject properties in the Near Heights Metropolitan Redevelopment Area furthers the policies of the Near Heights Metropolitan Redevelopment Area Plan by creating opportunities for eliminating blighted conditions.
  9. The request does not constitute a substantial change to the conditions or goals of the approved Near Heights Metropolitan Redevelopment Area Plan. The scope and policies of the Plan remain intact with the inclusion of the subject properties.
  10. Notice of the public hearing was published in the Albuquerque Journal, a newspaper of general circulation, on January 29 and 30, 2026. The notice included a general description of the subject area location and details of the Albuquerque Development Commission’s public hearing date and time, and how interested parties could provide comments, and the last publication was not less than twenty days before the hearing, in accordance with NMSA 1978, § 3-60A-8.
  11. On February 4, 2026, which was at least 10 days prior to the public hearing as required by NMSA 1978, Section § 3-60A-8, notice was mailed (first class) to property owners of lots subject to designation.
  12. On February 4, 2026, which was at least 10 days prior to the public hearing, as a courtesy, notice was emailed to Neighborhood Associations registered with the City’s Office of Neighborhood Coordination.
  13. Any received comments, as a result of the legal notice, were considered by the ADC.

DESIGNATING APPROXIMATELY 36 ACRES ON SAN PEDRO DR AS BLIGHTED; APPROVING AN EXPANSION AMENDMENT TO THE BOUNDARY OF THE NEAR HEIGHTS METROPOLITAN REDEVELOPMENT AREA; APPROVING A CORRESPONDING NON-SUBSTANTIAL AMENDMENT TO THE NEAR HEIGHTS METROPOLITAN REDEVELOPMENT AREA PLAN; AMENDING SECTION 1-12-11 OF THE CODE OF RESOLUTIONS.

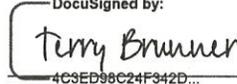
Approved:

Approved as to Legal Form:

  
Dr. Samantha Sengel      Date  
Chief Administrative Officer

DocuSigned by:  
      3/6/2026 | 8:46 AM MST  
Lauren Keefe      Date  
City Attorney

Recommended:

DocuSigned by:  
      3/6/2026 | 7:32 AM MST  
Terry Brunner      Date  
Director, MRA

## Cover Analysis

1. **What is it?** This resolution will approve an amendment to the Near Heights Metropolitan Redevelopment Area boundary, to include approximately 67 contiguous lots (36+/- acres) located along the east and west sides of San Pedro Dr. NE between Lomas Blvd. NE and Cagua Pl.
2. **What will this piece of legislation do?** As provided for in the Metropolitan Redevelopment Statute, this resolution will expand the Near Heights Metropolitan Redevelopment Area boundary. Adjusting the MR Area boundary will allow property owners to access MRA incentives on those lots, potentially helping to spur redevelopment in an area that demonstrates characteristics of blight.
3. **Why is this needed?** The property is located near the New Mexico State Fairgrounds and directly adjacent to the existing Near Heights MR Area boundary. This area has struggled economically. The inclusion of these 67 lots in the Near Heights Metropolitan Redevelopment Area will help to incentivize redevelopment in this area.
4. **How much will it cost and what is the funding source?** There is no cost to the City.
5. **Is there a revenue source associated with this? If so, what level of income is projected?** No.
6. **What will happen if this is not approved?** If not approved, the lots that are the subject of the boundary amendment will remain excluded from the Near Heights Metropolitan Redevelopment Area. This could slow down redevelopment of this area and it may remain blighted.
7. **Is this service already provided by another entity?** No.

**FISCAL IMPACT ANALYSIS**

TITLE: DESIGNATING APPROXIMATELY 36 ACRES ON SAN PEDRO DR AS BLIGHTED; APPROVING AN EXPANSION AMENDMENT TO THE BOUNDARY OF THE NEAR HEIGHTS METROPOLITAN REDEVELOPMENT AREA; APPROVING A CORRESPONDING NON-SUBSTANTIAL AMENDMENT TO THE NEAR HEIGHTS METROPOLITAN REDEVELOPMENT AREA PLAN; AMENDING SECTION 1-12-11 OF THE CODE OF RESOLUTIONS.

R: O:  
 FUND: 275  
 DEPT: DFAS

- [ X ] No measurable fiscal impact is anticipated, i.e., no impact on fund balance over and above existing appropriations.
- [ ] (If Applicable) The estimated fiscal impact (defined as impact over and above existing appropriations) of this legislation is as follows:

	2026	Fiscal Years 2027	2028	Total
Base Salary/Wages				-
Fringe Benefits at				-
Subtotal Personnel	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ -	\$ -	\$ -	\$ -
Property	\$ -	\$ -	\$ -	\$ -
Indirect Costs	\$ -	\$ -	\$ -	\$ -
<b>Total Expenses</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
[ X ] Estimated revenues not affected				
[ ] Estimated revenue impact				
Revenue from program	\$ -	\$ -	\$ -	\$ -
Amount of Grant	\$ -	\$ -	\$ -	\$ -
City Cash Match	\$ -	\$ -	\$ -	\$ -
City Inkind Match	\$ -	\$ -	\$ -	\$ -
City IDOH	\$ -	\$ -	\$ -	\$ -
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

These estimates do not include any adjustment for inflation.  
 \* Range if not easily quantifiable.

Number of Positions created 0

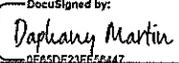
COMMENTS: Approval of the proposed amendment to the Near Heights Metropolitan Redevelopment Area and Plan to include an additional 67 lots (36 acres) has no direct impact on City finances.

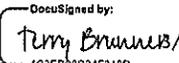
COMMENTS ON NON-MONETARY IMPACTS TO COMMUNITY/CITY GOVERNMENT:

None

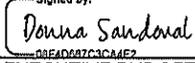
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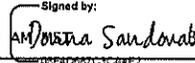
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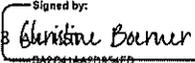
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 CITY ECONOMIST



Tim Keller, Mayor



February 19, 2026

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**To:** Albuquerque Development Commission (ADC)

**From:** Stephanie Shumsky, MRA Project Manager

**Subject:** Near Heights MR Area Boundary Amendment – A Request for Designation of approximately 67 lots as blighted, located along the east and west sides of San Pedro Dr. NE between Lomas Blvd. NE and Cagua Pl., for inclusion in the Near Heights MR Area.

**MRA Case #:** 2026-02 (Staff Report)

---

### **Summary**

The City of Albuquerque's Council Services Department (Applicant) submitted a request for a boundary amendment to designate approximately 67 lots (approximately 36 acres) as blighted and to include the lots in the Near Heights Metropolitan Redevelopment Area and Plan (Attachment D). The subject area is generally located along the east and west sides of San Pedro Dr., between Lomas Blvd. and Cagua Pl. as illustrated on the map below.

The Near Heights Metropolitan Redevelopment (MR) Area was designated in July 1998 (R-111) and the Plan was approved in October 2000 (R-90). The lots proposed for designation and inclusion into the existing MR Area are adjacent to the current MR Area boundary. The formal Designation Report (Attachment A) provides analysis of the existing conditions and indicates that some of the building(s) and private infrastructure within the area meet the definition of "blighted", per the State of New Mexico Metropolitan Redevelopment Code, 3-60A, NMSA 1978 (MR Code).

This designation is for the sole purpose of incorporation into the Near Heights Metropolitan Redevelopment Area. It does not change or alter in any way the zoning of the parcels or obligate the current owners to develop or redevelop their properties. Inclusion of lots in an MR Area simply opens up the possibility for the Metropolitan Redevelopment Agency (MRA) to leverage its resources for future development or re-development of these lots, in conformance with all laws and procedures in place at the time of development.

### **Background**

The MRA received a Boundary Amendment request titled "Near Heights MRA - Boundary Amendment – Designation Report", dated January 21, 2026, from Council Services (the "Applicant"). In the request, the applicant identifies 67 lots that are adjacent to the existing Area boundary and appear to exhibit conditions of blight per the MR Code. Therefore, these lots could be included in the Near Heights Metropolitan Redevelopment Area boundary and Plan. See existing and proposed boundary below:



Figure 1 – Zone Atlas Page Identifying Existing and Proposed MR Area

**Subject Area**

The subject area is generally located along the east and west sides of San Pedro Dr., between Lomas Blvd. and Cagua Pl. (just north of Constitution Ave.). According to the City’s Comprehensive Plan, San Pedro Dr. is classified as a ‘minor arterial,’ and features one northbound and one southbound lane with a center turn lane sporadically separated by a center median. The road has posted speed limits 35 mph and is an auto-oriented, mixed-use corridor characterized by commercial development set back from the street, with large parking lots directly adjacent to the street. Most structures in the area are single-story and constructed in the 1960s through the 1980s. The area has experienced a high volume of business turn over and low occupancy in the last 20 years. Existing land uses include:

- Office
- Commercial
- Retail and Services
- Utilities

### Development History

The San Pedro Dr. corridor developed primarily between the 1960s and early 1990s, as Albuquerque expanded outward. For many decades, the area served as a neighborhood commercial corridor. However, as newer commercial areas developed elsewhere in the City, owners and tenants became less likely to utilize the buildings along San Pedro Dr. thus resulting in some vacancies, dilapidation, and blight conditions.

### Description of Surrounding Area

In general, the neighborhoods surrounding the San Pedro Dr. corridor were built in the 1960s-1970s. The most common housing types are single-family residential and small, multi-family units such as duplexes and townhomes. The development pattern is indicative of the mid-20<sup>th</sup> century grid, deep setbacks and narrow sidewalks (since the automobile was the preferred mode of transportation). The area has good connectivity for vehicles, bicyclists and pedestrians and, despite the narrow sidewalks and lack of pedestrian amenities such as street trees and benches, it is “walkable”. The corridor provides access to several bus routes, retail, and restaurant destinations on Lomas Blvd. and Central Ave. but it could benefit from redevelopment along the corridor itself.

### Current Conditions

The subject area exhibits some characteristics of blight including distress in both public and private infrastructure. On January 13, 2026, the applicant (Council Services) conducted a survey of business owners and surrounding residents. The results indicate that the subject area is in economic distress (see Designation Report, Pgs. 12 and 27). Specifically, the survey and images below illustrate:

- Some vacancy of commercial buildings
- Some dilapidated and irrelevant signage
- Unmaintained parking lots and underutilized properties
- Aging building stock, much of which is auto-oriented with fragmented, inefficient lot layouts
- Obsolete platting, which presents challenges for contemporary development, often requiring strategic public intervention and land (re)assembly.

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Albuquerque, New Mexico

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In the Designation Report, the Applicant describes the current conditions of the area. It is clear that general dilapidation and neglect is a common characteristic in the area. MR designation and redevelopment/reinvestment may assist in halting the area's further decline into dangerous disrepair. Redevelopment of the San Pedro Dr. corridor with uses that serve and support the surrounding neighborhoods could "breathe new life" into this area.

### **MR Area Designation Criteria**

In order to take advantage of the State Metropolitan Redevelopment Code, §§ 3-60A-1, et seq., NMSA 1978, the City of Albuquerque passed the Metropolitan Redevelopment Agency Ordinance, §§ 14-8-4-1, et seq., ROA 1994 ("MRA Ordinance"). The MR Code requires that a geographical area be declared a "blighted" or "slum area" and there be a finding that the rehabilitation, conservation, redevelopment or development, or a combination thereof, in the designated area is necessary in the interest of the public health, safety, morals or welfare of the residents before a municipality can exercise the powers conferred by the MR Code (MR Code, § 3-60A-7, NMSA 1978). The Albuquerque City Council has reserved to itself the power to declare an area blighted, through the MRA Ordinance. (§ 14-8-4-3 (A), ROA 1994). However, in creating the Albuquerque Development Commission (ADC) as an advisory body and designating it the board of commissioners for the MRA, it is appropriate for the City Council to look to the ADC for recommendations regarding the existence, extent, and eligibility of appropriate areas of the City to be declared blighted (§ 14-8-6-2 (C), ROA 1994). The attached Designation Report is submitted pursuant to this function of the ADC.

The MR Code defines a "blighted area" as an *"area within the area of operation other than a slum area that substantially impairs or arrests the sound growth and economic health and well-being within the jurisdiction of a local government or a locale within the jurisdiction of a local government because of the presence of a substantial number of deteriorated or deteriorating structures; a predominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; diversity of ownership; tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; improper subdivision; lack of adequate housing facilities in the area; or obsolete or impractical planning and platting or an area where a significant number of commercial or mercantile businesses have closed or significantly reduced their operations due to the economic losses or loss of profit due to operating in the area, low levels of commercial or industrial activity or redevelopment or any combination of such factors; or an area that retards the provisions of housing accommodations or constitutes an economic or social burden and is a menace to the public health, safety, morals or welfare in its present condition and use"*.

It defines a slum area as one *"within the area of operation in which there are numerous residential or nonresidential buildings, improvements and structures that are dilapidated, deteriorated, aged or obsolete or that have inadequate provision for ventilation, light, air or sanitation or the area lacks open spaces or has a high density of population or overcrowding or there exist in the area conditions that endanger life or property by fire or other causes, and the area is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency or crime and is detrimental to the public health, safety, morals or welfare."*

## Blight Criteria Checklist

The Blight Criteria Checklist or “Matrix” was recently developed by MRA as a tool to assist in the identification of quantifiable blight, derived from the definitions of slum and blight in the state statute. As part of the Designation Report, the applicant utilized the checklist (see below) and included this statement based on their findings:

“The Designation Area demonstrates clear evidence of FIVE out of the SEVEN criteria identified by the Metropolitan Redevelopment Agency's Blight Assessment Matrix and interpretations of the MRA. These conditions collectively justify the inclusion of this segment of San Pedro Drive within the Near Heights MRA boundary.”

BLIGHT CATEGORIES	RECOMMENDED MATRIX	CURRENT CONDITIONS
1 Substantial number of deteriorated or deteriorating structures	YES Structural deterioration observed for at least 20% of buildings.	Approximately 14.8% of the buildings within the subject area are currently in Poor to Fair condition, while an additional 35% are in Fair to Good condition. Common signs of deterioration include damaged roofs and windows, broken signage, peeling paint, and cracked exterior walls (data collected through a windshield survey)
2 Deterioration of private site improvements or public infrastructure	YES At least 2 out of 5 from the list below:  Sub-standard sidewalk conditions, including but not limited to: more than 20% of streets lacking curb or sidewalk, or more than 20% sidewalk network in disrepair  Moderate to significant prevalence of cracked or damaged parking lots, alleys  Moderate to significant prevalence of junk/debris/illegal dumping, and/or excessive weed growth  Moderate to significant prevalence of damaged signage or fencing  Site drainage issues	 Throughout the subject area, numerous sections of sidewalk exhibit signs of disrepair, including broken pavement, lack of sidewalk, excessive curb cuts that disrupt sidewalk continuity, and unsafe curb edges. These conditions are observed in more than 20% of the total sidewalk area along the corridor (refer to attached photos).  A significant number of properties have damaged and cracked parking lots along the corridor. Given the presence of multiple property owners along San Pedro Drive, the level of parking lot maintenance varies significantly, resulting in inconsistent and uneven surfaces throughout the area..  Not applicable, not sufficient evidence.  Most signage along the corridor is faded, broken, or otherwise damaged, detracting from the visual quality and overall streetscape appearance.  Not a sufficient amount of data to determine applicability.
3	YES At least 1 out of 3 from the list below:  More than isolated observations of visible hazards (including fire dangers)  Prevalence of property and/or violent crime  Prevalence of traffic safety concerns/accidents	 There is clear evidence of uneven and deteriorated sidewalks and parking lots throughout the corridor, contributing to an unsafe and uncomfortable pedestrian environment.  Police incident data from Jan 2025 to Jan 2026 shows a high concentration of reported crimes along the corridor. These include a significant amount of Theft, Suspicious Person, Assault, and other crimes Code enforcement data from 2025 shows more than 250 code violations along the corridor, with a concentration on Lomas Blvd and San Pedro Dr, and a few heat spots at the junction of Constitution Ave and San Pedro Dr.  This section of San Pedro is not a priority roadway on the HFIN network via the Vision Zero Division.
4 Low levels of commercial or industrial activity or redevelopment or any combination of such factors	YES At least 2 out of 4 from the list below:  Higher commercial property vacancy rates compared to citywide, or compared to historic data  Decline in property values relative to citywide trends  Sales tax revenue decline over time or compared to citywide  Economic underperformance relative to what is allowable under existing zoning	 Based on field survey observations, approximately 15--20% of the properties within the subject area appear to be vacant.  Of the 74 properties analyzed, 33 (or approximately 44.5%) have experienced a property value growth rate of less than 20% over the past 10 years. In comparison, the average 10-year growth rate for non-residential commercial properties in Districts 6 and 7 is approximately 25%. This indicates that nearly half of the properties within the subject area are underperforming relative to district-wide trends (as per their specific land use), suggesting a relative decline in property values.  Data not available to make a determination.  Although current zoning supports denser and more intensive development, much of the corridor has not realized this potential. Nearly 44% of the area has seen limited growth over the past decade, and a 20% vacancy rate further reinforces the corridor's ongoing economic underperformance.
5 Lack of adequate housing facilities in the area	At least 1 out of 2 from the list below: Appearance/Condition: More than 20% of housing units in deteriorating condition (see Category 1 for defining structural deterioration), and/or Higher-than-city-wide average code violations for residential structures (past five years) Limited housing supply: Evidenced by low residential vacancy rate of less than 3% vacancy; OR Limited supply in areas that demand more housing (such as transit corridors or commercial corridors that rely on residential market base)	 Not applicable. No housing units along this corridor.  Not applicable. No housing units along this corridor.
6 Faulty lot layout in relation to size, adequacy, accessibility, or usefulness	At least 1 out of 2 from the list below:  Prevalence of parcels that are not right-sized compared to zoning or future land use goals.  Existence of multiple parcels without direct access to public streets or an excess of curb cuts per tot per COA standards	 Not applicable. All parcels have access to San Pedro and show a historical layout for traditional, auto-oriented corridor.  Not applicable. All parcels have access to the public right-of-way.

7 Diversity of ownership	At least 1 out of 4 from the list below:	
	Prevalence of ownership of individual parcels by multiple owners	Given the fragmented ownership pattern with 54 individual property owners, most holding separate parcels, coordinating future redevelopment efforts along the corridor poses a significant challenge.
	Majority of parcels owned by separate individuals/entities	
	Multiple instances of defective or unusual conditions of title	
	Multiple instances of tax delinquency exceeding fair value of land	
<b>TOTAL</b>	<b>5 OF THE 7 CATEGORIES ARE MET</b>	

**Comprehensive Plan Alignment**

The subject area falls within several City of Albuquerque Comprehensive Plan designated areas that support targeted redevelopment. The proposed boundary amendment advances the following areas and goals:

- **Area of Change** – Intended to accommodate mixed-use development at higher densities and intensities supported by multi-modal transportation. This designation promotes urban-scale development that will enhance the area with new jobs and expanded housing options.
- **Main Street Corridor (within 1,320 feet or ¼ mile)** – The subject area is designated as the “Revitalize San Pedro Mainstreet Corridor”, which serves to support revitalization of the area.

The subject area aligns with multiple land use policies in the Comprehensive Plan, thus reinforcing the need for its designation as a Metropolitan Redevelopment Area and supporting the vision established in the existing MR Plan:

- **Policy 5.1.2 – Development Areas:** Directs more intense growth to Centers and Corridors while ensuring appropriate density and scale in areas intended to remain more stable.
- **Policy 5.1.9 – Main Streets:** Promote Main Streets that are lively, highly walkable streets lined with neighborhood-oriented businesses. Prioritize street and walkway improvements.
- **Policy 5.2.1 – Land Uses:** Promotes healthy, sustainable, and distinct communities with a mix of uses that are easily accessible from surrounding neighborhoods.
- **Policy 5.6.2 – Areas of Change:** Directs growth and higher-intensity development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.
- **Policy 6.1.5 – Main Street Corridors:** Prioritize pedestrians in street design and improvements.

**MR Plan Alignment**

If approved, the subject area will be included in the Near Heights Metropolitan Redevelopment Plan. This Plan provides major development goals for three opportunity sites and minor goals for the surrounding areas. The opportunity sites include redevelopment at the State Fair Grounds with an open-air plaza market, development at the intersection of Central Ave. and Louisiana Blvd. with an international market (Talin) and the development of a workforce training center for Native Americans. Some of the minor goals for the entire MR Area are:

- Eliminate Blight
- Support Economic Development

- Increase Employment Opportunities
- Improve Streetscape and Walkability

### **Analysis**

A combination of economic and physical conditions within the San Pedro Dr. corridor has resulted in an economic and social burden not only on the property owners, but also the public, posing a general threat to the public health, safety, and welfare. Given these factors, rehabilitation, conservation, redevelopment, or a combination thereof is necessary to restore economic vitality to the area.

MRA staff conducted site visits, reviewed area images and reviewed a Designation Report submitted by Council Services. The following conditions of blight in the area were observed, which substantially impair the sound growth, economic health, and well-being of the City:

- A significant number of vacant and underutilized lots
- A significant number of unoccupied/vacant buildings
- Low levels of commercial or housing activity
- Increasing obsolescence in both platting/lot configurations and business access/parking
- Deteriorating public and private infrastructure (sidewalks, curbs, driveways)

By designating this area as blighted and including it in the Near Heights Metropolitan Redevelopment Area and Plan, the City can work with property owners, developers, business owners and surrounding residents to apply the necessary tools to address these conditions and facilitate sustainable, long-term revitalization. Without the application of applicable MRA financial tools, redevelopment of this area might otherwise not occur.

### **Public Notice**

Public notice requirements of Redevelopment Law, Section 3-60A-8, NMSA 1978, were met in that on:

- January 13, 2026 – A Stakeholder meeting was hosted by Council Services. Thirty people attended and twenty-three of them participated in the Q&A and survey. All survey takers supported inclusion of the San Pedro Dr. corridor in the Near Heights MR Area and Plan (Attachment A).
- January 29 & 30, 2026 – Legal Notice was published in the Albuquerque Journal (Attachment B).
- February 6, 2026 – Public Notice was mailed to affected Property Owners and Neighborhood Associations (Attachment C). This included the following Neighborhood Associations:
  - Alvarado Park NA
  - District 6 Coalition of Neighborhood Associations
  - District 7 Coalition of Neighborhood Associations
  - Fair West NA
  - La Mesa Community Improvement Association
  - Mark Twain NA
  - Mile Hi NA

- February 2, 2026 – Copy of the mailed notice emailed to attendees of the Stakeholder meeting

### **MRA Recommendation**

MRA Staff recommends designation of the subject area as blighted and inclusion of the area, consisting of approximately 67 lots (36 acres), in the adjacent Near Heights Metropolitan Redevelopment Area and Plan, in accordance with Metropolitan Redevelopment Code Chapter 3, Article 60A, NMSA 1978 and based on the findings recommended below.

### **ADC Recommendation**

ADC recommends designation of the subject area as blighted and inclusion of the area, consisting of approximately 67 lots (36 acres), in the adjacent Near Heights Metropolitan Redevelopment Area and Plan, in accordance with Metropolitan Redevelopment Code Chapter 3, Article 60A, NMSA 1978, based on the following findings:

### **Findings**

1. This request is to designate approximately 67 lots (36 acres), generally located on the east and west sides of San Pedro Dr. between Lomas Blvd. and Cagua Pl., as blighted, and for inclusion of the lots in the Near Heights Metropolitan Redevelopment (MR) Area and Plan, in accordance with Metropolitan Redevelopment Code Chapter 3, Article 60A, NMSA 1978.
2. The Near Heights Metropolitan Redevelopment Area was designated by City Council in July 1998 (R-111) and the Plan was approved in October 2000 (R-90).
3. The subject properties meet the definition of a “blighted area” per § 3-60A-4, NMSA 1978, as demonstrated by analysis and images presented in the Designation Report.
4. Blighted conditions are evident in the area, including aging building stock, vacant and underutilized lots, fragmented and inefficient lot layouts, inadequate pedestrian infrastructure, sidewalk disintegration caused by auto-oriented access points, and broken pavement.
5. The subject properties are appropriate for inclusion in the Near Heights Metropolitan Redevelopment Area and Plan because they are similar in size and development condition to other properties in the Area.
6. Due to the blighted conditions present, the rehabilitation, conservation, clearance of slum conditions, redevelopment, or a combination thereof, is in the interest of public health, safety, morals, and welfare of city residents.
7. Inclusion of the subject properties in the Near Heights Metropolitan Redevelopment Area furthers City of Albuquerque Comprehensive Plan goals related to Land Use.
8. Inclusion of the subject properties in the Near Heights Metropolitan Redevelopment Area furthers the policies of the Plan by creating opportunities for eliminating blighted conditions.
9. The request does not constitute a substantial change to the approved Near Heights Metropolitan Redevelopment Area Plan. The scope and policies of the Plan remain intact with the inclusion of the subject properties.

10. Notice of the proposal was published in the Albuquerque Journal, a newspaper of general circulation, on January 29 and 30, 2026. The notice included a general description of the subject area location and details of the Albuquerque Development Commission's public hearing date and time, and how interested parties could provide comments, in accordance with § 3-60A-8, NMSA 1978.
11. On February 6, 2026, which was at least 10 days prior to the public hearing as required by Section § 3-60A-8, NMSA 1978, notice was mailed (first class) to property owners of lots subject to designation.
12. On February 6, 2026, which was at least 10 days prior to the public hearing, as a courtesy, notice was emailed to Neighborhood Associations registered with the City's Office of Neighborhood Coordination.
13. Comments received (if any) as a result of the legal notice were considered by the ADC.

**Attachments**

- A. Designation Report (including Stakeholder Meeting information)
- B. Notice of Publication for Legal Ad
- C. Public Notice + Written Comments
- D. Near Heights MR Plan - Website Link

# DESIGNATION REPORT

Prepared by Council Services / Reviewed by MRA

## NEAR HEIGHTS MRA - BOUNDARY AMENDMENT

PROPOSED EXPANSION ALONG SAN PEDRO DR. NE

January 21, 2026

Co-Applicants



City of Albuquerque-  
City Council Services



Revitalize San Pedro Partnership  
Accredited Main Street Organization

This report is prepared by City Council Services:

- Matthew Cox - City Council Principal Planner
- Omega Delgado - City Council Principal Planner
- Deepa Bansal - City Council Policy Planner

- 1. Introduction
  - 1.1 Introduction
    - 1.1.1 Project Background
  - 1.2. Designation Area Description and Planning Context
- 2. Analysis
  - 2.1. Methodology
  - 2.2. Development History
  - 2.3. Current Conditions
- 3. Criteria for Metropolitan Redevelopment Area Designation
- 4. Evaluation for Blighted Condition
- 5. Engagement - Public Meeting Survey Summary
- 6. Aerial Images
- 7. Policy Alignment
  - 7.1 Comprehensive Plan Policy Alignment
  - 7.2. Justification for MRA Designation
  - 7.3. Alignment to Near Heights MRA Plans
- 8. Opportunities- Future growth - State Fairground
- 9. Conclusion
- 10. Appendices

## 1.1. Introduction

This report has been prepared in accordance with the New Mexico Metropolitan Redevelopment Code (NM State § 3-60A et. seq, NMSA 1978) (“Metropolitan Redevelopment Code or MRC”), which provides municipalities with legislative power to identify and designate areas exhibiting conditions of Slum or Blight, or a combination thereof, in accordance with the statutory definitions provided by the MRC. The purpose of such designation enables municipalities with certain powers and tools to stand up public private partnerships, facilitate reinvestment, and stimulate redevelopment to eliminate the conditions that are causing injury to the public health, safety, morals, or welfare of the residents within the municipality’s jurisdiction.

This report provides evidence of Slum and Blight within a portion of San Pedro Drive (“Designation Area”) in the City of Albuquerque (see Figure 1); proposes to include the Designation Area into the Near Heights Metropolitan Redevelopment Area (MRA) through an amendment to the boundary and the redevelopment plan; and demonstrates that a preponderance of adopted City policies support the designation.

## 1.2. Project Background

The Designation Area includes 67 real properties along San Pedro Dr. NE, totaling approximately 36 acres. The Designation Area is within the boundary of the Revitalize San Pedro Partnership (Accredited Main Street Organization). Revitalize San Pedro Partnership is a non-profit organization, accredited by Main Street America, and an affiliate of the New Mexico Main Street program administered by the State of New Mexico Economic Development Department. The organization’s mission is to “facilitate opportunities for improvement, growth, preservation and promotion of the San Pedro Drive Corridor between I-40 and Central Avenue as a vibrant, diverse, safe, economically vital, attractive and welcoming place by actively engaging and working together with local businesses, community members and partners.”

This proposed amendment to the boundary of Near Heights MRA would equip the Designation Area with a full range of municipal and state tools necessary to address depressed conditions, support local businesses, and strengthen the quality of life for residents, paving a critical pathway for the area to realize its full economic potential.



### 1.3. Designation Area Description and Planning Context

The Designation Area is located along San Pedro Dr., north of Lomas Blvd. to Cagua Pl. NE., (one block north of Constitution Ave.). This corridor lies within a Main Street Corridor as classified by the Albuquerque/Bernalillo County Comprehensive Plan( ABC Comp Plan), the City’s Rank I Plan (see Figure 5) and is zoned a with a mix of Mixed Use-Transition (MX-T), Mixed Use-Low Intensity (MX-L), and Mixed Use-Medium Intensity (MX-M) zone districts (see Figure 2).

The land use of the area is a mix of strip mall retail, auto-oriented businesses, office space, large box stores, self-storage, food and beverage establishments, and an assortment of other commercial typologies (see Figure 3). Within the Designation Area, there are no current residential uses, single-family or multi-family; however, all existing zone districts allow for the pairing of housing and commercial uses to occur on one parcel of property.

This portion of the San Pedro corridor went through a road diet in 2016. It is currently designed to be one south bound drive lane, one north bound drive lane, one middle turn lane, and buffered bike lanes on either side. Prior to 2016, the corridor was four drive lanes.

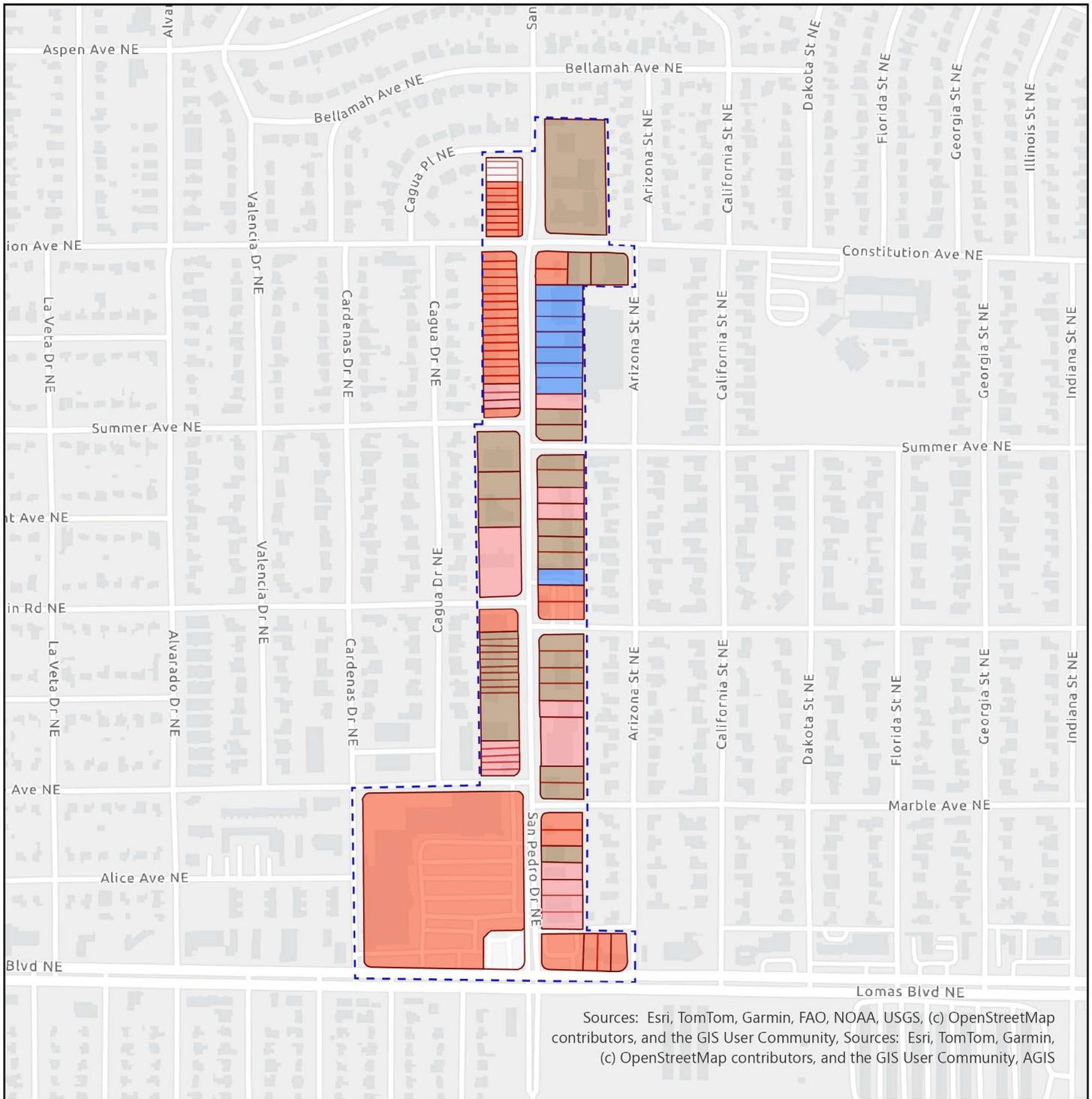
The Designation Area is located just north—across Lomas Blvd.—from the New Mexico State Fairgrounds. The Fairgrounds is a regional destination, attracting thousands of visitors annually for sporting events, concerts, and other community activities. San Pedro Drive serves as a key gateway connecting the Fairgrounds to the surrounding neighborhoods of Fair Heights, Pueblo Alto, and Alvarado Park. Currently, the State of New Mexico is planning significant revitalization of the Fairgrounds, envisioned as a mixed-use, mixed-income, walkable neighborhood with integrated green space. The San Pedro corridor is strategically positioned to benefit directly from the Fairground redevelopment efforts and absorb increased future economic activity in this area of the City.



## Subject Area IDO Zoning 2025

R-A	R-MC	MX-H	NR-LM	NR-PO-D
R-1A	R-ML	MX-FB-ID	NR-GM	PD
R-1B	R-MH	MX-FB-FX	NR-SU	PC
R-1C	MX-T	MX-FB-UD	NR-PO-A	UNCL
R-1D	MX-L	NR-C	NR-PO-B	
R-T	MX-M	NR-BP	NR-PO-C	

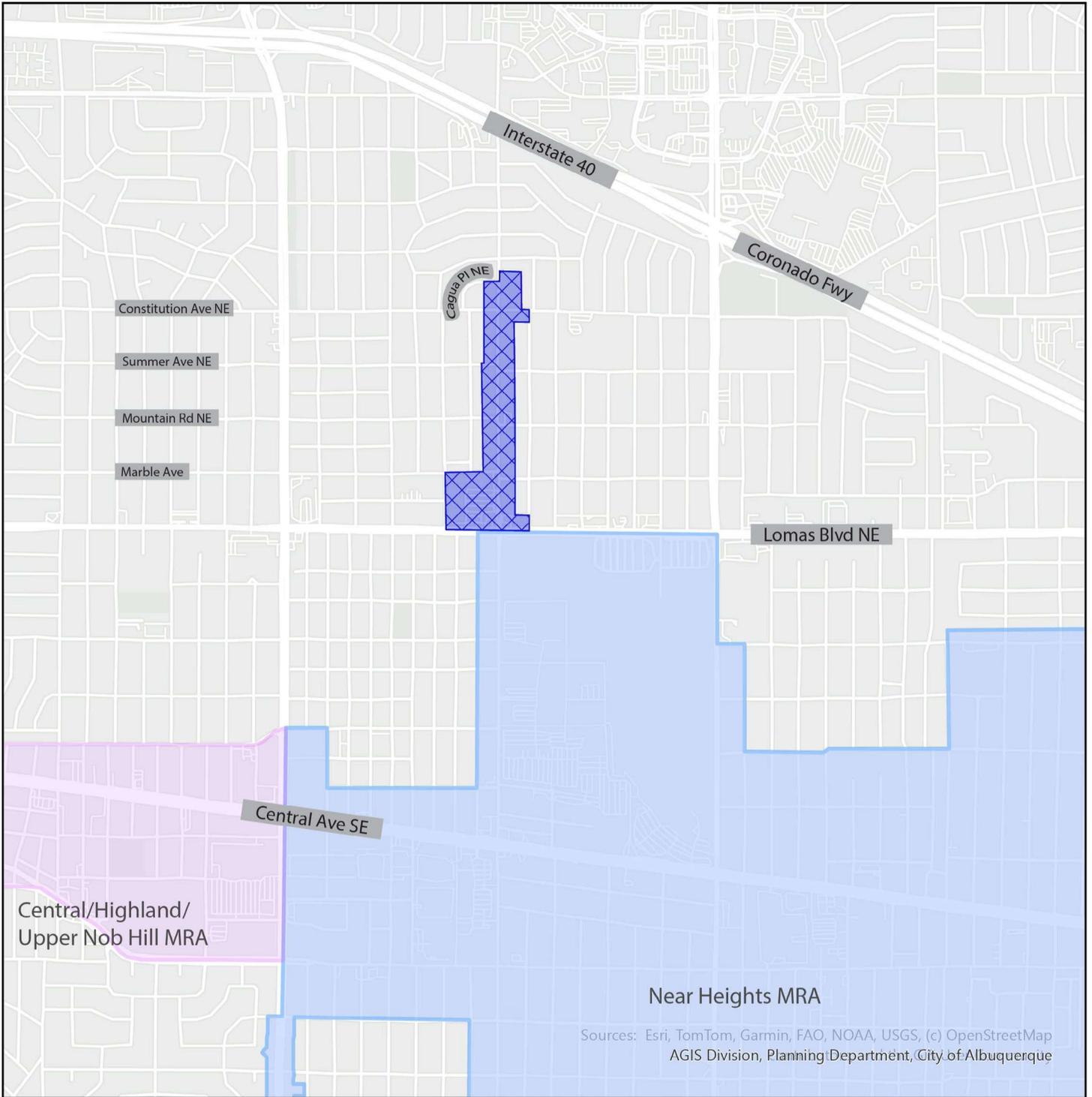
Figure 2: Zoning as per the Current IDO in the designation area



## Current Land Use

<span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff00; border: 1px solid black;"></span> 01   Low-density Residential	<span style="display: inline-block; width: 15px; height: 15px; background-color: #add8e6; border: 1px solid black;"></span> 07   Institutional / Medical	<span style="display: inline-block; width: 15px; height: 15px; background-color: #40e0d0; border: 1px solid black;"></span> 14   Drainage
<span style="display: inline-block; width: 15px; height: 15px; background-color: #ff8c00; border: 1px solid black;"></span> 02   Multi-family	<span style="display: inline-block; width: 15px; height: 15px; background-color: #add8e6; border: 1px solid black;"></span> 08   Educational	<span style="display: inline-block; width: 15px; height: 15px; background-color: #ffffff; border: 1px solid black;"></span> 15   Vacant
<span style="display: inline-block; width: 15px; height: 15px; background-color: #ff4500; border: 1px solid black;"></span> 03   Commercial Retail	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d3d3d3; border: 1px solid black;"></span> 09   Airport	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d3d3d3; border: 1px solid black;"></span> 16   Utilities
<span style="display: inline-block; width: 15px; height: 15px; background-color: #ffb6c1; border: 1px solid black;"></span> 04   Commercial Services	<span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black;"></span> 10   Transportation	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4169e1; border: 1px solid black;"></span> 17   Community
<span style="display: inline-block; width: 15px; height: 15px; background-color: #a0522d; border: 1px solid black;"></span> 05   Office	<span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black;"></span> 11   Agriculture	<span style="display: inline-block; width: 15px; height: 15px; background-color: #d2b48c; border: 1px solid black;"></span> 18   KAFB
<span style="display: inline-block; width: 15px; height: 15px; background-color: #8a2be2; border: 1px solid black;"></span> 06   Industrial	<span style="display: inline-block; width: 15px; height: 15px; background-color: #32cd32; border: 1px solid black;"></span> 13   Parks and Open Space	<span style="display: inline-block; width: 15px; height: 15px; background-color: #696969; border: 1px solid black;"></span> 20   Prison

Figure 3: Current Land Use in the designation area



### Existing Adjacent MRA Boundary

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> Barelmas  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black;"></span> Near Heights                   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #DDA0DD; border: 1px solid black;"></span> Central/Highland/Upper Nob Hill                   | <span style="display: inline-block; width: 15px; height: 10px; background-color: #C8E6C9; border: 1px solid black;"></span> North Corridor                 |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #C8E6C9; border: 1px solid black;"></span> Clayton Heights/Lomas del Cielo                   | <span style="display: inline-block; width: 15px; height: 10px; background-color: #B0C4DE; border: 1px solid black;"></span> Sawmill/Wells Park             |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black;"></span> Coronado  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #006400; border: 1px solid black;"></span> Soldiers & Sailors Park        |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFB6C1; border: 1px solid black;"></span> Downtown  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #DDA0DD; border: 1px solid black;"></span> South Barelmas Industrial Park |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #8A2BE2; border: 1px solid black;"></span> East Downtown/Huning Highlands/South Martineztown | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFDAB9; border: 1px solid black;"></span> South Broadway                 |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> East Gateway                                      | <span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black;"></span> St. Joseph Hospital            |

Figure 4: Near Heights MRA boundary with proposed boundary amendment marked

## 2.1. Methodology

For the purpose of this analysis, City of Albuquerque parcel data was utilized to reflect the existing retail and commercial development patterns within the corridor. In many cases, one building may cross multiple assessor parcels and have multiple leased commercial spaces; therefore, the City's parcel layer provides a more representative geographic data framework for evaluating Blight and Slum conditions. Properties sharing the same address were combined to streamline this analysis. The use of the City's parcel data produced 74 city parcels (67 tax assessor parcels).

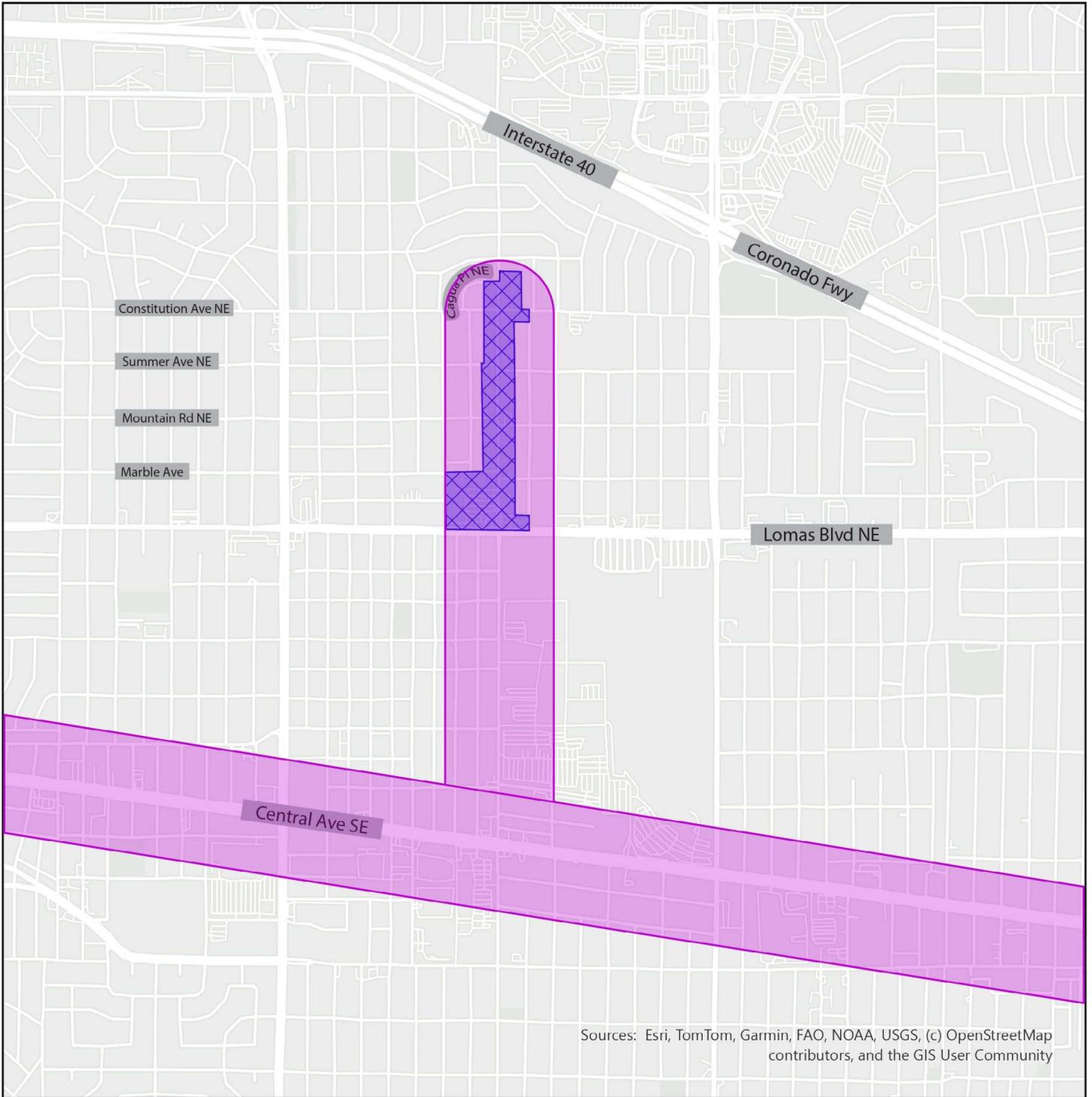
## 2.2. Development History

During the 1970s and 1980s, the San Pedro corridor evolved toward a more auto-oriented development pattern, influenced in part by the construction of Interstate 40 and increasing regional traffic demands. Rather than developing as a walkable, pedestrian-oriented environment with connected storefronts and active street frontage, the corridor became characterized by large surface parking lots, strip commercial development, disconnected site layouts, and limited pedestrian infrastructure. While these patterns responded to the transportation and development demands of the time, they have proven less resilient over the long term.

The suburban development patterns and auto-centric transportation infrastructure that once supported growth along the corridor served their intended purpose more than 50 years ago. However, many of these conditions have not matured into sustained economic stability or adaptability to contemporary needs. This report presents both physical and economic conditions observed within the public and private realms that support this conclusion.

Today, Albuquerque is a mid-sized Southwestern city with a metropolitan population approaching 1,000,000. Growth over the past several decades has increased demands on aging infrastructure, land use patterns, and commercial environments, highlighting the need for comprehensive modernization. These systems must function safely and efficiently, support accessibility for people of all ages and abilities, and foster environments that can sustain long-term commercial viability.

In response to these challenges, the ABC Comprehensive Plan, the Integrated Development Ordinance (IDO), Facilities Plans and Metropolitan Redevelopment Plans establishes a planning and regulatory framework for reinvestment, redevelopment, and increased vibrancy within established corridors. The adopted planning framework emphasizes mixed-use development, multimodal transportation, and reinvestment in existing infrastructure as key strategies to modernize post-war development patterns that support economically resilient areas in the City.



## Comprehensive Plan Major Street

Main Street Corridor

Figure 5: Main Street Corridor as per the ABC Comprehensive Plan

## 2.3. Current Conditions

While the San Pedro Drive corridor may appear stable on the surface to those who do not frequently visit the area, a granular analysis of demographic and physical data reveals a corridor in a state of measurable decline. The San Pedro Dr. Main Street Corridor Strategic Development Plan (2025), reported the surrounding area to have suffered a 6.8% population loss between 2010 and 2020—a stark contraction that occurred while Albuquerque and Bernalillo County experienced net growth (U.S. Census Bureau, 2010; 2020a). This localized depopulation is a primary indicator of distress, driven by an aging housing stock, aging population, and a lack of new residential investment, which stifles the consumer base necessary for vitality in the commercial corridor.

The corridor’s household economic profile exhibits a destabilizing “barbell” effect. The “Barbell” effect in business analysis refers to the bifurcation of the market, that has significant growth at its low & high ends, but adversely affecting the middle-market group. The average median household income of the surrounding neighborhoods to San Pedro Dr. is \$57,875 and this figure masks a widening income gap: 37% of households earn less than \$50,000 annually, while a small 12.5% elite earns over \$150,000 (U.S. Census Bureau). Comparatively, the Area Median Income for Albuquerque is \$60,500 for a household of one. This income disparity serves as evidence of economic distress, as it increases the vulnerability of the lower-middle income majority to displacement and complicates the ability of local businesses to serve a stable market.

The most visible evidence of distress is found in the corridor’s built environment. Despite incremental infrastructure updates like the 2016 road diet, the Designation Area remains characterized by significant physical and functional underutilization. High vacancy rates of 15–20% in existing building stock indicate a lack of market confidence. More than 44% of the properties have had less than 20% property growth over the past 10 years, whereas comparatively the average property growth for non-commercial properties citywide has been approx. 25%. This decade-long decline in commercial property values (see Figure 11) indicates that the Designation Area is no longer competitive within the regional market.

Public sentiment is reflective of the physical findings and data uncovering. City Council Services conducted a survey of businesses, property owners, and residents in the area. The survey asked two key questions: 1) Would you describe the corridor as economically vibrant? 2) What challenges do you face operating or owning property along the corridor / living next to the corridor? The responses include:

- “No. Parking lots not full of shoppers. Vacancies +For Sale properties. Homeless wandering through daily, too many fenced-off properties.”
- “Absolutely Not. New business comes and go because they fail, as San Pedro in its present condition does nothing to enhance business growth.”
- “Finding tenants that are not afraid to lease in the area”
- “Crime, homelessness, cleanliness, poor visible frontage facade, poor walkability- cracked sidewalks. Historically was once vibrant, but years of neglect and decline.”

Anecdotal input from stakeholders provides additional support that the area is experiencing conditions consistent with the injurious effects of blight and slum, a cycle that has persisted for decades. A full summary of the survey results and public input is provided in section 4 & 5 of this report.

Furthermore, there is also a profound “character gap” between the corridor’s current deteriorated state and its classification as a walkable Main Street under the City’s Centers and Corridors framework, evidenced in subsequent sections.

### 2.3.I. Buffered Bike Lane Characteristics

San Pedro Drive is also designated as a Buffered Bike Lane and Network Spine in the City’s 2024 Bikeway and Trail Facilities Plan (see Figure 6). Buffered bike lanes provide striped horizontal space between bicycle and vehicular travel lanes, offering additional separation and safety for cyclists. While the recent road diet and the construction of a Bike Boulevard at the intersection of Summer Avenue and San Pedro Drive have improved the corridor’s function as a bikeway, key gaps remain. In particular, the lack of mid-block crosswalks significantly limits connectivity and makes it difficult for both pedestrians and bicyclists to cross the street safely.

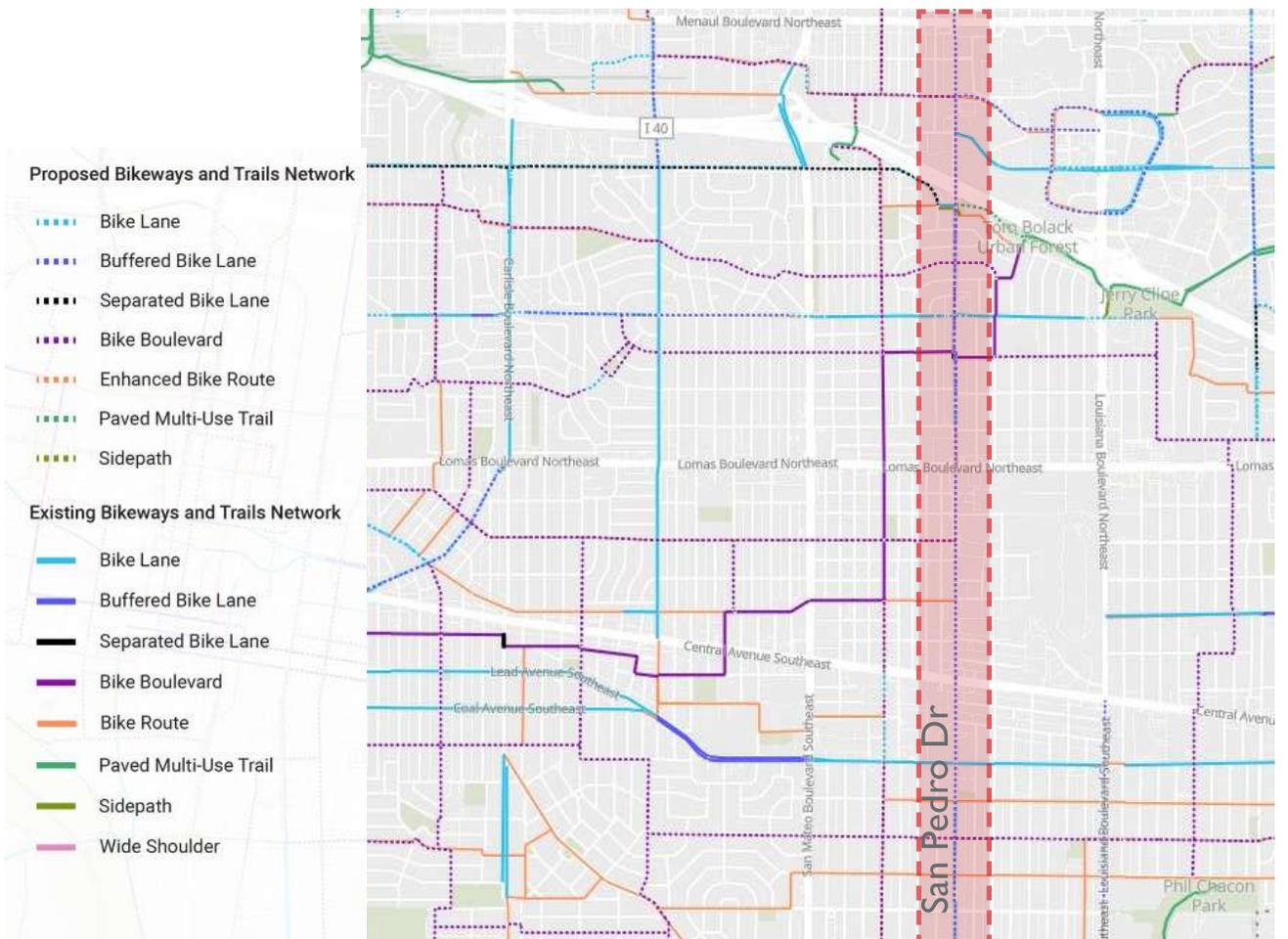


Figure 6: 2024 Albuquerque Bikeway and Trail Facilities Plan – San Pedro Dr is a Buffered Bike Lane, also intersecting with the Bike Boulevard at Summer Ave

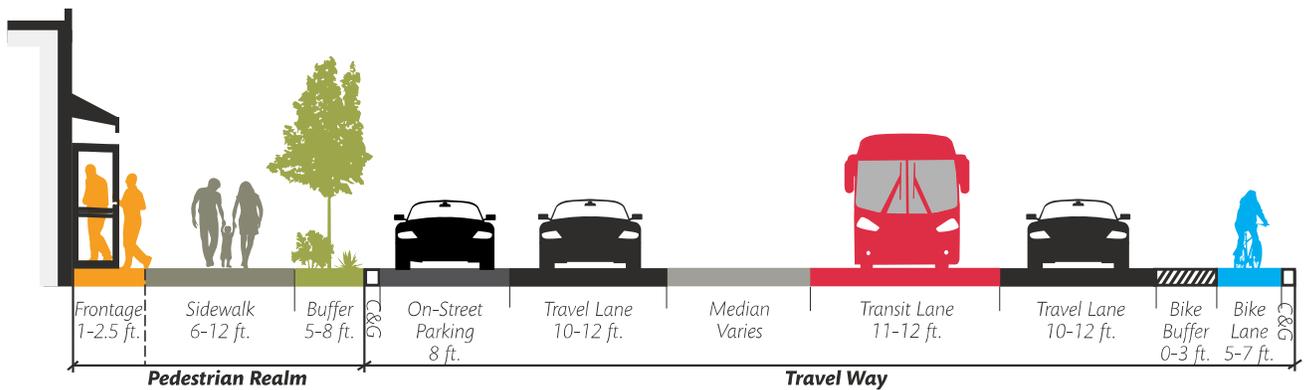
### 2.3.II. Main Street Corridor Characteristics

According to the City of Albuquerque's Development Process Manual (DPM), Main Street Corridors are intended to promote a highly walkable, pedestrian-oriented environment. Design standards outlined in the DPM specify sidewalks ranging from 10 to 12 feet in width, landscape buffers between 6 and 8 feet, and signalized intersections approximately every 660 feet, approximately the length of a block along this section of San Pedro. These elements are meant to enhance pedestrian comfort, encourage active street life, and create a cohesive streetscape with street trees, landscaping, and wide sidewalks.

However, existing conditions along this segment of San Pedro Drive fall short of these standards (see Figure 7; DPM Figure 7.2.4I). The corridor features minimal street landscaping, numerous and excessively wide curb cuts that disrupt sidewalk continuity, and a lack of frequent and safe pedestrian crossings. The only existing pedestrian crossings are 2700 feet far apart, one at the intersection of San Pedro Dr & Lomas Blvd and the other at Constitution Ave and San Pedro Dr. These deficiencies compromise both walkability and the visual appeal of the streetscape, undermining the intent of the Main Street designation and significantly affecting the economic viability of the corridor.

The use of adopted City Policy as a benchmark for evaluating conditions of Blight and Slum is central to this analysis. The Metropolitan Redevelopment Code, implemented through Metropolitan Redevelopment Plans, is an established component of the City's planning framework and serves as a coordinated mechanism between policy, regulation, and public tools to advance adopted plans and improve conditions for residents, visitors, and users. Pursuant to NMSA 1978, Section 3-60A-9 Preparation of a Metropolitan Redevelopment Plan, subsection (3) requires that a redevelopment plan conform to the general plan of the local government. In Albuquerque, this means conformity with the ABC Comprehensive Plan. The conditions documented within the Designation Area do not conform to these adopted policies. While the Near Heights MRA Plan is in need of a comprehensive update, the presence of development patterns and infrastructure that fail to meet current policy and regulatory standards may be considered a deficiency consistent with the blight and slum criteria used to evaluate metropolitan redevelopment areas.

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
<b>Main Street</b>	Main Street	25-30	1-2.5	10-12	6-8	5-6.5	0-3	10-11
Other Arterial	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6	5-6	6-7	1.5-3	10-11
Minor Arterial	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6	5-6	6-6.5	1.5-3	10-11

Figure 7: Street Element Dimensions Along Major Roads as per the City’s Development Process Manual (DPM), 2020

### 3. Metropolitan Redevelopment Area (MRA) Designation Criteria

The Metropolitan Redevelopment Code requires that a geographical area be declared a “blighted” or “slum area” and there be a finding that the rehabilitation, conservation, redevelopment or development, or a combination thereof, in the designated area is necessary in the interest of the public health, safety, morals or welfare of the residents before a municipality can exercise the powers conferred by the MR Code (MR Code, § 3-60A-7, NMSA 1978). The Albuquerque City Council has reserved to itself the power to declare an area blighted through the MRA Ordinance (§ 14-8-4-3 (A), ROA 1994) following the recommendation of the Albuquerque Development Commission.

The MR Code defines **blighted area** as an “area within the area of operation other than a slum area that substantially impairs or arrests the sound growth and economic health and well-being within the jurisdiction of a local government or a locale within the jurisdiction of a local government because of the presence of a substantial number of deteriorated or deteriorating structures; a predominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; diversity of ownership; tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; improper subdivision; lack of adequate housing facilities in the area; or obsolete or impractical planning and platting or an area where a significant number of commercial or mercantile businesses have closed or significantly reduced their operations due to the economic losses or loss of profit due to operating in the area, low levels of commercial or industrial activity or redevelopment or any combination of such factors; or an area that retards the provisions of housing accommodations or constitutes an economic or social burden and is a menace to the public health, safety, morals or welfare in its present condition and use”.

The MR Code defines **slum area** as one “within the area of operation in which there are numerous residential or nonresidential buildings, improvements and structures that are dilapidated, deteriorated, aged or obsolete or that have inadequate provision for ventilation, light, air or sanitation or the area lacks open spaces or has a high density of population or overcrowding or there exist in the area conditions that endanger life or property by fire or other causes, and the area is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency or crime and is detrimental to the public health, safety, morals or welfare.”

#### 4. Current Evaluation for Blighted Condition

Based on these findings, the Designation Area demonstrates clear evidence of FIVE out of the SEVEN criteria identified by the Metropolitan Redevelopment Agency's Blight Assessment Matrix and interpretations of the MRC. These conditions collectively justify the inclusion of this segment of San Pedro Drive within the Near Heights MRA boundary. The subsequent subsections provide a more in-detail analysis and evidences for each of these criteria.

BLIGHT CATEGORIES		RECOMMENDED MATRIX		CURRENT CONDITIONS	
<b>1</b>	Substantial number of deteriorated or deteriorating structures	YES	Structural deterioration observed for at least 20% of buildings.	Approximately 14.8% of the buildings within the subject area are currently in Poor to Fair condition, while an additional 35% are in Fair to Good condition. Common signs of deterioration include damaged roofs and windows, broken signage, peeling paint, and cracked exterior walls (data collected through a physical survey)	
<b>2</b>	Deterioration of private site improvements or public infrastructure	YES	At least 2 out of 5 from the list below: Sub-standard sidewalk conditions, including but not limited to: more than 20% of streets lacking curb or sidewalk, or more than 20% sidewalk network in disrepair Moderate to significant prevalence of cracked or damaged parking lots, alleys Moderate to significant prevalence of junk/debris/illegal dumping, and/or excessive weed growth Moderate to significant prevalence of damaged signage or fencing Site drainage issues	Throughout the subject area, numerous sections of sidewalk exhibit signs of disrepair, including broken pavement, lack of sidewalk, excessive curb cuts that disrupt sidewalk continuity, and unsafe curb edges. These conditions are observed in more than 20% of the total sidewalk area along the corridor. (refer to attached photos). A significant number of properties have damaged and cracked parking lots along the corridor. Given the presence of multiple property owners along San Pedro Drive, the level of parking lot maintenance varies significantly, resulting in inconsistent and uneven surfaces throughout the area (refer to attached photos). Not applicable, not sufficient evidence. Most signage along the corridor is faded, broken, or otherwise damaged, detracting from the visual quality and overall streetscape appearance (refer to attached photos). Not a sufficient amount of data to determine applicability.	
<b>3</b>	Unsanitary or unsafe conditions	YES	At least 1 out of 3 from the list below: More than isolated observations of visible hazards (including fire dangers) Prevalence of property and/or violent crime Prevalence of traffic safety concerns/accidents	There is clear evidence of uneven and deteriorated sidewalks and parking lots throughout the corridor, contributing to an unsafe and uncomfortable pedestrian experience (refer to attached photos). Police incident data from 2015 to Jan 2026 shows a high concentration of reported crimes along the corridor. These include a significant amount of Theft, Suspicious Person, Assault, and other crimes (refer to Figure 8). Code enforcement data from 2025 shows more than 250 code violations along the corridor, with a concentration on Lomas Blvd and San Pedro Dr, and a few heat spots at the junction of Constitution Ave and San Pedro Dr. (refer to Figure 9). This section of San Pedro is not a priority roadway on the HPIN network via the Vision Zero Division.	
<b>4</b>	Low levels of commercial or industrial activity or redevelopment or any combination of such factors	YES	At least 2 out of 4 from the list below: Higher commercial property vacancy rates compared to citywide, or compared to historic data Decline in property values relative to citywide trends Sales tax revenue decline over time or compared to citywide Economic underperformance relative to what is allowable under existing zoning	Based on field survey observations, approximately 15-20% of the properties within the subject area appear to be vacant (refer to Figure 10) Of the 74 properties analyzed, 33 (or approximately 44.5%) have experienced a property value growth rate of less than 20% over the past 10 years. In comparison, the average 10-year growth rate for non-residential commercial properties in Districts 6 and 7 is approximately 25%. This indicates that nearly half of the properties within the subject area are underperforming relative to district-wide trends (as per their specific land use), suggesting a relative decline in property values (refer to Figure 11). Data not available to make a determination. Although current zoning supports denser and more intensive development, much of the corridor has not realized this potential. Nearly 44% of the area has seen limited growth over the past decade, and a 20% vacancy rate further reinforces the corridor's ongoing economic underperformance.	
<b>5</b>	Lack of adequate housing facilities in the area		At least 1 out of 2 from the list below: Appearance/Condition: More than 20% of housing units in deteriorating condition (see Category 1 for defining structural deterioration); and/or Higher-than-city-wide average code violations for residential structures (past five years) Limited housing supply: Evidenced by low residential vacancy rate of less than 3% vacancy; OR Limited supply in areas that demand more housing (such as transit corridors or commercial corridors that rely on residential market base)	Not applicable. No housing units along this corridor. Not applicable. No housing units along this corridor.	
<b>6</b>	Faulty lot layout in relation to size, adequacy, accessibility, or usefulness		At least 1 out of 2 from the list below: Prevalence of parcels that are not right-sized compared to zoning or future land use goals. Existence of multiple parcels without direct access to public streets or an excess of curb cuts per lot per COA standards	Not applicable. All parcels have access to San Pedro and show a historical layout for traditional, auto-oriented corridor. Not applicable. All parcels have access to the public right-of-way.	
<b>7</b>	Diversity of ownership	YES	At least 1 out of 4 from the list below: Prevalence of ownership of individual parcels by multiple owners Majority of parcels owned by separate individuals/entities Multiple instances of defective or unusual conditions of title Multiple instances of tax delinquency exceeding fair value of land	Given the fragmented ownership pattern with 54 individual property owners, most holding separate parcels, coordinating future redevelopment efforts along the corridor poses a significant challenge (refer to Figure 12). (Refer to Figure 12).	
<b>TOTAL</b>			<b>5 OF THE 7 CATEGORIES ARE MET</b>		

### 4.1. Substantial number of deteriorating structures ●

Approximately 14.8% of buildings are in Poor–Fair condition, and another 35% are in Fair–Good condition, exhibiting signs of neglect such as damaged roofs and windows, broken signage, peeling paint, and cracked walls.



Damaged sign-board



Damaged window & facade



Damaged sign-board, store-front



Damaged store front



Damaged roof



Broken window & roof



## 4.2. Deteriorating private sites and public infrastructure

Many properties exhibit cracked, uneven, and poorly maintained parking lots, reflecting inconsistent upkeep among multiple property owners.



Cracked parking lot



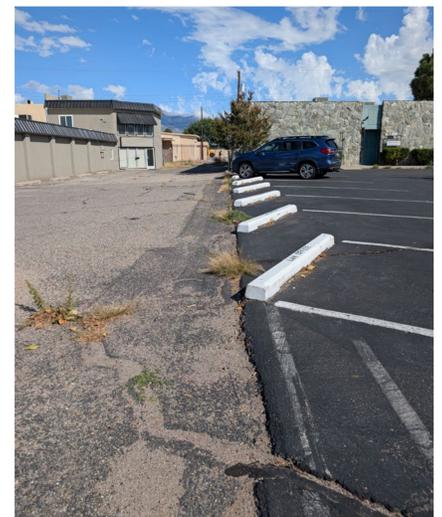
Damaged/Broken dividers



Damaged parking lot



Uneven/cracked parking surface



Damaged parking lot



Uneven/cracked parking surfaces



## 4.2. Deteriorating private site or public infrastructure ▲

A majority of signage in the Designation Area is faded, broken, or damaged, diminishing the visual quality and contributing to physical decline. Additionally, the corridor lacks a pedestrian-friendly environment, with minimal street landscaping, limited shade, and limited pedestrian circulation elements that would make San Pedro Dr. safe and walkable for pedestrians.



Faded and broken signage



Faded and broken signage



Damaged signage



Faded and broken signage



Damaged signage



Faded / broken signage



### 4.3. Unsanitary or unsafe conditions



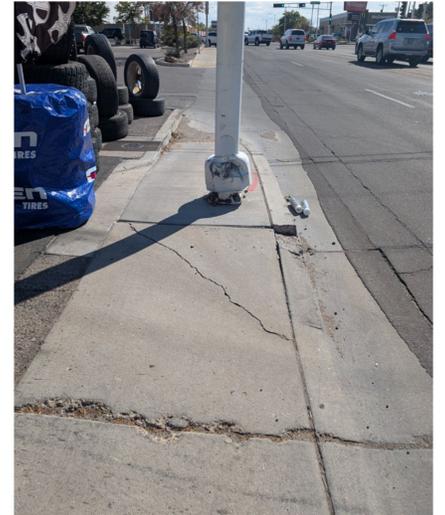
Over 20% of sidewalks are in disrepair, with broken pavement, excessive and unsafe curb cuts creating unsafe pedestrian walking experience, obstacles blocking sidewalks that disrupt pedestrian continuity, and non-compliant ADA standards public infrastructure.



Damaged curb edges



Uneven pavement & obstructions



Damaged pavement surface



Damaged curb landscape area



Unnecessary curb cuts



Sidewalk obstructions



### 4.3. Unsanitary or unsafe conditions

Over the past year, Albuquerque Police Department (APD) have received increasing number of service calls. The below map shows a concentration of these crime incidents, where a large quantity of it is concentrated along the corridor. The junction of San Pedro Dr NE and Lomas Blvd is a critical location, where a significant large number of incidents are reported. These reported incidents include a significant amount of Theft, Assault, Vandalism, Suspicious Person and other crimes.

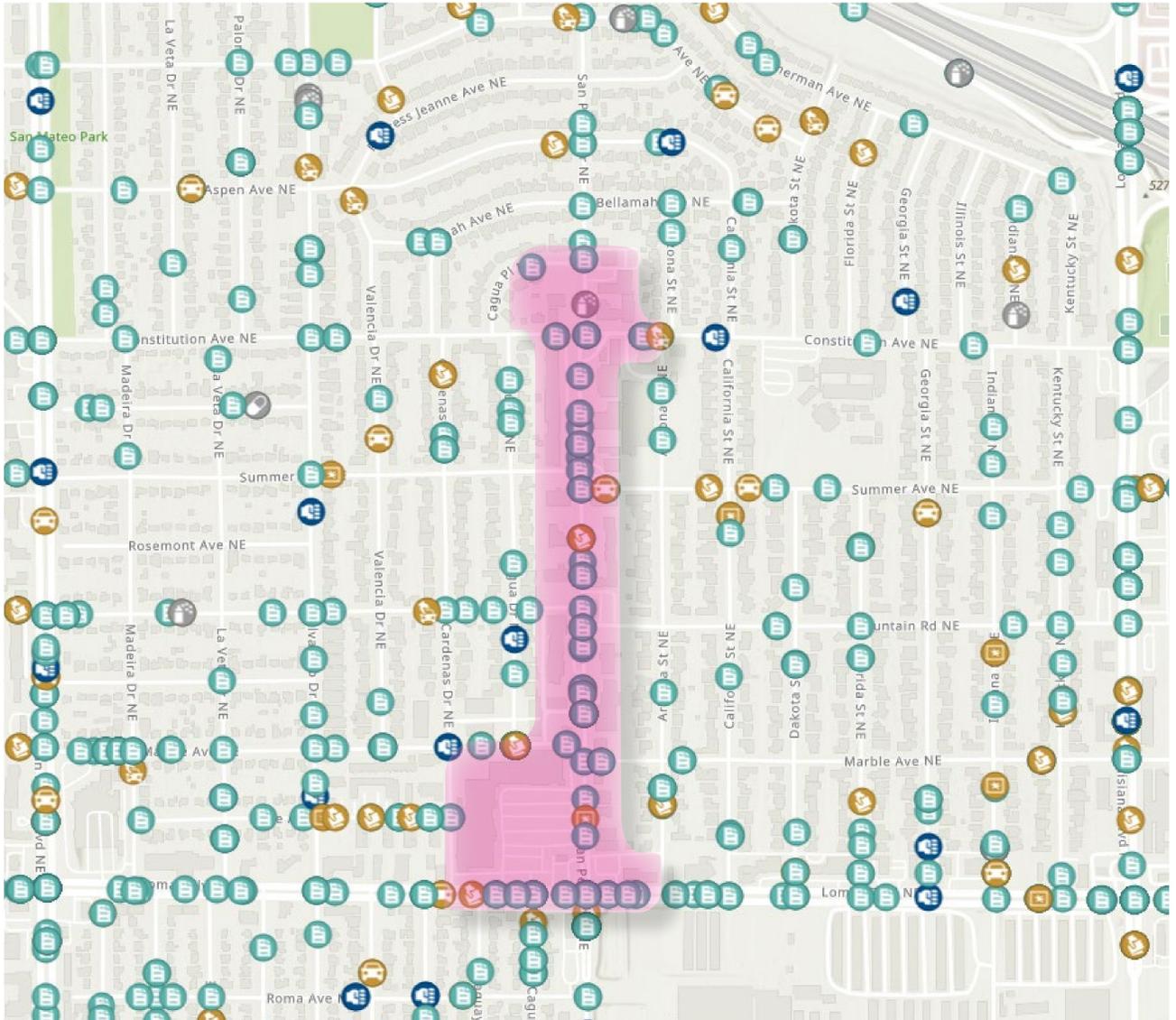


Figure 8: Police Incidents reported from Jan 2025 to Jan 2026

### 4.3. Unsanitary or unsafe conditions

More than 250 code enforcement cases were report along San Pedro Corridor in 2025 (Code Enforcement Data), that include BLC - Business License Complaints, Building Safety Complaints, IDO - Code Enforcement, Weeds, Litter, and Snow, and other Notice of Violations. It is evident from the heat map data, that a large concentration of these complaints are concentrated at the junction of Lomas Blvd and San Pedro Dr and also along Constitution Ave and San Pedro Dr.

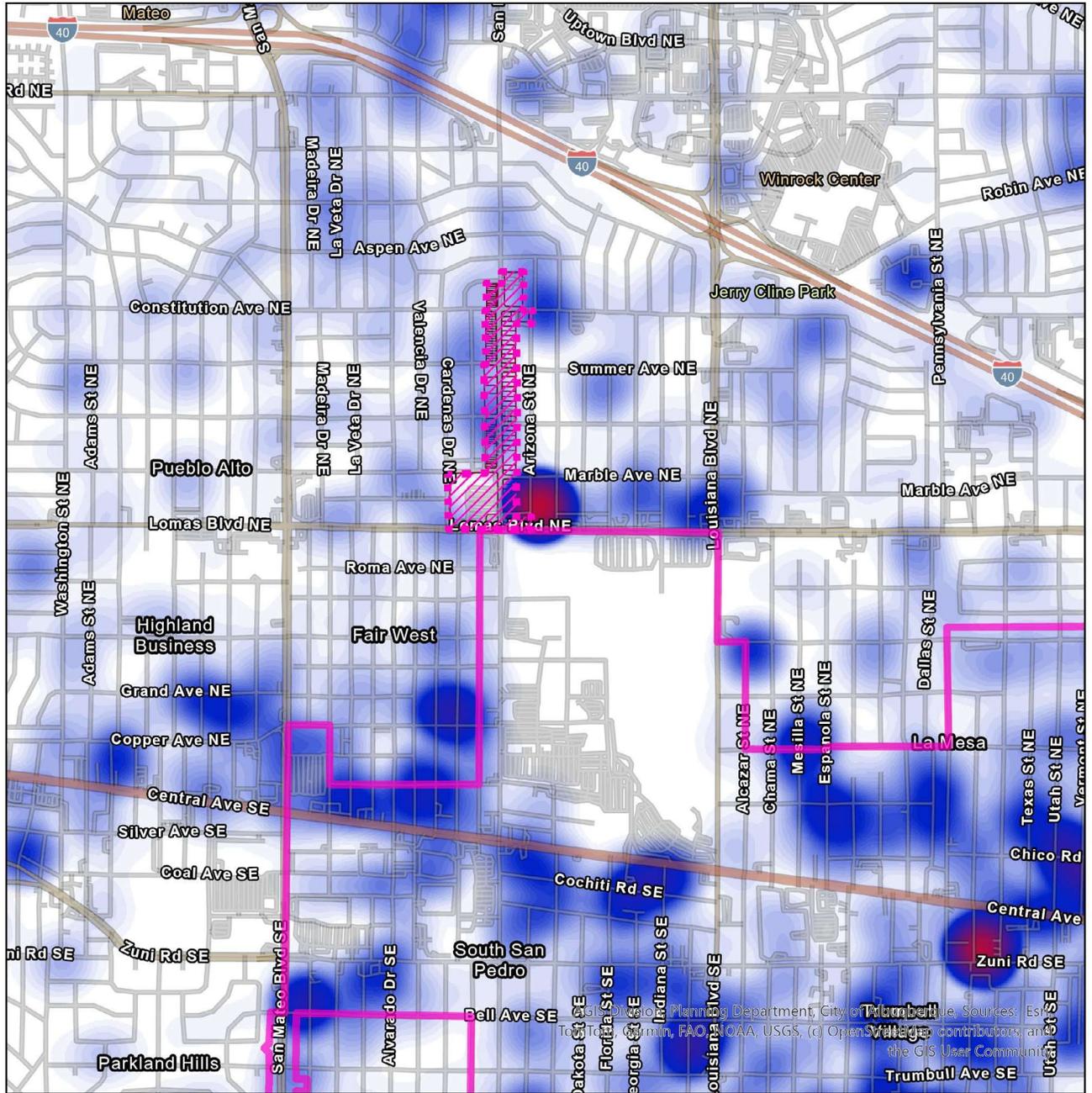
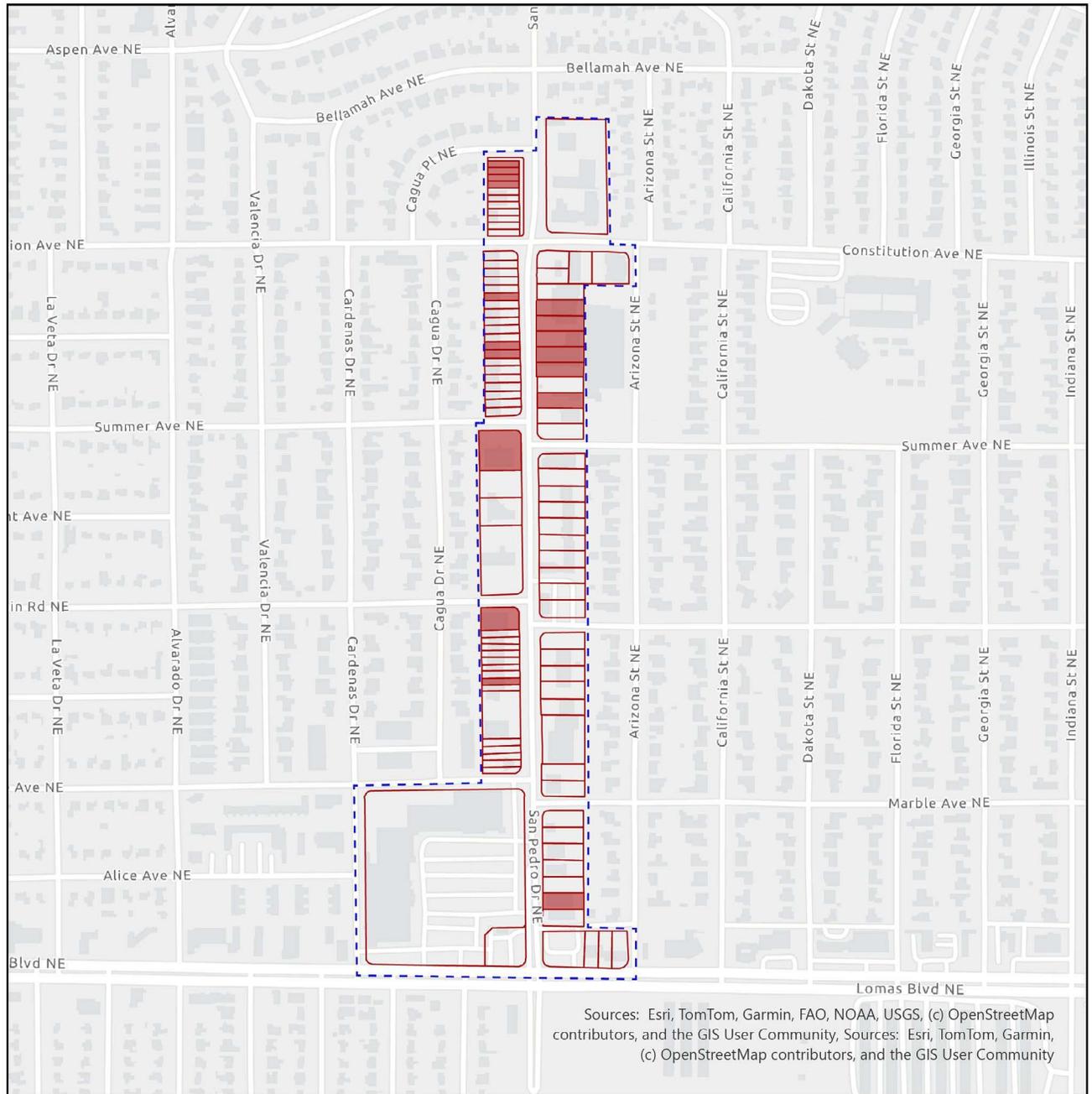


Figure 9: Heat Map for Building Code Violation for 2025

### 4.4. Low level of commercial activity

Through a physical survey of the designation area, it was found that between 15–20% of properties are vacant, with several empty structures and lots contributing to negative street frontages and increasing amount of nuisance activities in the neighborhood.



#### Vacancy

■ Vacant Properties

Figure 10: Existing Vacant properties as per field survey

### 4.4. Low level of commercial activity

Approx. 45% non-residential properties in the designation area have a lower property growth rate as compared to district-wide trends for non-residential properties ( as per Bernalillo County Assessor valuation of properties). Although the corridor has strong potential for more intensive economic activity, 44% of properties have shown limited growth over the past decade, and with over 20% of sites remaining vacant, the area continues to underperform economically.

STREET NUMBER	STREETNAME	Vacancy	Building Condition	TOTVALUE 2024	TOTVALUE 2014	% GROWTH RATE 2014-2024
1014	SAN PEDRO	Vacant	Poor-Fair	312721	286900	8.256880734
1303	SAN PEDRO	Vacant	Fair-Good	77499	72700	6.192337966
1610	SAN PEDRO	Vacant	Fair-Good	205810	185300	9.965502162
1617	SAN PEDRO	Vacant	Fair-Good	85526	74200	13.24275659
1022	SAN PEDRO	Vacant	Poor-Fair			0
1321	SAN PEDRO	Vacant	Poor-Fair			0
1715	SAN PEDRO	Vacant	Good -Excellent			0
1509	SAN PEDRO	Vacant	Fair-Good	399520	257600	35.52262715
1817	SAN PEDRO	Vacant		0		0
1821	SAN PEDRO	Vacant		0		0
1825	SAN PEDRO	Vacant		0		0
1605	SAN PEDRO	Looks Vacant	Fair-Good	80442	95500	-18.7190771
1315	SAN PEDRO	Looks Vacant	Poor-Fair	77935	73600	5.562327581
1420	SAN PEDRO	Looks Vacant	Fair-Good	192060	172800	10.02811621
1609	SAN PEDRO	Looks Vacant	Fair-Good	98427	93500	5.005740295
1625	SAN PEDRO	Looks Vacant	Poor-Fair			0
1408	SAN PEDRO	Looks Vacant	Fair-Good			0
1416	SAN PEDRO	Looks Vacant	Fair-Good			0
1603	SAN PEDRO	Looks Vacant	Fair-Good			0
1611	SAN PEDRO	Looks Vacant	Fair-Good	137231	92000	32.95975399
1820	SAN PEDRO	Half Vacant	Good -Excellent	452892	457300	-0.973300478
1621	ARIZONA					0
1010	SAN PEDRO		Fair-Good	185082	191700	-3.575712387
1030	SAN PEDRO		Fair-Good	335060	345400	-3.086014445
1112	SAN PEDRO		Poor-Fair	125568	121700	3.08040265
1208	SAN PEDRO		Poor-Fair	1455334	1236200	15.05729956
1807	SAN PEDRO		Poor-Fair	291030	266400	8.463045047
1305	SAN PEDRO		Good -Excellent	84475	80100	5.179047055
1307	SAN PEDRO		Good -Excellent	80878	76600	5.289448305
1309	SAN PEDRO		Good -Excellent	93150	74300	20.23617821
1313	SAN PEDRO		Good -Excellent	158704	150500	5.169371912
1400	SAN PEDRO		Good -Excellent	362124	311900	13.86928235
1501	SAN PEDRO		Good -Excellent	451550	410600	9.068763149
1504	SAN PEDRO		Good -Excellent	175340	158000	9.889357819
1516	SAN PEDRO		Good -Excellent	86020	75700	11.99720995
1600	SAN PEDRO		Good -Excellent	176550	158800	10.05380912
1602	SAN PEDRO		Good -Excellent	241120	219400	9.00796284
1627	SAN PEDRO		Good -Excellent	94503	86200	8.785964467
1701	SAN PEDRO		Good -Excellent	595140	544400	8.525725039
1213	SAN PEDRO		Fair-Good	498850	468800	6.023854866
1214	SAN PEDRO		Fair-Good	167178	162700	2.67858211
1301	SAN PEDRO		Fair-Good	93413	88900	4.83123334
1317	SAN PEDRO		Fair-Good	102351	93600	8.549989741
1510	SAN PEDRO		Fair-Good	315370	286200	9.249453023
1601	SAN PEDRO		Fair-Good	160012	146200	8.631852611
1718	SAN PEDRO		Fair-Good	165462	158700	4.086738949
1801	SAN PEDRO		Poor-Fair	234023	174544	25.41587793
1805	SAN PEDRO		Poor-Fair			0
1809	SAN PEDRO		Poor-Fair			0
1018	SAN PEDRO		Good -Excellent			0
1200	SAN PEDRO		Good -Excellent	282200	94200	66.61941885
1201	SAN PEDRO		Good -Excellent	353650	265700	24.86922098
1311	SAN PEDRO		Good -Excellent			0
1320	SAN PEDRO		Good -Excellent			0
1330	SAN PEDRO		Good -Excellent	962050	735000	23.60064446
1401	SAN PEDRO		Good -Excellent	1565620	746100	52.34475799
1705	SAN PEDRO		Good -Excellent			0
1707	SAN PEDRO		Good -Excellent			0
1709	SAN PEDRO		Good -Excellent			0
1711	SAN PEDRO		Good -Excellent			0
1713	SAN PEDRO		Good -Excellent			0
1717	SAN PEDRO		Good -Excellent			0
6001	LOMAS		Good -Excellent			0
6020	CONSTITUTION		Good -Excellent			0
6022	CONSTITUTION		Good -Excellent			0
6121	LOMAS		Good -Excellent			0
6301	LOMAS		Good -Excellent			0
1414	SAN PEDRO		Fair-Good			0
1607	SAN PEDRO		Fair-Good			0
1613	SAN PEDRO		Fair-Good			0
1619	SAN PEDRO		Fair-Good	283800	208800	26.42706131
6315	LOMAS		Fair-Good			0
6329	LOMAS		Fair-Good			0
99999	SAN PEDRO					0

Figure II : Street Analysis Data based on Physical Survey and Total Value of properties per the Bernalillo County Assessors Evaluation

### 4.7. Diversity in Ownership

The site's fragmented ownership pattern and irregular layout create barriers to coordinated planning and redevelopment. Multiple property owners along the strip make it difficult to consolidate parcels or implement cohesive land use improvements.

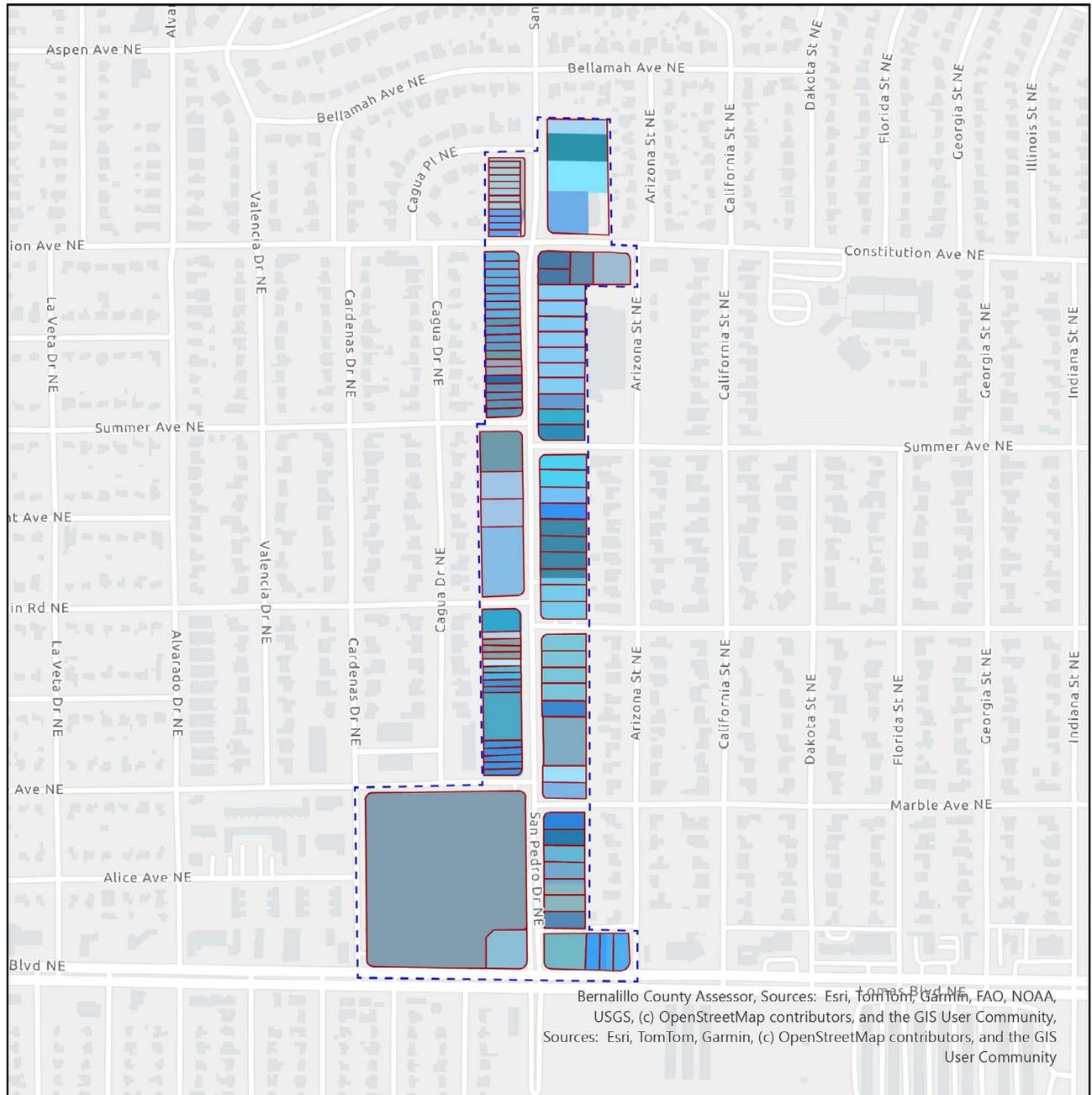
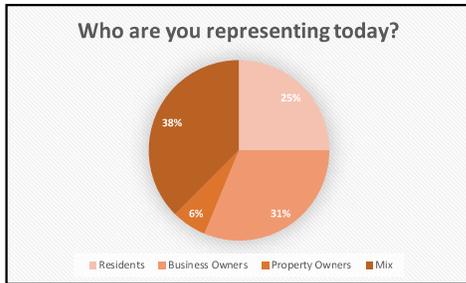


Figure 12: Land Ownership: Individual ownership of properties along the corridor

## 5. Public Engagement

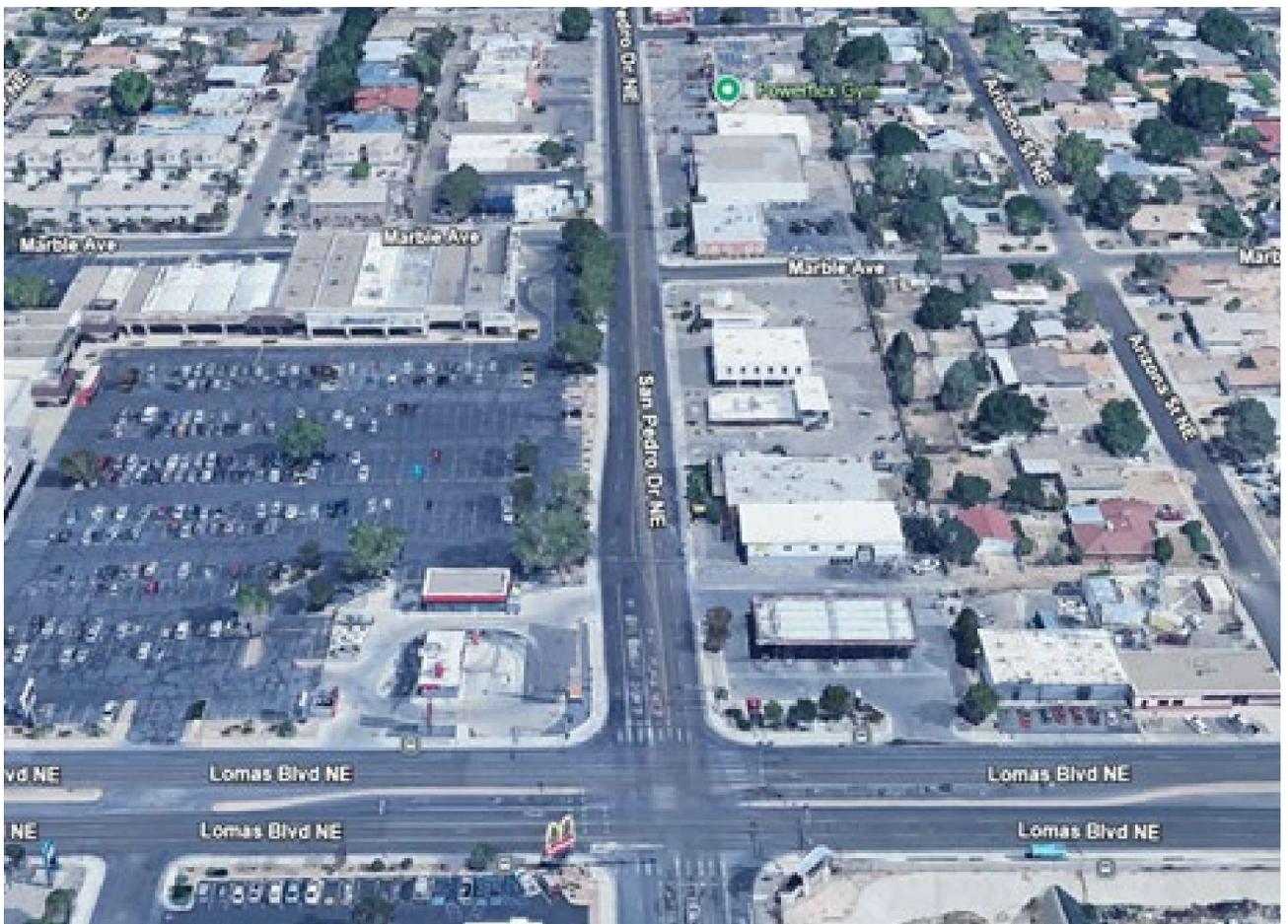
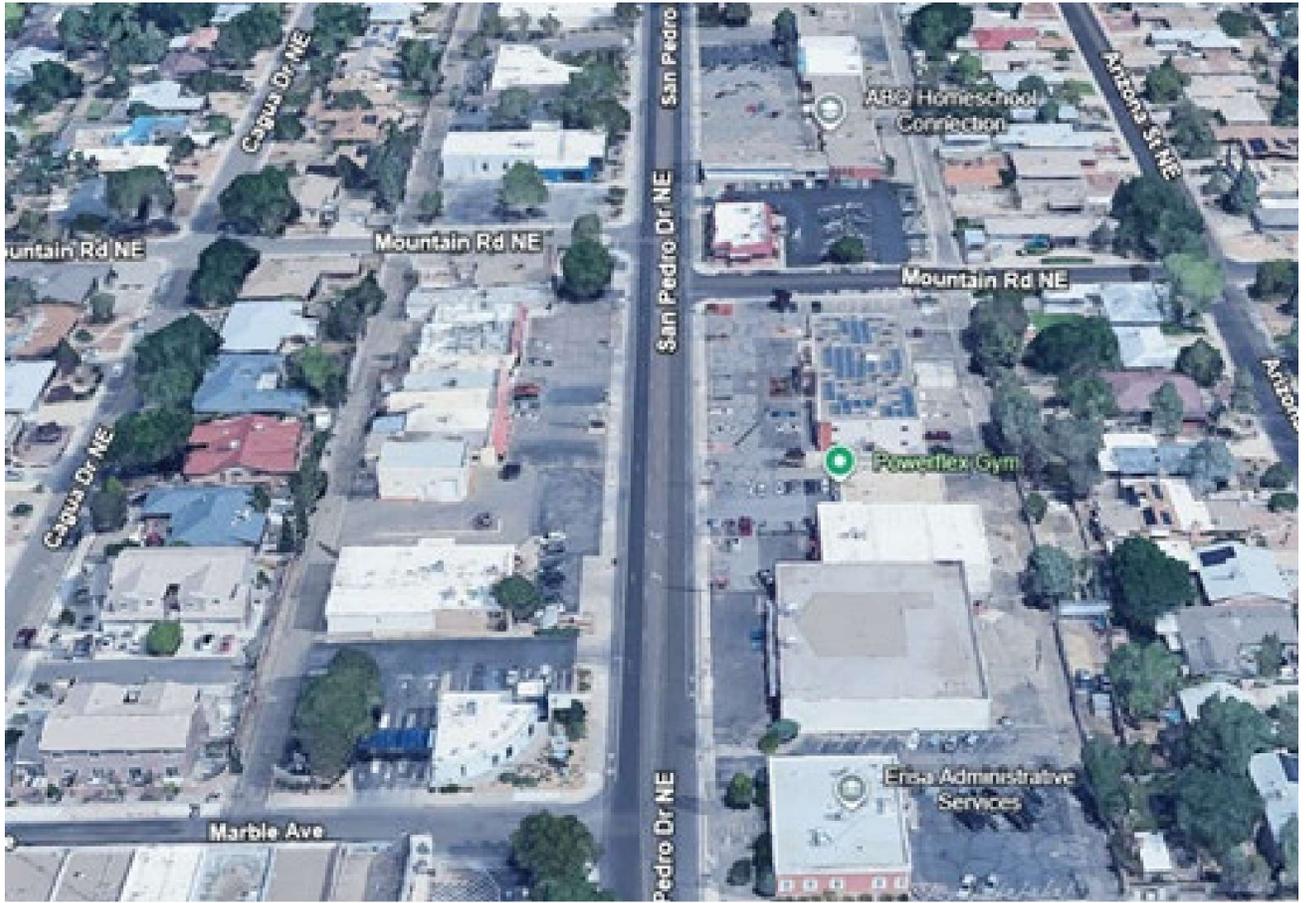
City Council staff and Revitalize San Pedro Partnership conducted a public meeting on January 13 with residents, business owners, and property owners within the area. The meeting included a presentation on existing conditions, an overview of the Metropolitan Redevelopment Code (MRC) tools and programs, and a summary of current programs and projects presented by the Metropolitan Redevelopment Agency. Participants were also engaged in a facilitated discussion to gather input on community perceptions of corridor conditions and to assess whether the metropolitan redevelopment tool would be useful in addressing those conditions. Public notice of the meeting was provided through multiple channels, including email distribution through the Revitalize San Pedro Partnership lister, flyering within the corridor, and mailed notices to property owners and physical addresses within the San Pedro area.

Of the approximately 30 attendees, 23 completed the survey. The results indicated general support for amending the Near Heights MRA boundary to include the properties within the Designation Area



San Pedro Meeting Survey	
Should the City continue exploring MRA tools for this corridor?	Would you support moving this forward through the public hearing process?
23/23 responses - "YES"	23/23 responses - "YES"

San Pedro Meeting Survey Results			
Who are you representing today?	Thinking about San Pedro today - would you describe the corridor as economically vibrant? (Why or Why not?)	What challenges do you face operating or owning property along the corridor / living next to the corridor?	In a few sentences, what is your vision for the future of the San Pedro corridor?
Residents	No. Because it doesn't have a coffee shop. And it's not visually appealing. It's too much cement, old and cracked cement	No businesses I want to support. It's all old and old fashioned: dated economically	Walkable billable well lit and GREEN! Plus a neighborhoods gathering place aka coffee shop
Business Owners	It has enormous potential and some areas have fluctuate over the years.	Transient encampments, need for reinvestment into small businesses	Walkable for community, retain small businesses culture but enhance attractiveness and safety
Property Owners	No, not vibrant. Lots of vacant properties with lots of homeless in the area.	Continuing to deal with homelessness and crime on my property. Fires being lit by the homeless, theft of water and damage to the property, etc. It's exhausting.	Clean it up and get the homeless to relocate. Get new businesses to move in and make the area vibrant again.
Business Owners	No it's dead	Finding tenants that are not afraid to lease in this area	Better looking properties n less homeless less crime
Residents	No. Blighted and disinvested	Few businesses I would frequent	Restore and augment "connection" to the neighborhoods it borders
Business Owners	No	Poor walkability, unhoused, crime	Clean, safe and walkable corridor
Business and Property Owner	Busy Need Facelift	Security, Parking, Landscape, Speed camera, Homeless, More Street Lights, Slowdown Speed	If the city focuses more, San Pedro will have a good future
Resident	Not really, don't see much traffic in out, and business hours appearance look marginal and run down. There are a handful of exceptions.	None where I live- 3 blocks west of the corridor in Alvarado Park- is affected by the San Pedro corridor right now. I fear that more blight creeping north of the San Pedro from Central will harm the corridor and the adjacent neighborhood.	Walkable, Safe, and a variety of stable businesses- local preferred. No Vacant or neglected properties
Business and Property Owner	Not exactly, frequent or not, tenant turnaround usually does not generate traffic		A walkable designation with food establishments and some shopping for local and more security
Residents	There are many vacant business properties. The area screams aged, in need of updating, a fresh façade, etc.	Vandalism + Property damage are reported by many businesses	A walkable, thriving business corridor with a wide variety of stores, services available, and a safe community
Business Owners	It needs some improvement in that area, more occupied spaces, events, and anything that attracts visitors	Crime, not many clients, visitors from other Albuquerque areas	A more business, family friendly spaces that also attracts visitors and not only locals (San Pedro locals)
Residents and Property Owners	No. Parking lots not full of shoppers. Vacancies + For Sale properties. Homeless wandering through daily, too many fenced-off properties	Drug use + Fires in alley, drug dealing, Trash + needles + poop in alleys. Abandoned items- clothes, carts, misc items like alcohol bottles + wrappers left on the street	Fewer vacant businesses, update the Landscape, fewer homeless, remove fencing, more consistent signage, consistent features like lighting, building façade, trees, plants similar to Lead and Coal, more walkable
Business Owners	No. To Many Vacant buildings, sidewalk too close to roadway, not enough green stuff like trees and bushes	Crime, Vacant, Homeless, some business owners don't police their areas or don't care	2 Lane Roadway, Lighting, greenery, and Poloce Present
Business and Property Owner	Absolutely Not. New business comes and go because they fail, as San Pedri in its present condition does nothing to enhance business growth	Crime, homelessness, cleanliness, poor visible frontage façade, poor walkability- cracked sidewalks. Historically was once vibrant, but years of neglect and decline	Improved sidewalks, landscaping, cleanliness, and traffic slowdown measures.
Residents and Property Owners	I would describe the corridor as surviving by fingertips - barely	No safe passage across San Pedro	Walkable, Bikable
Business Owners and employes	Yes and No. Some businesses work, they are profitable, and they have pride. Some businesses don't seem to care about the area Economically Vibrant is not equal to visually appealing	Trespassing, drugs, crime, poverty, joblessness, theft, vandalism, fire, mental illness, unhoused individuals, lack of police on bicycles, foot, or horseback	Less heat, more bicycles and pedestrian traffic. Less noise. Beauty, peace, tranquility, vegetation. Less asphalt, concrete, bare dirt, no gravel





## 7.1. Comprehensive Plan Policy Alignment

The Designation Area aligns with multiple land use policies in the ABC Comprehensive Plan, reinforcing the need for its designation as a Metropolitan Redevelopment Area and supporting the vision already established in the redevelopment plans.

### 7.1.1. Comprehensive Plan Classifications:

**Areas of Change:** Intended to accommodate mixed-use development at higher densities and intensities, supported by multi-modal transportation. This designation promotes urban-scale development that will enhance the area with new jobs and expanded housing options.

**Main Street Corridor:** Emphasizing linear development along the street, typically accommodating small, local retail and office uses. These corridors should provide a pedestrian-friendly environment with a sufficient landscape buffer to provide enhanced safety and a better walkable pedestrian experience

### 7.1.2. Policy Alignment:

The proposed designation is consistent with and would advance multiple goals and policies of the Albuquerque/Bernalillo County Comprehensive Plan. Key policy areas supported by the designation include:

**POLICY 5.1.2** Development Areas: Directs more intense growth to Centers and Corridors while ensuring appropriate density and scale in areas intended to remain more stable.

**POLICY 5.1.9** Main Streets: Promote Main Streets that are lively, highly walkable streets lined with neighborhood-oriented businesses. Prioritize street and walkway improvements, such as street trees, landscaping, lighting, wayfinding, and wide sidewalks, to create safe and comfortable pedestrian environments.

**POLICY 5.2.1** Land Uses: Promotes healthy, sustainable, and distinct communities with a mix of uses that are easily accessible from surrounding neighborhoods.

**POLICY 5.6.2** Areas of Change: Directs growth and higher-intensity development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

**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.

## 7.2. Justification for MRA Designation

A combination of economic and physical conditions within the San Pedro corridor has resulted in an economic and social burden not only on the property owners but also on the public, posing a general threat to public health, safety, and welfare. Given these factors, rehabilitation, conservation, redevelopment, or a combination thereof is necessary to restore economic stability to the area.

The following conditions, with the Designation Area, substantially impair the sound growth, economic health, and well-being of the city:

- A significant number of vacant and underutilized lots;
- Low levels of commercial or housing redevelopment activity;
- Disrupting / broken and excessive curb-cuts along the sidewalks create an unsafe environment for pedestrians
- A substantial number of deteriorating buildings.
- Lack of pedestrian-friendly street infrastructure and landscaping

Despite existing challenges, the corridor benefits from an established organizational asset, the Revitalize San Pedro Partnership (Accredited Main Street Organization). This type of entity provides a critical link in the redevelopment process by connecting property owners, businesses, residents, and the City in a coordinated framework that supports implementation of adopted plans. Few areas of the City have this level of on-the-ground organizational capacity.

When paired with the tools available through a Metropolitan Redevelopment Area, including the ability to structure public-private partnerships, this organizational capacity strengthens the City's ability to carry out targeted reinvestment strategies. Revitalize San Pedro Partnership's role as a fiscal sponsor, project manager, stakeholder convener, and ongoing assessor of corridor conditions provides a platform for coordinated action and accountability.

Designating this corridor as part of the Metropolitan Redevelopment Area would align these organizational assets with the City's redevelopment tools, creating a more effective mechanism to attract private investment, improve infrastructure, and support long-term, sustainable revitalization.

### 7.3. Alignment with the Near Heights MRA Plan

The existing Near Heights Metropolitan Redevelopment Area (MRA) Plan (2000) and the Near Heights MRA Expansion Plan amended in 2010, both identify major focus areas, one of which is Redeveloping Commercial Corridors to foster employment opportunities and stimulate economic growth within the region.

The plan outlines the following key factors for identifying and prioritizing commercial corridor redevelopment projects:

- Eliminate blight and prevent further deterioration of property values in the area.
- Stimulate public, nonprofit, and private investment within the corridor.
- Increase employment opportunities and support patronage of local businesses.
- Empower residents by promoting economic self-sufficiency and long-term sustainability.
- Promote the image of a safer and more attractive environment.

#### Vision statement of Near Height MRA Plan

“Our vision is to reduce crime with the use of CPTED redesign concepts, to increase community development, and to introduce initiatives to create an environment for new businesses, an international market, new employers, the revitalization of Route 66, and housing and landscaping that changes the image and public perception of Metropolitan Redevelopment Areas.”

### 7.3. Alignment with the Near Heights MRA Plan

The Plan currently includes a southern portion of the San Pedro Dr. SE corridor within the Near Heights MRA boundary. The Plan envisions it to be established, pleasant, safe, walkable, and bikeable commercial corridor for the adjacent neighborhood residents. Vacant lots would be redeveloped into businesses and for-sale housing desired by the community, and undergo a facelift with new facades and landscaping.

The following findings were gathered based on community inputs during the planning process of the Near Heights MRA Expansion Plan (2010).

#### I. Redevelopment strategies in an MRA:

- Draw more neighborhood residents to the area by facilitating the retailing of desired products and services
- Help existing businesses to expand in the area and draw on existing residents’ special talents to help them create new businesses
- Tax-Increment Financing to fund further redevelopment in the MRA

2. Community and Business Priorities proposed by the community members primarily focused on developing local cafes, business incubators, job training, multi-cultural community centers, neighborhood facilities and amenities, public infrastructure, and recreational services etc.

3. The business owners proposed more policy presence that supports the growth and improved safety of the region, clear up rundown properties, and build on vacant lands, need newer looks, improve signage, and curb appeals.

4. Other Demographic factors, supported by the research and data-driven analysis, supported the designation of the Near Heights MRA Expansion Plan (2010).

The San Pedro Dr NE corridor directly aligns with these objectives and findings. The area demonstrates clear eligibility under the identified factors for commercial corridor redevelopment and presents strong opportunities to:

- Address visible signs of blight and disinvestment;
- Strengthen local economic activity by supporting small businesses;
- Create a safer and more inviting pedestrian environment; and
- Catalyze reinvestment consistent with the Near Heights MRA vision for a vibrant, walkable, and economically sustainable community.

## 8. Future growth with the State Fairgrounds

With the New Mexico State Fairgrounds undergoing plans for transformation into a mixed-use commercial and residential hub, the area is set to become a significant center of economic activity within the region. Given its strategic proximity, San Pedro Drive stands to benefit directly from this anticipated redevelopment and the influx of visitors and residents it will attract.

Designating this corridor as part of the Near Heights MRA would enable targeted efforts to eliminate existing Blight and Slum areas, support local business reinvestment, and improve public infrastructure that can serve both current and future populations. With thoughtful planning and investment, San Pedro Drive could evolve into a vibrant, pedestrian-oriented main street, a corridor that not only connects to the Fairgrounds but also draws people into surrounding neighborhoods, reinforcing economic vitality and community identity.



**“The future of our Fairgrounds is no one single thing. It must be a thoughtful ecosystem that centers accessible housing, walkable green spaces, and right-sized commercial activity in order to activate a livable neighborhood.”**

Senator Mimi Stewart

New Mexico Senate President Pro Tempore and State Fairgrounds Tax District Board Member

## 9. Conclusion

Today, the corridor is navigating a range of interconnected challenges and Blighted and Slum conditions, like deteriorating structures, declining commercial growth, dilapidated and aging public infrastructure, housing instability in the surrounding neighborhood, fragmented land uses, and uneven access to economic and social opportunities.

Both physical and data-driven analysis provides significant evidence that the designation area meets FIVE out of SEVEN blighted criteria (minimum four out of seven are required for MRA designation), identified by the Metropolitan Redevelopment Agency’s Blight Assessment Matrix and interpretations of the MRC. Anecdotal input from stakeholders including residents, business owners, and property owners provides additional overwhelming support that the area is experiencing conditions consistent with slum and blight definition per the Metropolitan Redevelopment Code. These conditions collectively justify the inclusion of these 67 real properties along San Pedro Drive within the Near Heights MRA boundary.

The designation area also contains significant strengths: long-standing cultural institutions, small businesses that reflect and support diverse communities, community formed organizations, and residents and business owners deeply invested in the future of their neighborhoods. These strengths will further support with active participation upon MRA designation and enhance the public private partnership for the future growth of the corridor.

The San Pedro Drive corridor represents a strategic opportunity for focused reinvestment. Designating the area as part of the Near Heights MRA would reinforce city policy goals, address identified blight and slum conditions, and capitalize on its proximity to major redevelopment efforts. With coordinated public and private investment in infrastructure and development, the corridor can evolve into a safer, more walkable, and economically dynamic main street, one that supports local businesses, attracts new growth, and enhances the overall identity of the Near Heights community.



# CITY OF ALBUQUERQUE CITY COUNCIL

## Expansion of the Near Heights MRA Boundary



### What is MRA?

A Metropolitan Redevelopment Area (MRA) is a part of the city identified as needing targeted reinvestment from both the public and private sectors.

### Why is MRA Useful for Community Priorities?

An MRA designation allows the City to deploy targeted tools and form public-private partnerships that support the community’s vision and needs, bringing together the right partners to advance priorities like housing and access to food, and layering public tools with private financing to help make projects feasible.

**ALSO REMEMBER.....  
MRA IS NOT ABOUT ZONING CHANGE**

### The goals of the Near Heights MRA Expansion Plan are:

- To revitalize blighted commercial corridors;
- Enhance small business development and job creation;
- Stabilize low income neighborhoods; and
- Increase affordable housing.

**Designating the San Pedro Corridor to be a Metropolitan Redevelopment Area will open up the possibility of using MRA tools and program for the further growth of the corridor and enhance public private partnerships**

### If you have any questions, please contact:

Omega Delgado, City Council Principal Planner - [odelgado@cabq.gov](mailto:odelgado@cabq.gov) | 505-768-2689  
Deepa Bansal, City Council Policy Planner - [dbansal@cbaq.gov](mailto:dbansal@cbaq.gov) | 505-767-5795  
Adrian N. Carver, Revitalize San Pedro ED - [adrian@sanpedroabq.org](mailto:adrian@sanpedroabq.org) | 505-221-6667

# San Pedro - Public Meeting Survey

## Who are you representing today?

Residents

Business Employee

Business Owners

Property Owner

## Thinking about San Pedro today — would you describe the corridor as economically vibrant? (Why or why not?)

## What challenges do you face operating or owning property along the corridor/ living next to the corridor?

## In a few sentences, what is your vision for the future of the San Pedro corridor?

## Please answer these questions at the end of the presentation!

### Should the City continue exploring the MRA tool for this corridor?

YES

NO

### Would you support moving this forward through the public hearing process?

YES

NO

Thank You!



City of Albuquerque-  
City Council Services



Revitalize San Pedro Partnership  
Accredited Main Street Organization



## Notice of Public Hearing

In accordance with Section § 3-60A-8, NMSA 1978, notice is hereby given that the **Metropolitan Redevelopment Agency ("MRA")**, on behalf of the City of Albuquerque, will hold a public hearing to recommend Designation of Blighted Parcels by the Albuquerque Development Commission to the City Council.

### I. PROJECT DESCRIPTION & LOCATION:

The proposal is to designate approximately sixty (60) lots, generally located east and west of San Pedro Blvd. between Lomas Blvd. and Cagua Pl., containing approximately 25.50 acres, as blighted and meeting the criteria of State Statute § 3-60A-4(F) for incorporation into the Near Heights Metropolitan Redevelopment Area and Plan.

### II. LOCATION AND TIME OF PUBLIC HEARING:

Albuquerque Development Commission  
Thursday February 19, 2026 at 2:00 PM

In-Person:  
Planning Department  
Plaza Del Sol Hearing Room  
600 2nd NW  
Albuquerque, NM 87102

AND

On-Line Via Zoom Webinar.  
Join with PC, Mac, iPad, or Android at:  
<https://cabq.zoom.us/j/81568845031>  
Webinar ID: 815 6884 5031  
Phone one-tap:  
+17193594580,,81568845031#  
US  
+12532050468,,81568845031#  
US

Agenda will be available 72 hours before the scheduled meeting at:  
<https://www.cabq.gov/mra/albuquerque-development-commission>

FOR MORE INFORMATION VISIT: <https://www.cabq.gov/mra/albuquerque-development-commission>

SEND COMMENTS / QUESTIONS TO: [mrainfo@cabq.gov](mailto:mrainfo@cabq.gov)

METROPOLITAN REDEVELOPMENT AGENCY  
CITY OF ALBUQUERQUE,  
NEW MEXICO

Journal: January 29-30, 2026



February 6, 2026

## NOTICE OF PUBLIC HEARING

This letter is to advise you that the Albuquerque Development Commission will hold a Public Hearing on Thursday, **February 19, 2026 at 2:00pm** to consider the following request.

### LOCATION AND TIME OF PUBLIC HEARING

Albuquerque Development Commission  
Thursday February 19, 2026 at 2:00 PM

In-Person:  
Planning Department  
Plaza Del Sol Basement Hearing Room  
600 2<sup>nd</sup> NW  
Albuquerque, NM 87102

AND

On-Line Via Zoom Webinar. Join with PC, Mac, iPad, or Android at:

<https://cabq.zoom.us/j/81568845031>

Webinar ID: 815 6884 5031

Phone one-tap:

+17193594580,,81568845031# US

+12532050468,,81568845031# US

### REQUEST

The Albuquerque Development Commission will hold a public hearing on a request to expand the existing Near Heights Metropolitan Redevelopment Area as requested by the City of Albuquerque Council Services (Applicant). The application proposes to incorporate approximately 67 lots, totaling 36 acres, which the applicant asserts are blighted per State of New Mexico Statute 3-60A, NMSA 1978 (MR Code).

The lots are generally located on the east and west sides of San Pedro Dr. between Lomas Blvd. and Cagua Pl. The lots are adjacent to the current Near Heights Metropolitan Redevelopment Area boundary. The area exhibits some conditions of blight per the MR Code. The MR Code **does not** grant local government the power of eminent domain for the acquisition of private property not does an MR designation effect zoning.



The City of Albuquerque Metropolitan Redevelopment Agency staff report, the full application, supplemental materials, and meeting information is posted at the following website 72 hours before the hearing date:

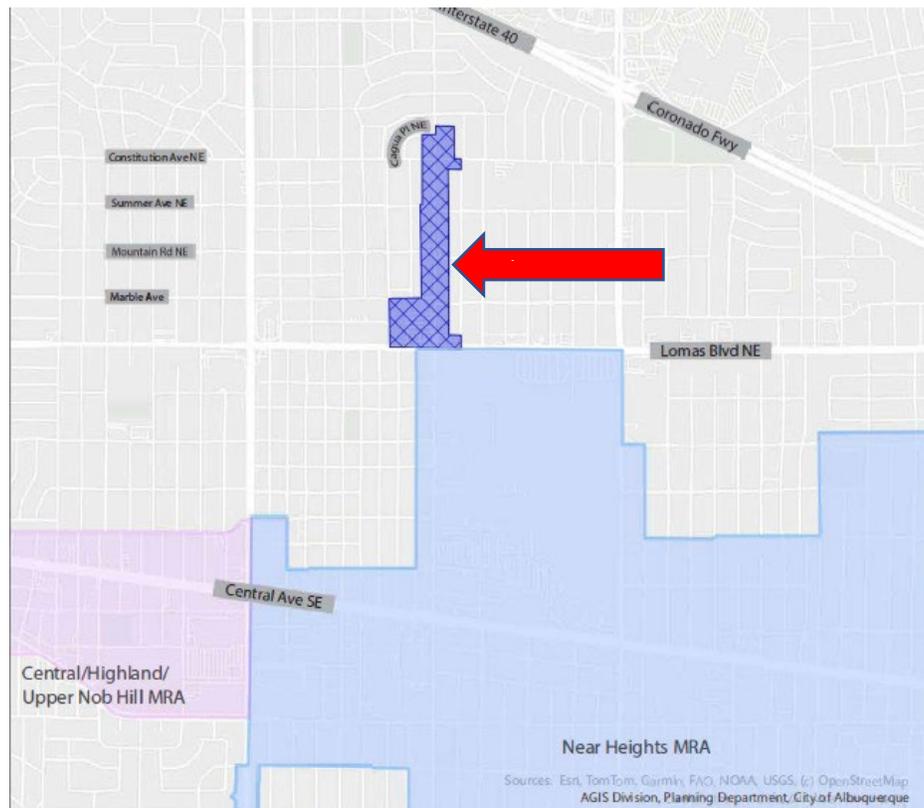
<https://www.cabq.gov/mra/albuquerque-development-commission>

*Notice to Persons with Disabilities:* If you have a disability and require special assistance to participate in this meeting, please contact TTY at 1-800-659-8331 at least three (3) days prior to the meeting/hearing date.

No later than noon (12pm) on the day of the hearing, you may sign up for public comment, submit written public comment, or direct questions for additional information regarding this request to the Metropolitan Redevelopment Agency at [mrainfo@cabq.gov](mailto:mrainfo@cabq.gov).

## LOCATION MAP

### EXISTING NEAR HEIGHTS MR AREA BOUNDARY AND LOCATION OF PROPOSED EXPANSION



For full plan go to:

<https://www.cabq.gov/mra/redevelopment-areas/near-heights>

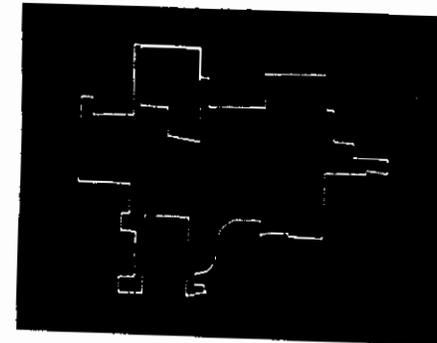
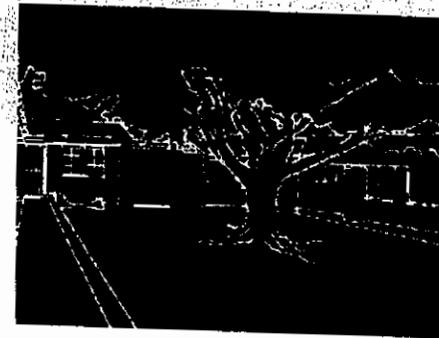
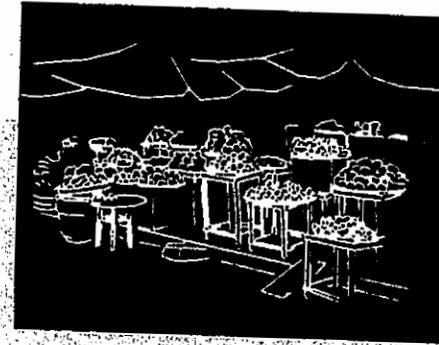
170 117  
308  
21 Expansion

# Near Heights Metropolitan Redevelopment Area Plan

Adopted September 18, 2000

City of Albuquerque  
Department of Family and Community Services  
Albuquerque Development Services Division

Prepared by:  
Planning Technologies  
Dekker/Perich/Sabatini  
The STAR Group  
Grubb & Ellis | Lewinger Hamilton



# Affidavit of Publication

STATE OF NEW MEXICO } SS  
COUNTY OF BERNALILLO }

Ad Cost: \$162.04  
Ad Number: 353350  
Account Number: 1102655  
Classification: GOVERNMENT LEGALS

I, Bernadette Gonzales, the undersigned, Legal Representative of the Albuquerque Journal, on oath, state that this newspaper is duly qualified to publish legal notices or advertisements within the meaning of Section 3, chapter 167, Session Laws of 1937, and payment of fees has been made of assessed and a copy of which is hereto attached, was published in said publication in the daily edition, 2 times on the following dates:

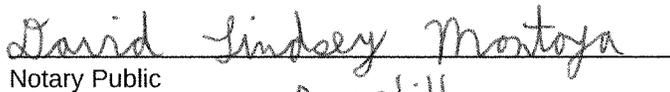
January 29, 2026  
January 30, 2026

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

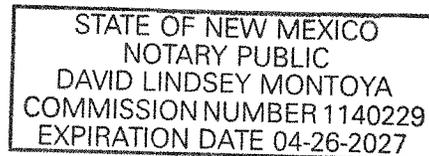
  
Legal Representative

Subscribed to and sworn to me this 9<sup>th</sup> day of February 2026.

  
Notary Public

County Bernalillo

ID#: 1140229  
My commission expires: 04-26-2027



CITY OF ALB METROPOLITAN  
P O BOX 1985  
Albuquerque, NM 87103