



CITY OF ALBUQUERQUE

NORTH I-25 COMMUNITY PLANNING AREA ASSESSMENT



As Accepted By City Council on XX/XX/2026



IMPROVING PLACE FROM PLANNING TO ZONING



ONE
ALBUQUE
RQUE



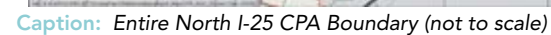
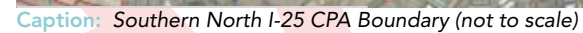
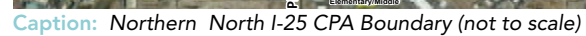
The outreach for and writing of this report happened on the unceded lands of the Tiwa people, whose descendants include the Sandia and Isleta Pueblos. We honor the continued presence, resilience, and vitality of the original stewards and the diverse Native populations that currently live in Albuquerque.

The City is committed to upholding tribal sovereignty and working with tribal governments to ensure the safety and well-being of Native people.



TABLE OF CONTENTS

PART 1. INTRODUCTION.....	1	PART 5. POLICY & REGULATIONS REVIEW	81
1.1 Overview.....	2	5.1 Centers & Corridors.....	83
1.2 Purpose.....	3	5.2 Existing IDO Regulations.....	90
1.3 CPA Process.....	3	5.3 Rank 2 Facility Plans.....	93
1.4 Engagement	7	5.4 Master Development Plans.....	94
2.1 Area Description	8	5.5 Metropolitan Redevelopment Areas	97
2.2 Demographics.....	10	5.6 Policy Matrix	98
2.3 History.....	10		
PART 2. COMMUNITY CONTEXT	6	PART 6. ACTION MATRIX	99
PART 3. AREA PROFILE	11	PART 7. APPENDICES.....	102
3.1 Community Identity	12	Community Identity Metrics.....	103
3.2 Land Use	16	Land Use Metrics.....	111
3.3 Transportation	22	Transportation Metrics	119
3.4 Urban Design.....	28	Urban Design Metrics	126
3.5 Economic Development	31	Economic Development Metrics.....	128
3.6 Housing.....	39	Housing Metrics	131
3.7 Parks & Open Space.....	43	Parks & Open Space Metrics	135
3.8 Heritage Conservation.....	47	Heritage Conservation Metrics	138
3.9 Infrastructure, Community		Infrastructure, Community Facilities & Services Metrics	140
Facilities & Services	52	Resilience & Sustainability Metrics.....	143
3.10..... Resilience & Sustainability.....	57	The Public Engagement Process.....	146
PART 4. PROJECTS & PROGRAMS	59		
4.1 Balloon Fiesta Park Special Events	60		
4.2 Parks, Youth, & Public Art.....	62		
4.3 Economic Development & Housing	69		
4.4 Transportation.....	72		
4.5 Community Safety	76		
4.6 Community Facilities.....	79		





PART 1. INTRODUCTION





1. INTRODUCTION

Stretching from Edith Boulevard to Interstate 25 and from Montañito Road to Sandia Pueblo, the North I-25 Community Planning Area (CPA) spans parts of Albuquerque and Bernalillo County. Serving as a northern gateway, it is mainly characterized by commercial and industrial zones, with few residential areas, functioning more as an employment hub than a residential community. Historically, this region was rural, irrigated by Pueblo peoples and later by Spanish and Anglo farmers through irrigation networks. Edith Boulevard, part of the historic Camino de Bernalillo, began as a wagon road near homesteads. Over time, agriculture was replaced by warehouses and factories, though some remnants remain.

Today, North I-25 is a key economic area, hosting business parks such as Journal Center, North I-25, and Renaissance Centers, as well as industrial districts like Alameda Business Park. Retail and service establishments are concentrated along I-25, especially near the southeast border, with recent developments like Topgolf, located just outside the south CPA boundary, adding to the commercial diversity. Major roads, including Montañito and Osuna, connect the area to Interstate 25 and the city of Albuquerque.

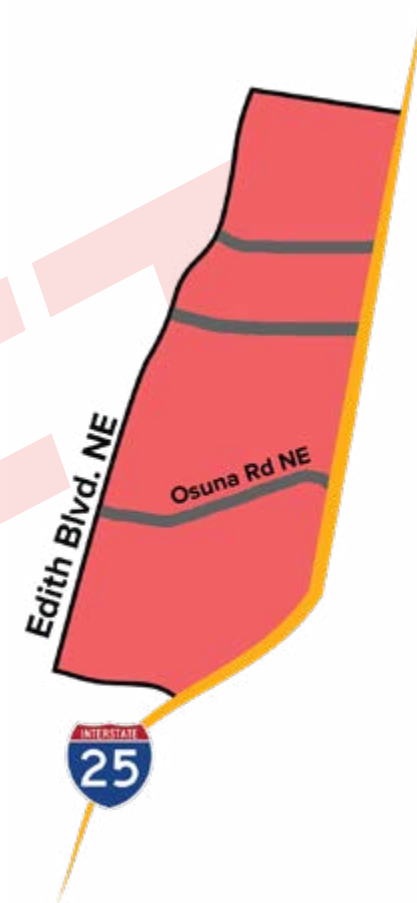
At the northwest edge, Balloon Fiesta Park and the Anderson-Abruzzo Balloon Museum host the annual Albuquerque Balloon Fiesta,

attracting visitors from around the world and stimulating the local economy. The area has seen new hotels and restaurants emerge around the park, while open fields remain for ballooning events, maintaining a festive ambiance. Future expansion near the park is expected to bring more attractions.

Just west of Edith Boulevard, North Valley is a semi-rural region with farms and historic neighborhoods. Many residents have longstanding family ties, preserving traditions amid ongoing development. This contrast highlights Albuquerque's diverse north side, where historic farmland coexists with modern urban growth, creating a vibrant gateway that links the past to the future community.

1.1 Overview

The City of Albuquerque's Long Range Planning team works with residents, community members, and businesses in each CPA area to document current conditions and find opportunities to build on existing strengths for future success. CPA assessments are one way for the city to address historic harms and engage with local communities equitably, specifically those community members within the CPA, to build on existing local community-identified strengths.



Caption: North I-25 CPA Map



Caption: Planning Staff tabling at Vista Del Norte Park.



The CPA assessments are ongoing processes facilitated by the Planning Department. We use an iterative and evolving process to ensure that community members have a voice in the future development of their neighborhoods. CPA assessments can strengthen ties between the city and its communities, ultimately improving the quality of life for all Albuquerque residents.

1.2 Purpose

The CPA assessment process aims to ensure that everyone and all areas benefit from long-term planning, coordination, and problem-solving. It strives to build positive relationships between the City and community members by focusing on actions that can bring about meaningful changes over time. Other City departments and agencies also participate in the CPA process as needed to address relevant questions, issues, and opportunities.

The process is designed to promote best practices across the city and to ensure that plans align and support each other. CPA assessments serve as valuable collaborative community planning documents, helping identify necessary changes to better serve and protect neighborhoods and to support thriving business districts, centers, and corridors.



Caption: Planning staff tabling at Explore Academy

1.3 CPA Process

Community Planning Areas were initially established during a city planning effort in 1995. Residents were given maps of the metropolitan region and asked to identify their homes, neighborhoods, and communities. The resulting map outlined 10 distinct Community Identity Areas, which were incorporated into the Comp Plan in 2003, the same time that the Centers and Corridors framework was added.

The CPA assessment process is a community-driven approach that enables residents, business owners, property owners, neighborhood associations, community groups, and other stakeholders to shape their community's future and identify the necessary actions to achieve it. Our process involves communities recognizing and prioritizing a wide range of assets, opportunities, and challenges that contribute to an action plan.



Caption: Planning staff tabling at AirDance New Mexico.

This plan links implementers across government, institutions, and community organizations. Since the Planning Department typically does not carry out projects, we foster partnerships to support these priorities. The city plans to update this information through an ongoing, long-term community planning effort for each designated area, utilizing the CPA assessment process.

This initiative marks a significant shift from previous planning methods. Instead of merely responding to immediate crises, the process aims to be proactive. It is also intentionally designed to include all parts of the city, learning from each area and sharing the benefits across the entire community.

Community Planning Areas were first developed during a City planning effort in 1995. People were given maps of the metropolitan region and asked to identify their house, their neighborhood, and their community. The resulting map outlined 10 distinct Community Identity Areas adopted



FIGURE 2. CPA ASSESSMENT PROCESS





into the Comp Plan in 2003, the same time that the Centers and Corridors framework was added.

The CPA assessment process is a community-based approach to enable residents, business owners, property owners, neighborhood associations, community groups, and other stakeholders to determine the future of their community and the priority actions needed to get there. Our process involves communities identifying and prioritizing a broad set of assets, opportunities, and challenges that contribute to an action plan. This action plan connects implementers in government, institutions, and community organizations.

Because the Planning Department does not typically implement projects, we work to cultivate partnerships to move these priorities forward. The City intends to update this information over time through an ongoing long-range community planning effort for each designated area through the CPA assessment process. This effort marks a significant departure from past planning

efforts. Instead of reacting to immediate crises, the process is intended to be proactive. It is also intentionally designed to accommodate all areas of the city, learning from each and extending the benefits to all.

1.4 Engagement

Engagement for the North I-25 CPA started in September 2025. A joint virtual visioning workshop with Near North Valley CPA was conducted in October 2025. Throughout the fall months (September-November), the Long Range team tabled at schools, parks, non-profit organizations, and local businesses within the CPA. Tabling also took place at nearby libraries and senior centers. The Long Range team attended events at schools, met with Neighborhood Associations, and participated in other community activities.

During this time, we asked broad questions about existing assets and opportunities in the North I-25 CPA. Community input was collected through various outreach methods, including surveys, individual conversations, focus groups, and public events. These

TABLE 1. Engagement Summary

Date	Type of Engagement	# of participants
MARCH - APRIL 2026	SCHOOLS & LIBRARY OUTREACH	300+
OCTOBER-NOVEMBER 2025	PARKS & BUSINESSES OUTREACH	200+
OCTOBER 2025	COMMUNITY MEETINGS & EVENTS	100+
JANUARY 2025	CANDID COMMUNITIES	15+
FEBRUARY 2026	BUSINESS RESOURCE FAIR	80+
MARCH - APRIL 2026	RESOURCE FAIRS & FOCUS GROUPS	20+
ONGOING	ONLINE SURVEYS	152
JUNE 2026	OPEN HOUSE	100+

activities were coordinated in collaboration with other City departments to address community concerns more effectively.

In the spring of 2026, the Long-Range team hosted focus groups around top community priorities. Community members and staff from other City divisions were invited to discuss the priority topics.





PART 2.

COMMUNITY CONTEXT



2. COMMUNITY CONTEXT



2.1 Area Description

The North I-25 Community Planning Area (CPA) is located in northern Albuquerque and includes approximately 2,800 acres within the city. Bordered by Edith Boulevard to the west, Interstate 25 to the east, Montañito Road to the south, and Sandia Pueblo to the north, the CPA includes land within Albuquerque and unincorporated Bernalillo County. The North I-25 CPA lies at the transition between urban Albuquerque and rural North Valley.

The area is primarily characterized by commercial and industrial land, including business parks, manufacturing facilities, warehouses, and retail stores. Over 80% of the land is used for heavy commercial and industrial development, with limited residential or mixed-use development. Retail businesses are primarily located along major roads, with large parcels and open fields that offer potential sites for future residential and business development. The CPA features wide roads, large setbacks, and business parks, where many employment centers increase daytime population, but few residents live within the CPA boundary.

Several key employment centers and facilities shape the economy in the North I-25 CPA. The Journal Center, Albuquerque's largest employment hub, hosts office buildings, including the Albuquerque Journal



Caption: Aerial view of the 2025 Balloon Fiesta (photo courtesy of the Albuquerque Journal)

headquarters and tech firms, in a campus-like setting. Industrial districts near Edith Boulevard, like the Alameda Business Park and Las Lomitas Industrial Park, are vibrant hubs for manufacturing, warehousing, and distribution. Additionally, heavy industries, such as utility plants and facilities handling more hazardous materials, are located along Edith and the BNSF railway, contributing to the area's bustling economic activity.

Major employers and business parks include: Journal Center 2 (Business Park) – a cluster of office buildings and tech firms east of the Rio Grande.; Coronado Metropolitan Redevelopment Area (MRA) – industrial and warehouse districts near San Mateo Blvd. Alameda Business Park – a cluster of office, industrial, and parks (baseball fields), southeast corner of Alameda Blvd. NE and Edith Blvd. NE. Las Lomita Industrial Park – a cluster of office, industrial, retail, and recreation southeast of Paseo Del Norte Blvd. NE and Edith Blvd. NE. Renaissance (Center) – a cluster of office, industrial, and

retail near the northwest corner of Interstate 25 and Montañito Rd. NE.

Special-use facilities include Balloon Fiesta Park, at the CPA's northwestern edge, which hosts the Albuquerque International Balloon Fiesta and attracts large crowds, supported by nearby hotels and restaurants.

Residential development in the North I-25 CPA is quite spread out, with a charming mix of small, low-density neighborhoods like Vista del Norte, Wildflower, Sun North Estates, and Rio Rancho Acres. These communities mainly consist of cozy single-family homes, including some manufactured houses and larger lot options, along with a few welcoming apartment buildings. The area's land uses are thoughtfully balanced, blending residential areas with nearby commercial and employment zones to make everything easily accessible while ensuring smooth transitions between different spaces.

Design & Character

- Gateway to Albuquerque from the North, via Interstate 25.
- A destination CPA with a mix of employment centers and attractions with scattered housing.
- Home of Balloon Fiesta, views of hot air balloons, the Sandia Mountains, and glimpses of the Bosque to the west.



Despite their proximity to employment centers, the neighborhoods maintain a quiet, suburban character, with cul-de-sacs, parks, and a separation from main roads. Overall, the North I-25 CPA has a low residential population, and housing is not a primary land use.

Key transportation infrastructure shapes the CPA boundaries and provides regional access. Interstate 25 runs along the CPA's eastern boundary, with major interchanges at Paseo del Norte (within the CPA) and Montañero Road (just south of the CPA). Interstate 25 facilitates rapid regional travel and attracts commercial businesses that benefit from freight access. Parallel to Interstate 25 is the Burlington Northern Santa Fe (BNSF) Railway, which supports freight and industry. The North Diversion Channel, a flood control feature with a multi-use trail for pedestrians and cyclists, defines the western boundary.

Principal arterial roads include Montañero Road on the south, which connects North I-25 to the North Valley and West Side. Alameda Boulevard runs along the northern edge, links to Rio Rancho, and serves as a key commercial corridor. Osuna Road and Ellison Street pass through business and industrial districts, while Jefferson Street functions as a central north-south route with offices and industry, forming the core of the Journal Center.

Transit services are limited but present, with ABQ RIDE operating bus routes along

Jefferson Street and Paseo del Norte, connecting to downtown and employment centers. The nearby Los Ranchos/Journal Center station on the Rail Runner Express offers park-and-ride service between Albuquerque and Santa Fe. Ongoing projects aim to improve safety and capacity along Interstate 25 and major streets, such as Alameda Boulevard and Montañero Road, to support access and growth.

Although known for industry and commerce, the North I-25 CPA also has notable open spaces and recreational amenities. Balloon Fiesta Park is the largest, serving as an event venue with grassy fields used for sports, festivals, and recreation. Nearby is the Anderson Abruzzo Balloon Museum, which attracts visitors and serves as a community hub.

Within Vista del Norte, the City developed Vista del Norte Park, which features sports fields and open areas for balloon landings, thereby integrating ballooning into community life. Several smaller green spaces and sports fields, such as baseball fields near Alameda Business Park, provide residents with outdoor spaces for activities and community life amid development.



Caption: Vista Del Norte Park

The North I-25 CPA is a major employment and industrial corridor with evolving uses. One of Albuquerque's key job centers, the area hosts various businesses, including manufacturing plants and corporate offices, which are busy on weekdays. Balloon Fiesta Park and associated tourism increase activities around major events. Much land remains available for infill or redevelopment, and the City's Comprehensive Plan designates large portions of North I-25 as Areas of Change expected to develop further.

Recent planning efforts promote mixed-use and office development while protecting residential areas from heavy industry. Revitalization projects are redeveloping former industrial sites near Paseo del Norte into new commercial and light-industrial uses. The location of commercial and industrial development next to the North Valley's pastoral landscapes creates a stark contrast between modern commercial activity and historic farmland.

Overall, the North I-25 CPA is a diverse mix of employment centers, attractions, and scattered housing, giving the area a vibrant and evolving character: it serves as a lively urban-industrial hub on the edge of Albuquerque, nestled next to open spaces and lush agricultural fields. Continued growth and development are likely to reinforce its role as a key commercial corridor, with potential for further mixed-use development.



2.2 Demographics

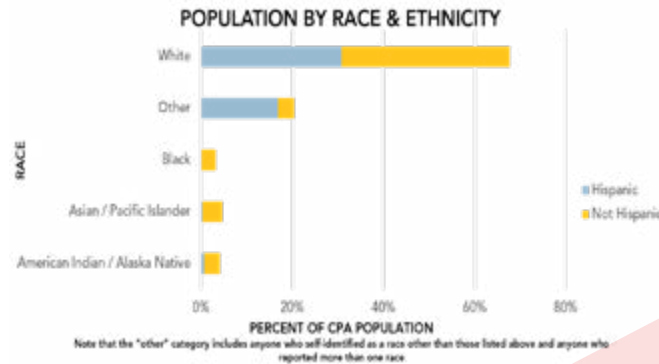
The following demographic information is derived from the American Community Survey (ACS) data collected between 2014 and 2018, aggregated to correspond with the boundaries of the North I-25 Community Planning Area (CPA).

The North I-25 CPA has a total population of 8,963 residents, representing less than 2% of Albuquerque's total population. The largest age group in the CPA comprises children and young adults under 18, accounting for approximately 20% of the population. The smallest age groups are 18-24 and 55-64, each accounting for about 10% of the population.

Approximately 90% of residents in North I-25 have completed high school or obtained a General Educational Development (GED) credential, while 68% have pursued some form of higher education. This educational attainment slightly exceeds the overall levels observed across the City of Albuquerque.

Nearly half of the population in North I-25 (52%) identifies as Hispanic or Latino, a proportion marginally higher than the city's overall percentage of 50%. The racial and ethnic composition along North I-25 closely mirrors the citywide distribution. Most residents (73%) in the area own their homes. Over 1 in 5 residents (27%) rent housing.

Housing is generally considered affordable if a household spends less than 30% of its



Caption: 2022 North I-25 CPA Population by Race & Ethnicity.

income on housing expenses. Households that spend more than 30% of their income on housing are considered cost-burdened.

Over 30% of residents in North I-25 experience cost burden, a figure slightly lower than the citywide rate of 34%. The percentage of households living below the poverty line in North I-25 is 6%, which is substantially lower than the city overall (18%).

Income levels in North I-25 tend to be higher than those across the city. Thirty percent (30%) of households earn between \$75,000 and \$124,999, which is higher than the citywide figure of 34%. Approximately 43% earn between \$15,000 and \$49,999.

2.3 History

Long before European contact, the North I-25 area was home to Tewa-speaking Pueblo communities that built multi-story adobe villages along the Rio Grande and cultivated corn, beans, squash, and cotton using irrigation canals (acequias). By the Spanish colonial era, this valley had become

part of the Camino Real de Tierra Adentro, or Royal Road, the primary overland route connecting New Mexico to Mexico City.

Spanish settlers established permanent settlements in the 17th and early 18th centuries, founded Albuquerque in 1706, and created land grants and acequia systems to support small farms and ranches along the river. Throughout the 1700s through the mid-1800s, the North I-25 area remained a rural farming frontier of pueblos, irrigated fields, and sheep and cattle pastures. After the 1848 Treaty of Guadalupe Hidalgo formally incorporated New Mexico as a territory of the United States, the area retained its long-established pattern of family-run ranches and farms through the late nineteenth century.

In the late 19th and early 20th centuries, Albuquerque saw the development of new transportation and infrastructure, but land use in the North I-25 area changed slowly. The Atchison, Topeka & Santa Fe Railroad reached Albuquerque in 1880, prompting the creation of a new downtown west of the tracks. The North Valley, including the North I-25 area, stayed mostly rural, supplying produce and dairy to the city.

In 1923, the Middle Rio Grande Conservancy District (MRGCD) was created to limit flooding of the Rio Grande. The MRGCD built levees, improved drainage, expanded irrigation, and reclaimed land for farming.



The regional population grew in the early 20th century, but the North I-25 area remained mostly ranchland and irrigated fields through the 1930s and 1940s.

After World War II, Albuquerque's suburbs boomed. In the 1950s, many large ranches and fields in the North I-25 CPA were subdivided into housing lots, and the City of Albuquerque annexed much of this area in the early 1950s. By 1960, about half of the current housing stock had been built on former farmland. Residential subdivisions such as Vista del Norte, Sun North Estates, and Wildflower were built during this time, changing the landscape from farmland to suburban neighborhoods.

In the 1960s, the Interstate highways transformed the area's geography and development. By 1963, Interstate 25 became the region's new north-south route, bypassing the Fourth Street corridor. Soon after, Interstate 40 was completed just south of the area. These freeways improved regional access, diverted traffic from local roads, and accelerated suburban growth around the exits and on-ramps. Community facilities such as schools, parks, and churches were built to support the expanding population.

In 1959, the City's first zoning code zoned much of the area along the railroad and the anticipated Interstate corridors for light and heavy manufacturing.

By the 1980s, the North I-25 corridor had shifted to more industrial and commercial use. Warehouses, light manufacturing, and distribution facilities grew along the railroad and Interstate 25 frontage, changing land use from agriculture and housing to industry and commerce. Large-scale businesses began developing in business parks. The Journal Center business park, built in the 1980s and 1990s, became a major employment hub, home to office buildings and tech companies.

Balloon Fiesta Park, established in 1986 on 365 acres of former ranch land at the northern edge of the CPA, became a key feature for the Albuquerque International Balloon Fiesta. Designed as a permanent launch site and event grounds, this large park and its nearby balloon museum drew hundreds of thousands of visitors annually. Its presence spurred related development, including hotels and restaurants to serve visitors during the Fiesta. Much of the surrounding land in the North Valley remains open fields, supporting balloon landings.

The early 21st century saw infrastructure improvements and modest growth. In 2006, the New Mexico Rail Runner Express was extended through the North I-25 corridor, and the Los Ranchos/Journal Center station opened, connecting this regional employment hub to downtown Albuquerque and communities to the north and south. Residential development along North I-25 has been quite limited since the late 20th

century, mainly because of non-residential zoning rules. Only a few housing projects have come up. Even with limited new housing options, the population still grew as vacant land was developed and existing homes found new residents. In fact, the CPA's population growth in the 2000s was faster than the city's average, even though its overall size remains small.

The North I-25 Community Planning Area has become a vibrant urban hub, bustling with industry and commerce. Approximately four-fifths of the land is dedicated to commercial and industrial uses, with lively business parks such as Journal Center and groups of manufacturing facilities and warehouses shaping the area. Meanwhile, tens of thousands commute to the area daily for work, so the daytime population exceeds the resident population. Overall, the area is a mix of industrial parks, commercial centers, and scattered housing, transforming from farmland into a key employment and event hub, bordering traditional rural North Valley neighborhoods.



Caption: Past Balloon Fiesta
(photo courtesy of The Albuquerque Journal)



PART 3.

AREA PROFILE



3. AREA PROFILE



3.1 Community Identity



Caption: Hot air balloons at the Albuquerque International Balloon Fiesta annual event at Balloon Fiesta Park

The North I-25 Community Planning Area (CPA) sits at the transition between urban and semi-rural areas, with the Rio Grande Bosque and North Valley neighborhoods to the west beyond Edith Boulevard. The flat topography was identified as ideal for industrial and commercial development during World War II. The area also includes open spaces that host large regional events such as the Albuquerque International Balloon Fiesta. This section provides an overview of community identity in the North I-25 CPA, highlighting key assets and opportunities. See Subsections 4.1 and 5.1 for CPA-specific projects, programs, and policies related to Community Identity.

3.1.1 ACTORS, PLANS, & PROGRAMS



CABQ Office of Equity & Inclusion

[CABQ Office of Native American Affairs](#)
[CABQ Office of Immigrant & Refugee Affairs](#)
[CABQ Office of Black Community Engagement](#)
[Equity Toolkit and Reports](#)



CABQ Department of Arts & Culture

[CABQ Public Art Program](#)
[Interactive Public Art Map](#)
[Special Event Permitting](#)



CABQ Office of Neighborhood Coordination (ONC)

[Neighborhood Sign Program](#)
[Neighborhood Association Websites](#)



CABQ Office of Civic Engagement

[One Albuquerque Volunteers](#)



Caption: Northern city limits, with Interstate 25, frontage road, and Blue Cross Blue Shield of New Mexico Headquarters. The city sharing boundary with neighboring Sandia Pueblo.

3.1.2 SNAPSHOT

The North I-25 CPA serves as Albuquerque's northern gateway, with a central employment district predominantly zoned for industrial activity, a few small clusters of residential neighborhoods, and the site of the annual International Balloon Fiesta, all of which shape its character. Two key east-west roads, Paseo del Norte and Alameda Drive, serve this area, linking North I-25 to the west side and providing direct access to Interstate 25.

Assets

- *Neighborhoods and communities*
- *Community organizations*
- *Geography and natural features*
- *Stunning views*
- *Cultural heritage*

Opportunities

- *Misperceptions of the area*
- *Accessibility*
- *Community development*

3.1.3 AN EVOLUTION OF COMMUNITY

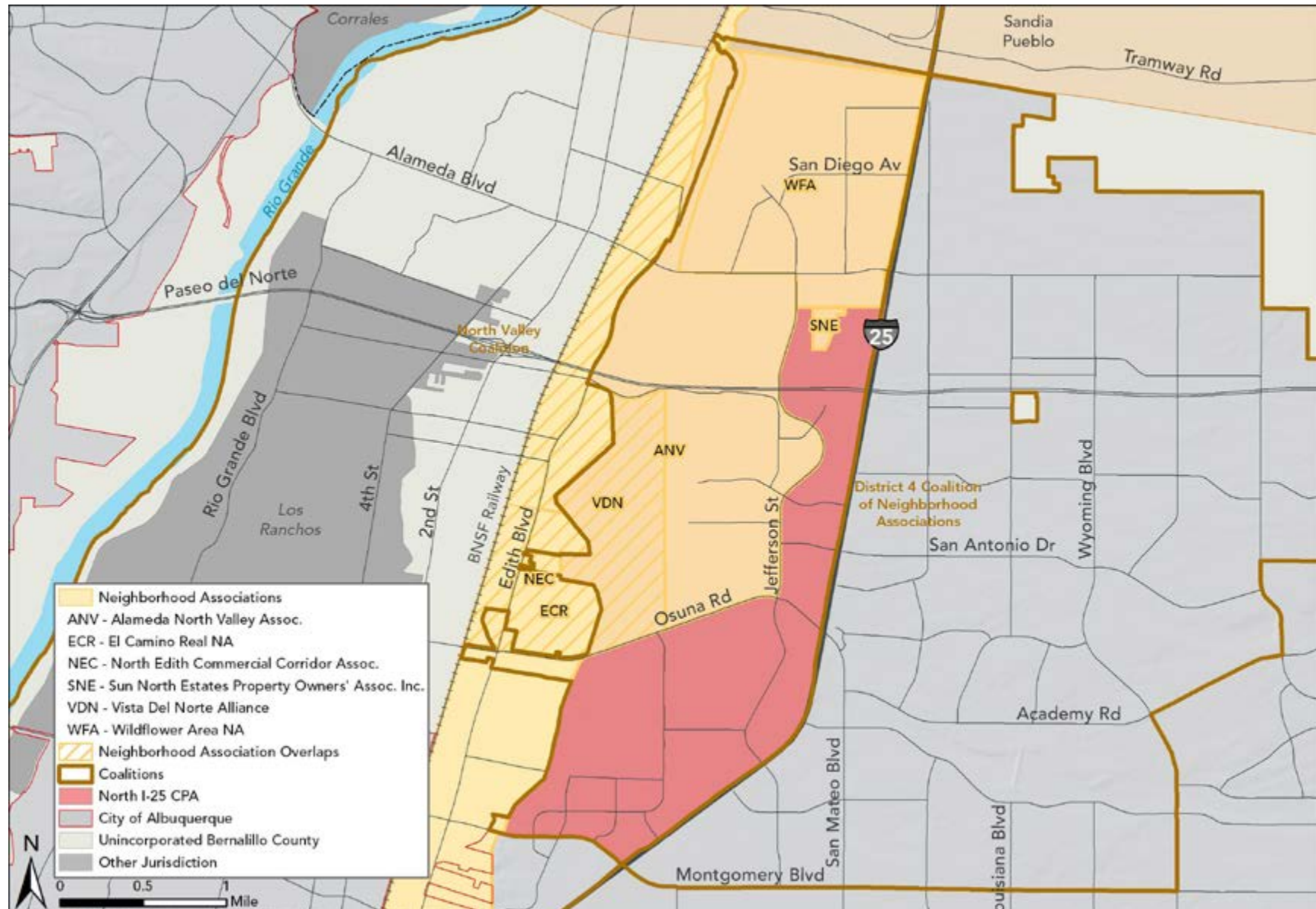
The North I-25 CPA has a history rooted in agriculture and, later, industry. The Rio Grande Valley was originally inhabited and cultivated by the Tiwa Pueblo people, and later came under Spanish settlement, which introduced additional land stewardship practices. This agricultural heritage continued into the mid-20th century, until the construction of Interstate 25 and new economic initiatives began transforming the landscape. A major shift occurred in 1970 with the opening of Albuquerque's first large industrial plant, marking the start of manufacturing and technology development along the corridor. By the early 1980s, the Journal Center business park had become a key employment hub, anchored by the Albuquerque Journal's headquarters and printing operations. Some original homes and farms remain, reflecting the area's layered history. This blend of old and new continues to shape the community's identity.

3.1.4 FIESTA IDENTITY

Balloon Fiesta Park, located at the northwestern edge of the CPA, is a significant community asset. Comprising 360 acres, it houses the Anderson-Abruzzo International Balloon Museum and hosts the Albuquerque International Balloon Fiesta, which attracts millions of visitors from around the world each October. The Fiesta, the world's largest hot-air balloon event, is a major cultural and economic driver for the region, supporting



FIGURE 3. NEIGHBORHOOD ASSOCIATIONS IN NORTH I-25 CPAV





nearby development, such as hotels and visitor-oriented services. The park also hosts concerts, festivals, and outdoor events year-round, providing space for community activities and recreation.



Caption: Entrance to Rancho Mirage multi-family neighborhood.

3.1.5 NEIGHBORHOOD & HOMEOWNERS ASSOCIATIONS

While the North I-25 CPA is mainly known for its commercial and industrial areas, it also features a small but growing residential community of approximately 10,000 residents. It includes a few low-density neighborhoods and manufactured-home communities, such as Wildflower and Sun North Estates, some of which are located directly alongside warehouses. Long-time residents, including multi-generational families, maintain ties to the area's earlier rural character. The proximity of these residential areas to business and industrial parks shapes community interest in land use compatibility and environmental concerns.

North I-25 Neighborhood Associations and Home Owners Associations:

- > *Northeast Valley NA*
- > *Rancho Mirage HOA*
- > *Sun North Estates Property Owners Association, Inc.*
- > *Vista Del Norte Alliance*
- > *Wildflower Area NA*
- > *Northeast Valley Neighborhood Association*

Northeast Valley is the smallest Neighborhood Association, located at the southwest corner of the CPA boundary. This Neighborhood Association boundary is partly within the CPA boundary, though there are no residences in that section. Residents within the Neighborhood Association boundary live in the North Valley CPA and the unincorporated area of Bernalillo County.

RANCHO MIRAGE HOA

This multi-family housing community was established in the early 2000s and lies within the Vista Del Norte Neighborhood Association boundary. It is known for its proximity to both Bernardo Trails Park and the Vista Del Norte Park.

SUN NORTH ESTATES PROPERTY OWNERS ASSOCIATION

Sun North Estates is a manufactured home community established in the early 1980s. It is located in the northwest area of the CPA near the Paseo del Norte Boulevard and Interstate 25. Unlike its neighbor, Coronado Village, the lots in Sun North Estates are individually owned.

VISTA DEL NORTE NEIGHBORHOOD ASSOCIATION

The Vista Del Norte Neighborhood Association represents a well-established community with tree-lined streets and a variety of homes. It is the largest neighborhood within the CPA boundary and is conveniently located near the area's largest city park. Quick access to Osuna Road, Paseo del Norte, and Interstate 25 provides residents with access to nearby commercial and service areas.

WILDFLOWER NEIGHBORHOOD ASSOCIATION

The Wildflower Neighborhood Association is located between Interstate 25 and Balloon Fiesta Park. Its location provides convenient access to nearby amenities, and residents appreciate views of the Sandia Mountains and hot air balloons during the colder months.



Caption: Entrance to Vista Del Norte Neighborhood (Photo courtesy of [Adrian Martinez](#))



3.2 Land Use



Caption: Balloon Fiesta Park



Caption: Housing



Caption: Business

From shaping housing options to affecting air quality, land use influences how community members experience a place. This section provides an overview of land use in the North I-25 CPA, reviews the area's related assets and opportunities, and includes community input regarding this element. See Subsections 4 and 5 for CPA-specific projects, programs, and policies related to Land Use.

3.2.1 ACTORS, PLANS, & PROGRAMS



Boards & Commissions

[Albuquerque City Council](#)
[Development Hearing Officer](#)
[Environmental Planning Commission](#)
[Landmarks Commission](#)
[Zoning Hearing Examiner](#)



CABQ Planning Department

[Albuquerque / Bernalillo County \(ABC\) Comprehensive Plan](#)
[Albuquerque Geographic Information System \(AGIS\)](#)
[Case Tracking & Research](#)
[Code Enforcement](#)
[Development Review Services](#)
[Integrated Development Ordinance \(IDO\)](#)
[IDO Interactive Zoning Map](#)



Bernalillo County Planning and Development Services

[West Central Sector Development Plan](#)
[Bridge Boulevard Corridor Redevelopment Plan](#)
[Southwest Area Plan](#)



3.2.2 SNAPSHOT

Land use within the North I-25 CPA features a mix of industrial, commercial, and institutional areas, organized around auto-oriented development. The land use pattern keeps heavy commercial and industrial uses separate from residential neighborhoods, prioritizing health and safety, while supporting functional connections between uses. As a result, the area has grown into one of New Mexico's key economic hubs, offering thousands of jobs and a wide range of services within a single district.

This part of the city primarily functions as a daytime district from 8 am to 5 pm, with limited evening activities aside from special events and a few entertainment venues. In recent years, the area has shifted toward a more balanced mix of uses, with new hotels and recreational facilities.

Within this area, there are numerous business parks, industrial facilities, and commercial establishments, including big-box retail stores and corporate campuses. Recent data indicates that 1,500 businesses in this district employ approximately 32,500 people.

In contrast, residential development is limited in this CPA. Only a few large housing projects are within the city limits, partly because of efforts to keep industrial and commercial activities separate from residential neighborhoods. Just beyond the western edge of the CPA are semi-rural

Assets

- *Viewsheds*
- *Parks and open space dominant*
- *Potential land usage*
- *Housing Affordability*

Opportunities

- *Existing vacant land*
- *Fast Urban Sprawling*
- *Development Planning is lacking*
- *Little Variety in Zoning*

residential communities and agricultural lands in the North Valley and county areas.

Office, retail, and service account for approximately 19% of land use. Light manufacturing zones cover 25%, while business parks account for 17% of total land use. Less than 6% is mixed-use, comprising office, commercial, industrial, and residential uses. Parks and open space account for about 9%, primarily Balloon Fiesta Park.

Undeveloped or vacant land accounts for about 5% of total land use. It presents opportunities for future growth, including housing, retail, and industrial, which can support additional employment and housing.

Undeveloped or vacant land along North I-25, not designated as Open Space, could support future development to expand housing and commercial services, and help diversify land-use options in local communities.

Participants requested more convenient commercial and retail businesses in a reasonable proximity to neighborhoods. Residents also expressed concerns about the impact of additional traffic from recent subdivision development on their ability to get in and out of their neighborhoods.

Because businesses either need a high concentration of households within a close radius or high number of vehicles passing by with good access, these two conflicting requests may need to be resolved through changes in zoning patterns or different transportation options.



Caption: Undeveloped Land along I-25 by Sandia Pueblo border.



3.2.3 LAND USE ROOTED IN HISTORY

Land use in the North I-25 CPA has evolved over several decades through urban planning efforts and development. In the past, much of this area was either farmland or open land on Albuquerque's outskirts. The west side of the corridor, near Edith Boulevard, was once part of the North Valley's mix of farms and rural homes, some of which remain just west of the CPA.



Caption: Roadrunner Foodbank Headquarters



Caption: Roadrunner Food Pantry & Community Resource Center

Meanwhile, the east side of the corridor, along what would become Interstate 25, was mainly undeveloped mesa land. When Interstate 25 was built in the 1960s, it created a vital transportation corridor, increasing the area's accessibility and appeal to businesses. By the 1970s and 1980s, the city viewed this corridor as an opportunity for new jobs and economic growth. To guide this development, the North I-25 Sector Development Plan (SDP) was adopted in 1986, encouraging industrial parks and commercial centers along the highway, while acknowledging the existing rural neighborhoods to the west.

A comprehensive revision to the North I-25 SDP in 2010 helped shape the current land-use pattern, reinforcing North I-25 as an area focused on economic and transportation functions and directing most residential growth to other parts of the city.

A key milestone in the history of this area was the creation of the Journal Center. In the mid-1980s, the Albuquerque Journal relocated its headquarters and printing facilities to a large site near Jefferson Street and Interstate 25. This area was developed into the Journal Center business park, which gradually expanded to include office buildings, technology companies, light manufacturing businesses, and federal facilities.

Covering around 300 acres, the Journal Center has become, and continues to be, the core of the North I-25 CPA's business



Caption: Journal Center

community. Its campus-style layout, with consistent design standards, sets the tone for the region: a low-rise, auto-oriented office and industrial park with ample parking and landscaped areas. Over time, land along Jefferson Street and Interstate 25 was developed in a similar way, creating a continuous corridor of employment opportunities from Montañito Road to Alameda Road.

By the late 1990s, the North I-25 corridor had established itself as Albuquerque's leading suburban employment hub, attracting major companies in the technology, finance, and logistics sectors.

During the 1990s and 2000s, the area experienced significant growth in retail and service businesses, particularly near the Interstate 25/Paseo del Norte and Interstate 25/Montañito interchanges. New retail centers, such as the Renaissance Center, opened, offering a range of uses, from warehouses and big-box stores to restaurants and entertainment venues, serving not only residents but also commuters and workers passing through.



This period also brought changes to older industrial buildings, including 1970s warehouses and factories, many of which were converted into offices and retail spaces to meet rising commercial demand. As land values increased, heavy industrial sites were gradually replaced with higher-value offices, retail centers, and mixed-use development.

Interestingly, the City's Planned Growth Strategy anticipated this transformation in the early 2000s, forecasting that the North I-25 area would become a leading employment hub, with around 10,000 new jobs along the corridor and another 22,000 nearby. Over the past two decades, the corridor has continued to attract thousands of new jobs, reinforcing its role as a key regional employment center.

In recent years, from 2010 to the mid-2020s, the North I-25 CPA has continued to see new infill development projects. A key highlight has been the emergence of hospitality and entertainment venues, mainly around Balloon Fiesta Park, in response to workforce and visitor demand. Several new hotels, ranging from overnight to extended-stay options, have opened near the park and along the Pan American Freeway to accommodate increased tourism during major events. Families and visitors also have more recreation options now, with venues such as the Topgolf complex, which features a high-tech driving range, bar, and restaurant.

Local craft breweries and eateries have also recently been established in the area, often located within business parks, creating a blend of workplaces and leisure spots. These changes illustrate a subtle shift from a primarily 8-to-5 industrial district to one that offers some after-hours activities and amenities.

3.2.4 LAND USE EFFECTS ON TRANSPORTATION

The land-use pattern in the North I-25 CPA influences transportation and daily life in many ways. As noted in the Comprehensive Plan, areas where residential and non-residential uses are kept separate tend to be highly auto-dependent, and this pattern is evident in North I-25. With few homes within the CPA, most people commute to the area daily for work, shopping, or other errands, usually by car. The district was designed around easy car access, with interstate highways, arterial roads, and ample parking shaping the landscape.



Caption: West of North I-25 CPA at Edith Boulevard.

In the CPA, large parcels are typically occupied by buildings set far back from the street, behind expansive parking lots. Streets such as Jefferson, Paseo del Norte, and Alameda are broad and designed to accommodate heavy regional traffic. Interstate 25 has several interchanges in the area, such as Montañito Road, Jefferson Street/North Diversion Channel, and Alameda Boulevard/Paseo del Norte, making regional travel relatively direct. This auto-focused layout is a key feature of the area's land-use development style, characterized by lower-density buildings and extensive surface parking rather than compact, walkable blocks.

3.2.5 LAND USE & HOUSING

While apartments and subdivisions have developed recently in nearby areas, such as North Albuquerque Acres and parts of the North Valley, the CPA itself remains primarily non-residential. At the far north end, near Alameda Boulevard, there are small pockets of homes just outside the boundary, including single-family and multi-family residences.

Studies by the Mid-Region Council of Governments (MRCOG) suggest that the North I-25/Journal Center area could diversify its land use by adding multi-family housing on underused parcels, such as large surface parking lots.



FIGURE 4. NORTH I-25 CPA LAND USE BY CATEGORY

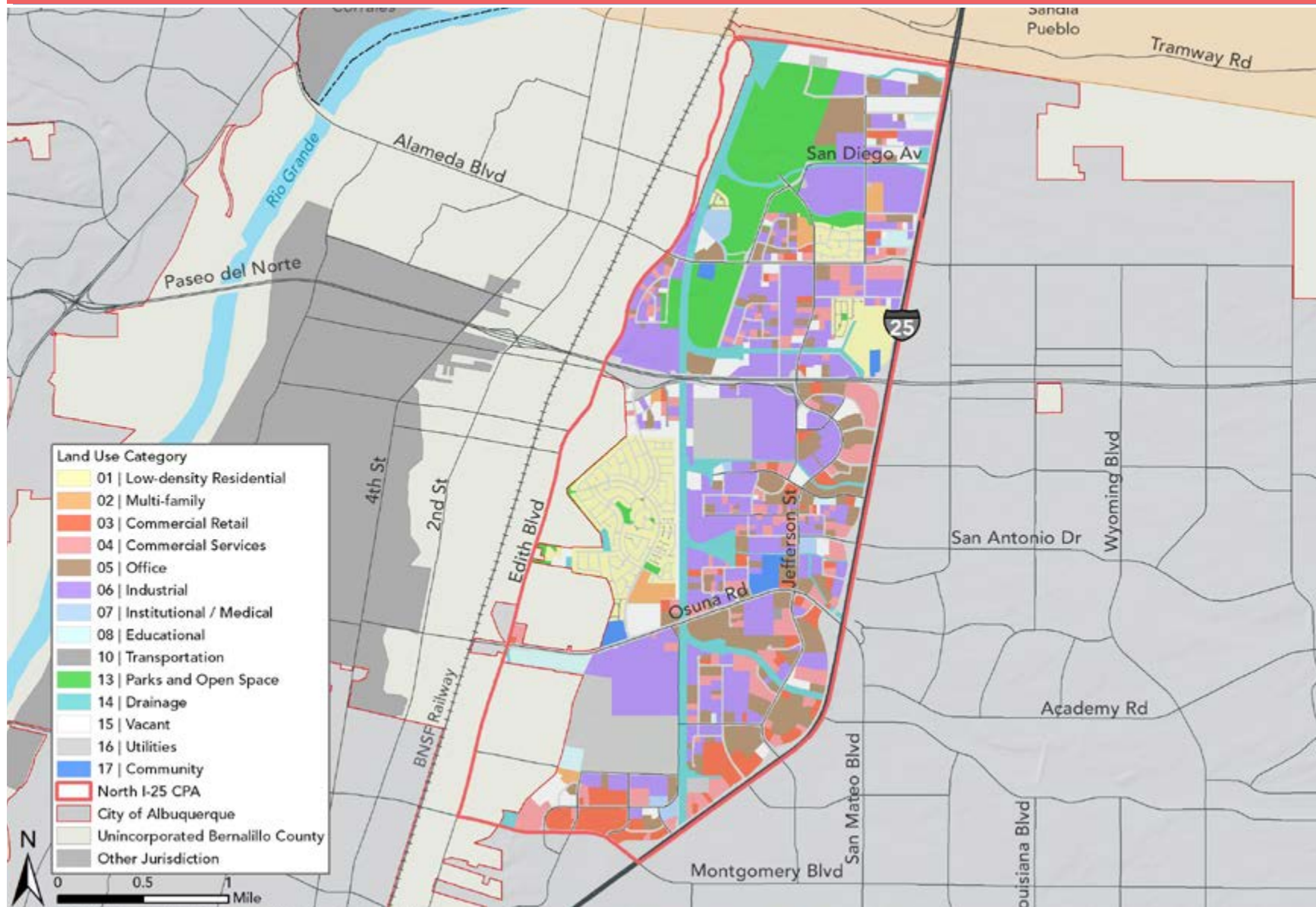
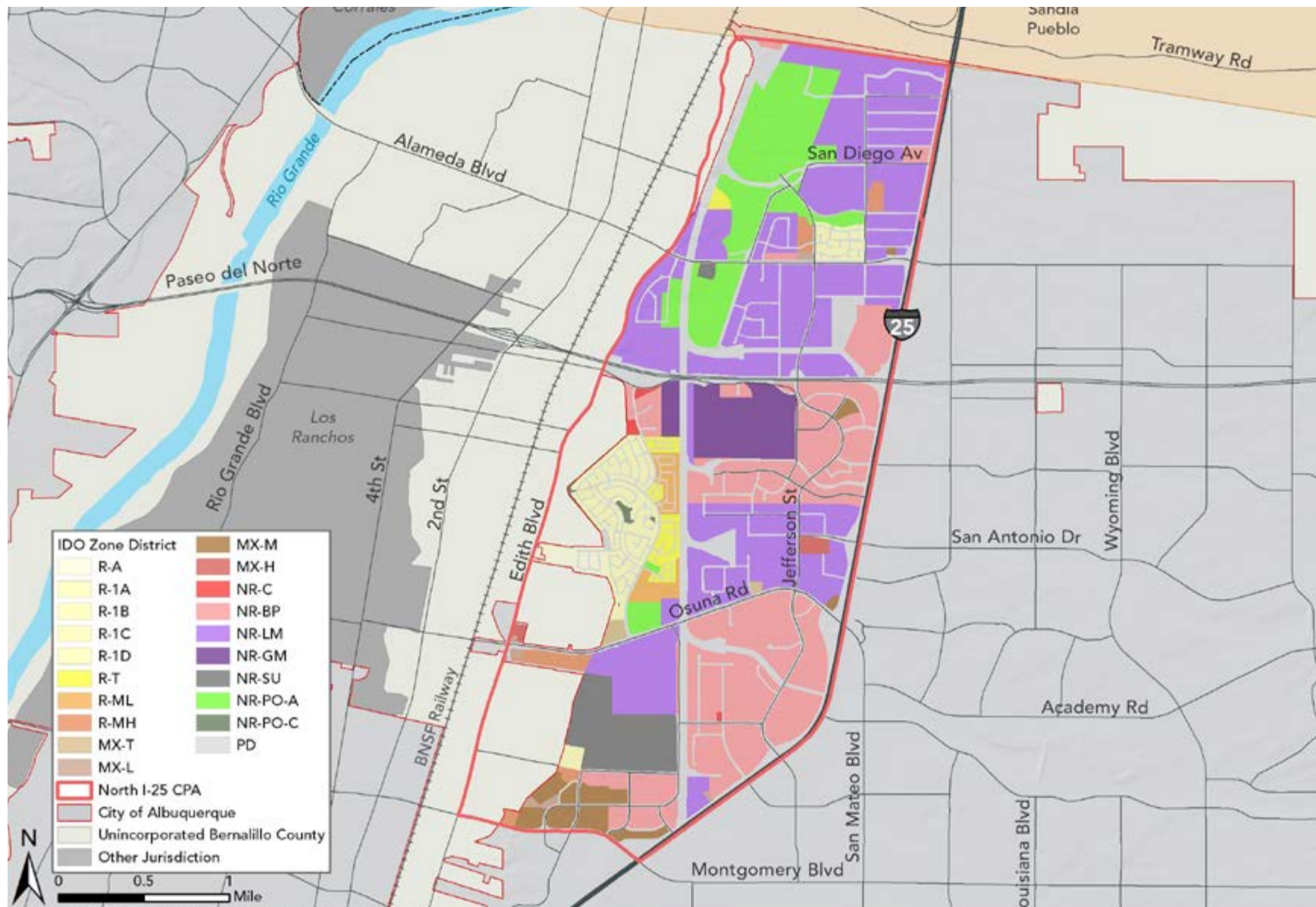


FIGURE 5. NORTH I-25 CPA IDO ZONE DISTRICTS





3.3 Transportation



Caption: Community Members at the Central and Unser Transit Center During Bike To Wherever Day

Transportation systems that enable residents to travel between their homes, workplaces, recreational areas, and educational institutions are important for quality of life. These systems also support the efficient movement of goods and services, particularly in the North I-25 area, a major economic hub. This section addresses transportation in the North I-25 CPA, highlighting its assets and opportunities. See Subsections 4.4 and 5.2 for CPA-specific projects, programs, and policies related to transportation.

3.3.1 ACTORS, PLANS, & PROGRAMS



CABQ Department of Municipal Development (DMD)

[Vision Zero Action Plan](#)
[Neighborhood Traffic Management Program](#)
[Capital Implementation Program \(CIP\)](#)
[ADA Transition Plan](#)
[Municipal Development Projects Map](#)



Mid Region Council of Governments (MRCOG)

[Mid Region Metropolitan Planning Organization Transportation Improvement Program](#)
[Connections 2040 Metropolitan Transportation Plan \(MTP\)](#)



CABQ Transit Department (ABQ RIDE)

[Routes & Schedules](#)



CABQ Parks & Recreation

[Bikeways & Trails Facility Plan](#)



New Mexico Department of Transportation (NMDOT)

[Active Projects](#)



Bernalillo County Public Works

[Current & Past Projects](#)
[Pedestrian & Bicycle Safety Action Plan](#)
[Bridge Boulevard Corridor Redevelopment Plan](#)



3.3.2 SNAPSHOT

Travelers and residents in the North I-25 CPA have several options for reaching their destinations, with the private car remaining the most common mode of transportation. The street network is well-developed and laid out mainly in a grid pattern, but crossing the Rio Grande can be challenging, as these regional commuter streets carry significant traffic and often experience delays during rush hours: Montañero Road, Paseo del Norte, and Alameda Boulevard. The North Diversion Channel and the New Mexico Rail Runner Express corridor limit east-west movement for residents and visitors. The area includes a variety of street types that support different modes of travel. In North I-25, Paseo del Norte, and Alameda Boulevard stand out as the primary arterials and play a vital role in maintaining mobility across the area.

Interstate 25 (a limited-access freeway), Paseo del Norte, and Alameda Boulevard are designated as principal arterials and are managed by the New Mexico Department of Transportation (NMDOT). Other important principal arterials include Montañero Road and Osuna Road. Jefferson Street and Edith Boulevard are designated Minor Arterials. Some examples of Major Collectors within the North I-25 CPA are El Pueblo Road, Masthead Street, Chappell Road, and the north and south Interstate 25 frontage roads. Additionally, Minor Collectors, primarily located north of Alameda Boulevard, include Jefferson Street, San Mateo Boulevard, Balloon Museum Drive, and San Diego

Avenue. Most local streets are situated either north of Alameda Boulevard or west of the Diversion Channel within residential neighborhoods.

At the time this report is being written, Interstate 25 is being widened and redesigned between Comanche Road and Montgomery Boulevard. Travelers on the west side can access the North I-25 CPA via Alameda Boulevard, Paseo del Norte, and Montañero Road, which all cross the Rio Grande. Montañero Road is particularly important because it connects to the Renaissance Employment Center in the southern part of the North I-25 CPA.

Apart from Interstate 25 and its frontage roads, Jefferson Street is the main north-south route that goes through most of the area. It's easily accessible from the southern part of the Renaissance Center via Montañero Road. Jefferson Street connects directly to Interstate 25, providing convenient access to the Century Rio 24 Movie Theater and various offices and restaurants. North of Osuna Road, it becomes the primary road through the Journal Center. It continues along Paseo del Norte to serve the North I-25 Employment Center and nearby businesses and residential neighborhoods north of Alameda Boulevard.

Paseo del Norte also provides direct access to the Journal Center and the North I-25 Employment Centers via the Jefferson Street exit, facilitating commuting. West of 2nd Street, Paseo del Norte does not connect

Assets

- Sub-Highway like system (Coors Blvd)
- Bike & Trail Systems
- Roads are car-oriented

Challenges

- Availability of public transportation & Bus Services
- Road connectivity
- Speeding and safety
- Constant Heavy Traffic
- Lighting and visibility

to local streets until Coors Boulevard on the west side of the river. Alameda Boulevard is part of the U.S. highway system and serves as the primary route to Balloon Fiesta Park and Museum and CNM's Advanced Technology and Workforce Trade Center.



Caption: Paseo del Norte Boulevard at Osuna Road underpass



El Pueblo Road is a local road that connects the Journal Center to the Rail Runner station near 2nd Street and serves the surrounding neighborhoods. It does not cross the Rio Grande, but it provides important access to the north side of the Vista del Norte area at Las Lomitas Drive. Las Lomitas Drive is the primary route heading north into the Vista del Norte neighborhood.

Ellison Street runs east-west through the Journal Center and provides easy access to Interstate 25. East of the interstate, it becomes San Antonio Drive. Osuna Road also enters the North I-25 CPA at Interstate 25, becoming San Mateo Boulevard east of the highway. To the west of the highway, Osuna Road provides access to local business parks and the APS bus depot and extends to 4th Street, just outside the CPA boundary.

3.3.3 TRANSIT

Four transit routes serve the North I-25 CPA: Routes 140, 141, 251, and 157. These routes operate along major streets such as Paseo del Norte, Jefferson Street, and Montañito Road and provide connections to key destinations, including the Renaissance Center, the Journal Center, and the North I-25 Employment Center.

A select number of regular and on-demand buses serve the North I-25 CPA area. At the time of this report, the Transit Department has begun Phase 1 of the ABQ RIDE Forward Network Plan, a multi-year effort to improve

transit services. Since these schedule updates started in early December 2025, all routes and schedules described are based on that date forward.

The San Mateo Boulevard Route 141 provides regular weekday and weekend service to the Journal Center. The San Mateo/CNM Route 140 offers more limited, weekday-only service connecting to CNM's Advanced Technology Center and Workforce Training Center. Route 157 serves the Renaissance Center (Montano/Interstate 25) and the Montañito Transit Center, continuing west across the Rio Grande to improve travel. Additionally, Rio Metro's Rail Runner train and bus route 251 serve the Los Ranchos/Journal Center station at El Pueblo Road near 2nd Street, providing a regional commuting option.

3.3.4 BICYCLE NETWORK

The North I-25 CPA includes an extensive bike network with over a dozen miles of paved trails, approximately 10 miles of dedicated bike lanes, and 5 miles of bike routes along Paseo del Norte, Alameda Boulevard, Osuna Road, and Jefferson Street.

The CPA's bike network includes the North Diversion multi-use trail, two bicycle/pedestrian bridges over Interstate 25, three similar bridges over the river, and several roads with dedicated bike lanes.

The North Diversion Channel Trail runs along the western edge of the CPA, following the North Diversion Channel for stormwater. The North Diversion Channel Trail connects the eastern edge of the Renaissance Center near Interstate 25 to the Journal Center



Caption: Route 140 bus stop along I-25 near Sandia Pueblo.



and Balloon Fiesta Park. This paved multi-use trail provides a continuous north-south route, connecting North I-25 to the University of New Mexico and Downtown. Its direct alignment makes it a practical option for bicycle commuting and links the CPA to the broader citywide trail network.

Near Osuna Road, the Bear Canyon bicycle and pedestrian bridge provides one of the Interstate 25 crossings and continues west, concluding at the North Diversion Trail.

Another key Interstate 25 crossing is the Paseo del Norte Trail, which connects to the Journal Center and extends west across the Rio Grande. Together with the Montañito and Alameda multi-modal trails, these facilities provide river crossings via a buffered bike lane.

Bike lanes are located along several key corridors in the North I-25 CPA, including Jefferson Street (between Singer Boulevard and Masthead Street), Osuna Road (with a buffered bike lane between Jefferson Street and the Diversion Channel), Singer Boulevard, Montañito Road, and Tiburon Street NE.

3.3.5 MULTI-MODAL NETWORK

Walking and biking can be challenging due to limited infrastructure and safety concerns. Wide, multi-lane streets designed for higher vehicle speeds contribute to speeding and create uncomfortable conditions for pedestrians and cyclists. As a result, only specific segments of the area are pedestrian- or cyclist-friendly, limiting safe and convenient walking and biking options for daily travel or recreation.

Compared to the citywide average, fewer North I-25 residents live within a 10-minute walk of schools, grocery stores, or transit. This reflects limited proximity to services and highlights opportunities to improve access and connectivity within the area.

Within the CPA, the nearby Los Ranchos/Journal Center station of the New Mexico Rail Runner Express, located just west of the CPA near 2nd Street and El Pueblo Road, serves as an important regional connection for commuters traveling to and from the North I-25 area.

Within a 10 min. walk of:	North I-25 CPA	City of ABQ Average
School	14%	38%
Grocery Store	3%	21%
Parks/Open Space	69%	72%
High Frequency Transit	7%	55%



Caption: Railrunner crossing at El Pueblo Road.

FIGURE 6. PROXIMITY OF TRANSIT STOPS AND STATIONS TO HOUSEHOLDS AND JOBS IN NORTH I-25 CPA AS OF 2019

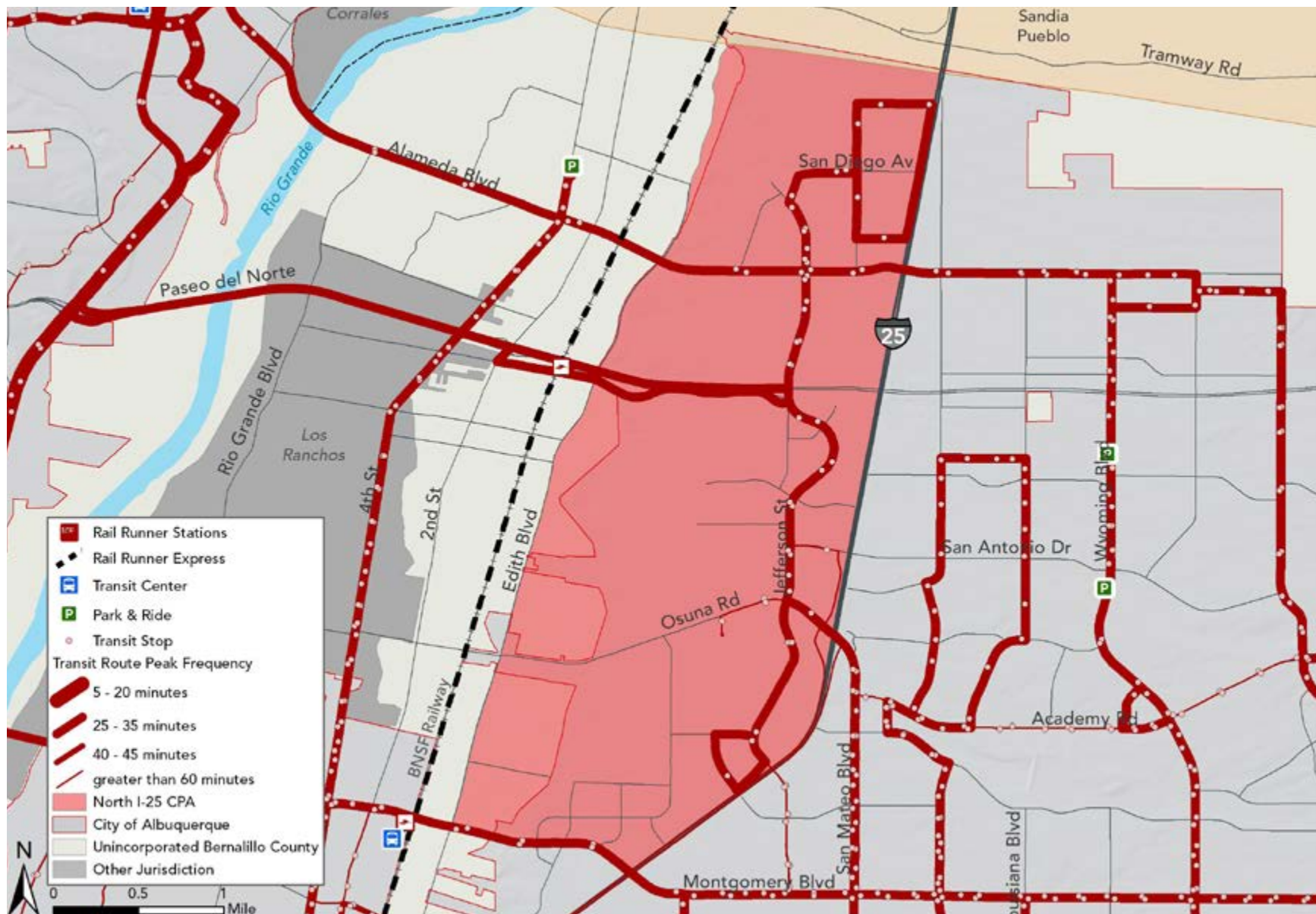
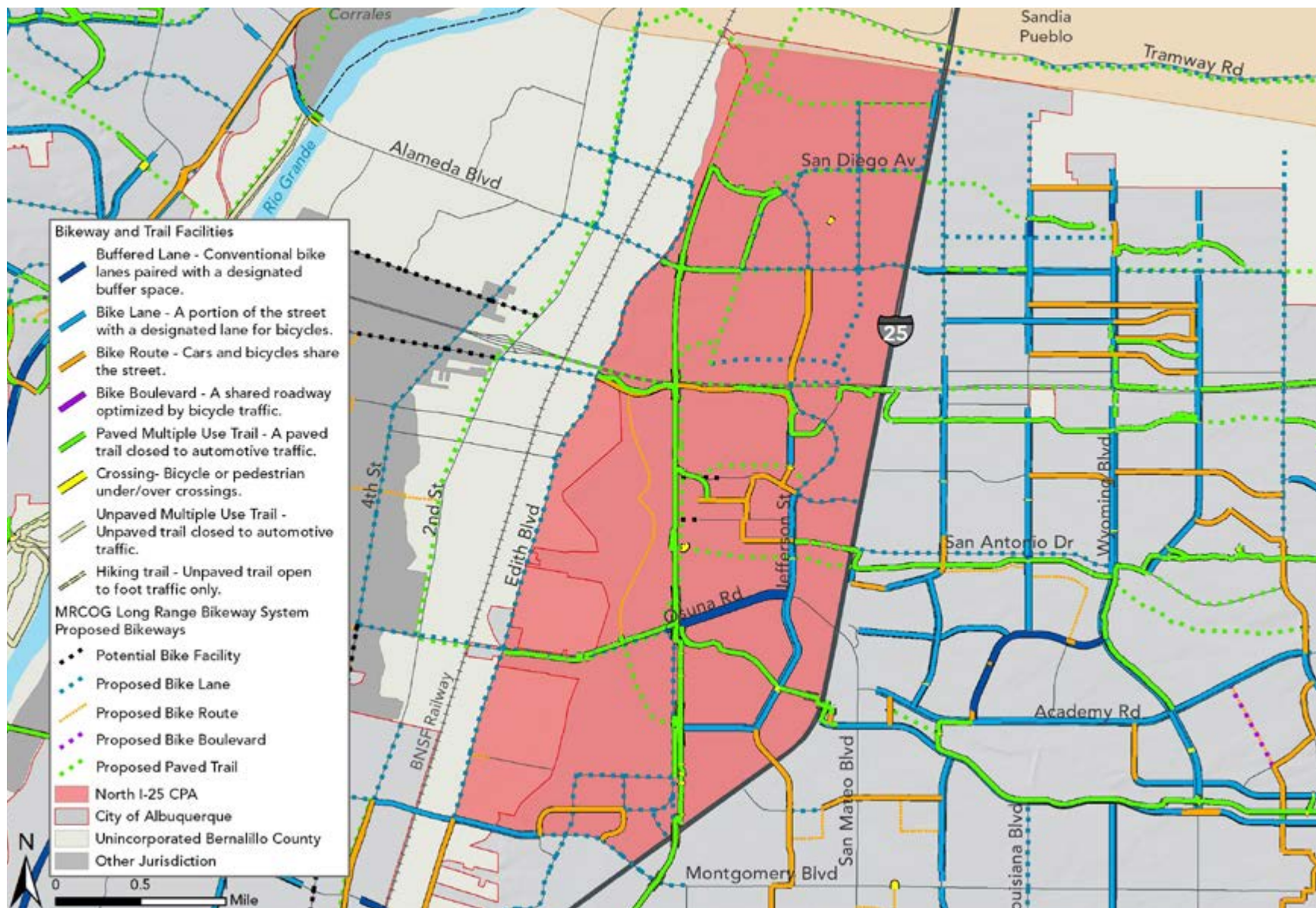


FIGURE 7. BIKEWAYS AND TRAILS IN THE NORTH I-25 CPA





3.4 Urban Design



Caption: New market rate apartments next to the arroyo and across restaurants along Jefferson Street.



Caption: Pedestrian bridge over arroyo within the Journal Center employment center.

The design of buildings, streets, green spaces, and infrastructure plays a key role in shaping community health. This section explores the urban design in the North I-25 CPA, highlighting its assets and opportunities. See Subsections 4 and 5.3 for CPA-specific projects, programs, and policies related to Urban Design.

3.4.1 ACTORS, PLANS, & PROGRAMS



Boards & Commissions

[Albuquerque City Council](#)
[Development Process Manual Executive Committee](#)
[Development Hearing Officer](#)
[Environmental Planning Commission](#)
[Landmarks Commission](#)
[Zoning Hearing Examiner](#)



CABQ Planning Department

[Albuquerque / Bernalillo County \(ABC\) Comprehensive Plan](#)
[Code Enforcement](#)
[Development Process Manual \(DPM\)](#)
[Development Review Services](#)
[Integrated Development Ordinance \(IDO\)](#)



CABQ Department of Municipal Development (DMD)

[Capital Implementation Program \(CIP\)](#)
[Engineering](#)
[Traffic Engineering](#)



Mid Region Council of Governments (MRCOG)

[Long Range Transportation System Guide](#)



311 Community Contact Center

[311 app](#)



3.4.2 SNAPSHOT

Urban design in the North I-25 CPA is shaped primarily by industrial and commercial development patterns, with some residential neighborhoods located nearby. Because parts of the North I-25 CPA fall under the jurisdiction of both the City and Bernalillo County, coordinated planning between the two jurisdictions is important for effective urban design.

Today, the CPA's urban design reflects its role as a regional center for industry and commerce. Incremental improvements have enhanced accessibility and activity throughout the area. The streets and transportation networks are generally aligned with the land uses they serve, from the highways and main roads that handle heavy traffic to local streets that provide access within employment areas and nearby neighborhoods.

New projects and land-use plans are coordinated with ongoing transportation improvements so that development, whether related to Balloon Fiesta, daily commuting, or freight activity, integrates effectively with the infrastructure that serves it.

The goal is for the North I-25 area to remain a key economic driver for Albuquerque while becoming a more connected, walkable, and vibrant part of the city.

Assets

- Diverse Vibrant Community Opportunities
- Scenic views and open spaces
- Quiet neighborhoods

Challenges

- Speeding & Traffic Enforcement
- Lack of commercial amenities near residential areas
- Multi-Modal Connectivity of Neighborhoods and Areas

3.4.3 URBAN DESIGN & TRANSPORTATION

Transportation corridors in the North I-25 CPA are aligned with surrounding land uses. Large roads provide efficient and necessary access for commuters and freight. They are built to handle the heavy traffic typical of nearby big-box stores and warehouses. This supports regional mobility but also poses challenges, including peak-hour congestion for vehicles and barriers for pedestrians and cyclists.

Interstate 25 serves as a vital regional corridor, carrying commuters and freight to support the area's industries and businesses. While I-25 connects this area to surrounding areas for vehicles, it serves as a visual and often physical barrier for cyclists and pedestrians.



Caption: North Pino Channel and apartments

Paseo del Norte and Alameda Boulevard are key routes for commuters, with separated multi-use trails for pedestrians and cyclists.

Urban design in the area continues to evolve to ensure that transportation supports existing land uses and that existing land uses work well with the corridors that serve them.

Paseo del Norte is designated as a future Premium Transit corridor in the Comprehensive Plan, connecting to Jefferson Street and south to UNM's south campus. Jefferson Street, which runs through the Journal Center and nearby commercial areas, is designated as a multimodal corridor.

The North Diversion Channel Trail and the trail network within Journal Center significantly improve connectivity, offering cyclists and runners a scenic route through this otherwise auto-focused area. These trails improve the area's walkability and connectedness.



3.4.4 CONNECTING NEIGHBORHOODS & COMMERCIAL AREAS

Urban design within the North I-25 CPA reflects the area's diverse surroundings, blending different neighborhood styles. On its western edge, newer suburban neighborhoods like Vista Del Norte merge with the North Valley's semi-rural neighborhoods. Here, narrower local roads and semi-rural streetscapes transition between quieter areas and the busy Interstate 25 corridor.

Moving eastward, urban design shifts to an urban-industrial style, with large parcels, commercial buildings, and loading docks lining broad arterial roads. Along Edith Boulevard, the western boundary, a simple two-lane highway serves a semi-rural area. Meanwhile, nearby Interstate 25 and the surrounding arterial grid are built to urban standards, with multiple lanes, signalized intersections, and turning bays to accommodate trucks and commuters.

At the northwestern edge, Balloon Fiesta Park and Museum hosts the world-famous Albuquerque International Balloon Fiesta, a significant event that has shaped the area since the 1970s. During Fiesta periods, transportation planning is essential, including well-coordinated traffic management, park-and-ride transit options, and temporary road configurations to accommodate surges in vehicle and bus volumes. This event increases traffic and noise for nearby



Caption: Pedestrian bridge over arroyo within the Journal Center employment center.

businesses and residents during festival weeks, which underscores the importance of ongoing collaboration between land-use planning and transportation infrastructure.

Urban design within the North I-25 CPA is evolving, with areas once dedicated solely to commercial uses now transitioning to a mix of residential and business uses. An example is the Journal Center Employment Center. Historically, it was composed primarily of offices, light industry, and limited retail. In 2023, the Allasio Journal Center, a four-story, 158-unit apartment complex, was completed, introducing residential uses to the area.

By introducing residential uses into this well-established office park, the area is beginning to evolve in line with the Comprehensive plan to encourage places where residents can live, work, and play, helping reduce long commutes. The new apartments, together with planned future residential projects, are expected to attract more residents who can visit local shops after work, extend activity beyond traditional office hours, and support more efficient transit and pedestrian options.



3.5 Economic Development



Caption: Bass Pro Shop



Caption: Optum Healthcare



Caption: Vendors at Albuquerque International Balloon Fiesta event

Each CPA has a special mix of assets, businesses, and industries that shape the character of its neighborhoods, provide employment, and offer goods and services. Various programs and organizations support entrepreneurship and workforce development. This section provides an overview of economic development in the North I-25 CPA, highlighting its assets and opportunities. See Subsections 4.3, 5.1, 5.3, and 5.5 for CPA-specific projects, programs, and policies related to Economic Development.

3.5.1 ACTORS, PLANS, & PROGRAMS



CABQ Economic Development Department

[Small Business Office](#)

[ABQ 66](#)

[Economic Development Incentives](#)



CABQ Metropolitan Redevelopment Agency (MRA)

[Redevelopment Areas](#)

[Redevelopment Incentives](#)



New Mexico MainStreet

[Resources](#)



311 Community Contact Center

[311 app](#)



CABQ Planning Department

[Interactive Development Ordinance \(IDO\)](#)

[Business Registration](#)



Albuquerque Fire Rescue (AFR)

[ADAPT Program](#)



3.5.2 SNAPSHOT

Retail businesses accessible primarily by Interstate 25 freeway exits (i.e. Alameda Boulevard, Paseo del Norte, Osuna Road, etc.) serve as economic hubs. While businesses cluster along main roads, community members prefer more walkable, neighborhood-oriented commercial areas to improve access and promote economic sustainability.

Economists consider an area with a jobs-to-household ratio of 0.9 or higher a Jobs Supplier, whereas regions with a ratio below 0.9 are classified as Workforce Suppliers. The North I-25 CPA has the highest job-to-household ratio in the city, at 1.15 jobs per household. Between 2010 and 2021, the North I-25 CPA added around 10,000 new jobs, more than any other CPA during that time. By 2022, it had nearly 42,000 jobs, ranking just behind the Near Heights CPA, which had about 62,000 jobs.

Residents of North I-25 have a wide range of educational backgrounds, contributing to the area's diversity. About 10% haven't finished high school, while 23% hold a high school diploma or GED. About 21% have taken some college courses but have not completed a degree. Another 36% hold an associate's or bachelor's degree, and 11% hold a master's degree or higher. According to data from the Albuquerque Regional Economic Alliance (AREA - <https://www.abq.org/demographics/>) 23.21% of Albuquerque residents have completed high school, 21.66

Assets

- Small businesses
- Plentiful businesses in the area to support communities
- Potential growth for multiple businesses

Challenges

- Current businesses are too big box/franchise heavy
- Lack of local businesses
- Businesses are clustered together

have completed some college, 29.35% hold an associate's or bachelor's degree, and 16% hold a master's degree.

The median household income within the North I-25 CPA was \$70,955 in 2022, reflecting a healthy 58% growth since 2010. Although these figures are slightly below the citywide median of \$75,225, they've grown faster than the city's overall income, which has increased 48% since 2010. Additionally, only about 6% of households in the area lived below the poverty line in 2022, significantly lower than the city's average of 16%.

Major roads, including Alameda Boulevard, Montañó Road, Osuna Road, Paseo del Norte, and Interstate 25, are not only vital for daily travel but also support commercial services for residents and bolster regional economic activity. For nearby residents, Alameda Boulevard, El Pueblo Road, and Jefferson Street are common routes to commute.



Caption: Osuna Nursery



Caption: Century Rio 24 Movie Theaters



Caption: Presbyterian Rev. Hugh Cooper Administrative Center



3.5.3 EMPLOYMENT CENTERS

With approximately 1,500 businesses employing more than 32,000 people, the North I-25 CPA significantly strengthens Albuquerque's economy. It includes a broad mix of high-tech manufacturers, logistics companies, back-office operations, and professional services, helping stabilize the local economy amid market fluctuations. The City's workforce development efforts to prepare residents for these careers complement community priorities in education and economic mobility.

Employment centers in North I-25 host thousands of jobs, supported by their proximity to the nearby interstate and the six-lane Paseo del Norte. This principal arterial connects workers to the broader metropolitan region.

Recent developments, such as the 158-unit Allaso apartment complex completed in 2023, the first of its kind in Journal Center, highlight a continued shift toward integrating live-work opportunities and a focus on supporting the community's workforce by providing nearby housing options.



Caption: Journal Center Employment Center businesses along I-25 and Paseo Del Norte Boulevard.

NORTH I-25 EMPLOYMENT CENTER

The North I-25 Employment Center includes many buildings that were once part of the manufacturing sector, including notable businesses such as Honeywell Defense Avionics. It also hosts essential educational and training facilities, including Central New Mexico Community College's (CNM) Advanced Technology Center and the Workforce Training Center. The Advanced Technology Center offers a range of programs, from architectural and engineering drafting to aviation maintenance, Unmanned Aircraft Systems, geographic information systems (GIS), and digital media, including film. Meanwhile, the Workforce Training Center provides modern facilities dedicated to enhancing workforce skills through customized training programs with CNM Ingenuity, industry testing, and business support services offered through the Small Business Development Center.



Caption: Business within North I-25 Employment Center



Caption: REI within Renaissance Employment Center



JOURNAL CENTER EMPLOYMENT CENTER

Journal Center spans roughly 300 acres and ranks among the city's largest employment centers outside Downtown. Journal Center includes several Class A office buildings, including the fictional home of a corporate law office in the Netflix series *Better Call Saul*. The Journal Center features conventional office park elements, such as shaded, winding streets and distinctive branding and design features. Unlike the other centers, the Journal Center is a self-contained employment area with its own marketing and architectural standards. Commercial retail and service businesses, including banks, are primarily located along Jefferson Street, serving daytime workers and an increasing number of residents within the CPA.

RENAISSANCE CENTER EMPLOYMENT CENTER

On the south side of the CPA, overlapping with the Near North Valley CPA, the Renaissance Center is an economic hub featuring big-box retailers that offer a range of goods and services, including fuel, a pharmacy, a food court, and tire care. Nearby, the area includes destination stores such as REI Co-op, as well as entertainment venues like the Revel Entertainment Center and Topgolf. The area also has strong public transit connectivity, with bus lines 157 and 5 stopping near Costco, facilitating access for residents and visitors to this part of the city. This mix of retail, entertainment, and accessible transit supports activity within the corridor, attracting residents and visitors and supporting a diverse range of uses.

3.5.4 COMMERCIAL RETAIL CENTERS

The North I-25 CPA offers a variety of commercial and shopping opportunities, in part due to its cluster of big-box stores and commercial centers, particularly along the Interstate 25 frontage roads. Destinations such as The Shops @ the 25, near Jefferson Street and Interstate 25, feature warehouse-style retail stores, medical services, home improvement outlets, and auto dealerships. These large retail spaces capitalize on convenient highway access and ample parking, supporting auto-oriented commercial activity. The presence of well-known retailers and wholesalers attracts visitors from across the metropolitan area. Over the last decade, retail and office space have expanded, often filling in or replacing former industrial sites. This shift reflects increased diversification of land use: where manufacturing was once dominant, offices and retail uses are now common, transforming the landscape into a more multipurpose area.



Caption: Renaissance Employment Center



Caption: Strip mall consisting of small businesses



Caption: Business within North I-25 CPA



3.5.5 BALLOON FIESTA TOURISM

Tourism in the North I-25 CPA plays a significant economic role, driven by Albuquerque's Balloon Fiesta Park and Museum, home to the annual International Balloon Fiesta. This event is recognized by the state of New Mexico as one of the most significant tourist draws, attracting hundreds of thousands of visitors, often exceeding one million in each October. Visitors boost local businesses, including hotels, restaurants, and shops, not only in the CPA but throughout the city.

Recently, a series of new hotels and other tourist accommodations have begun to develop nearby, tapping into the economic activity generated by the Fiesta and other events held in the area. The benefits of Balloon Fiesta Park extend beyond October. Events, tournaments, and community activities at the park and its sports fields support local businesses year-round.

To sustain this success, the City has invested more than \$11 million in upgrades, including modernized Vendor Row, permanent restroom facilities, expanded parking, and improved utilities. These improvements enhance event operations and help attract future events, aligning with the Comprehensive Plan's goal of a lively economy through tourism and supporting continued growth.

3.5.6 ENTERTAINMENT & HOSPITALITY

Beyond commercial and tourism opportunities, the North I-25 CPA is a hub for employment, entertainment, dining, and hospitality, providing additional services for residents. A variety of venues, particularly in the southern portion around Montañito Road/Montgomery Boulevard, have been developed over the years, transforming the corridor into a local entertainment area.

Recent venues such as Main Event, Urban Air, and Revel Entertainment create jobs and attract visitors from across the metropolitan area. As new retail and dining establishments open, they capitalize on the growing daytime population and visitor traffic. This mix of uses helps create a more resilient economy, one that is not solely dependent on daytime business hours in the North I-25 CPA.



Caption: Crowd at Albuquerque International Balloon Fiesta, Inc. annual event.

3.5.7 SPORTS & EVENTS

The North I-25 CPA anticipates new opportunities to expand its year-round events by partnering with New Mexico's professional soccer team, New Mexico United, to attract locals and tourists alike. Plans are moving forward for a new, versatile stadium that will seat 8,000 to 10,000 fans on the east side of Balloon Fiesta Park. Privately funded, the United Soccer Club reports a projected construction cost of \$30 million.

Balloon Fiesta Park was selected as the stadium site due to its convenient access, ample parking, and existing amenities. The stadium will also host concerts and community events, supporting economic development through year-round tourism.

This project is part of Albuquerque's strategy to leverage its assets to promote economic development and growth. It will not only generate new revenue but also create construction and permanent jobs in the CPA area. Looking ahead, it also presents the city with an economic opportunity to attract a women's professional soccer team and host new events that are not feasible with current facilities. There is significant opposition to the stadium project from nearby residents. As of the writing of this report, construction remains on hold pending legal challenges from surrounding neighborhood associations.



3.5.8 FILM & MEDIA

New Mexico's film and media industry continues to grow, especially in the North I-25 CPA area. In 2022, Cinelease Studios, Albuquerque (formerly I-25 Studios), opened a spacious new film production location near the Pan American Freeway, close to Alameda Boulevard. Covering nearly 500,000 sq. ft., this complex features over 100,000 sq. ft. of sound stages, along with mill shops, production offices, and backlot areas. The arrival of this major studio has attracted additional investment from outside Albuquerque.

The film and media industry has created a mix of high-paying jobs in the creative and technical fields, helping to export Albuquerque's content production expertise to national and international markets. It also supports local small businesses, such as catering and set construction, while elevating Albuquerque's profile for big-budget film projects. Film incentive programs from the City and State have supported this growth, demonstrating how supportive policies can attract new industries.

3.5.9 WORKFORCE DEVELOPMENT

CNM's Advanced Technology Center and Workforce Training Center are two key facilities in Albuquerque that expand the region's capacity to deliver industry-aligned workforce development, combining hands-

on technical instruction with employer-facing training and support services.

The Advanced Technology Center is a purpose-built instructional site that supports CNM's applied, career-technical programming. It offers approximately 80,000 square feet of laboratory and classroom space, built to strengthen delivery of the college's Skilled Trades & Arts programs. It offers day, evening, and weekend classes and supports student success through open labs, tutoring hours, and access to coaching and advising. Program offerings include Architectural Engineering/Drafting Technology, Aviation Maintenance Technology, Construction Management, Film and Digital Media, Geographic Information Technology, and Unmanned Aircraft Systems, a mix that supports both traditional trades pipelines and emerging technology fields.

The Workforce Training Center serves as CNM's flexible hub for job training, coaching, and development initiatives that improve organizational performance across public- and private-sector partners. It supports upskilling opportunities, including Job Training Albuquerque; customized workforce training delivered through CNM Ingenuity; industry testing administration; leased conference/meeting space via SPACE Solutions; Small Business Development Center services for Bernalillo and Sandoval counties; and college and financial coaching. CNM Ingenuity's public description further emphasizes that Workforce Training offers innovative public courses and customized/

closed training for employers, with a focus on professional development, skill upgrades, and certifications.

Together, these facilities help position CNM as a central workforce development asset for the Albuquerque area, supporting skills pipelines for in-demand technical careers, offering short-cycle upskilling and credentialing, and providing direct service capacity for employers through customized training, testing, and small business support.



Caption: CNM Workforce Training Center



Caption: CNM Advanced Technology Center

FIGURE 8. NORTH I-25 CPA METROPOLITAN REDEVELOPMENT AREAS AND DEVELOPABLE LAND

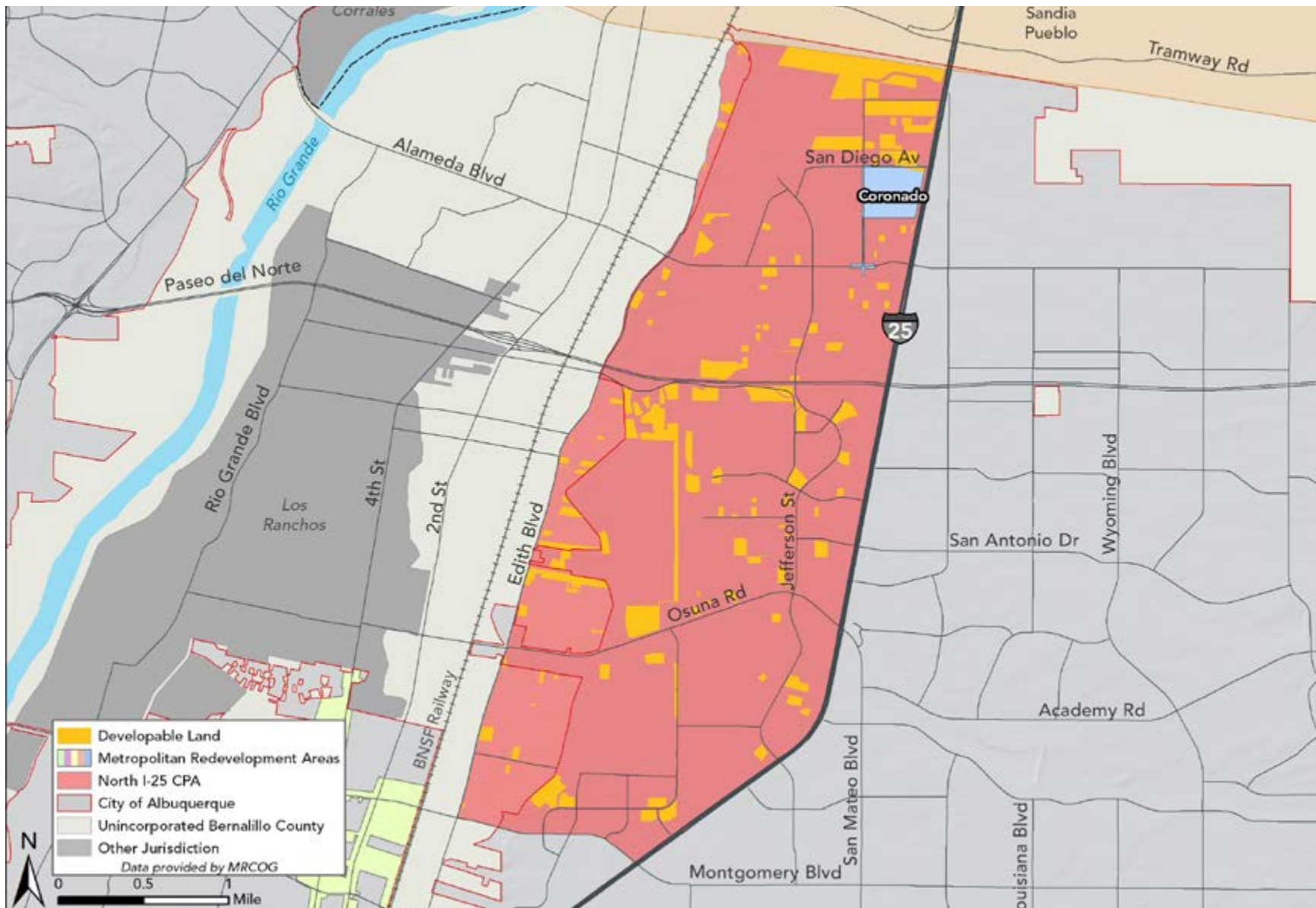
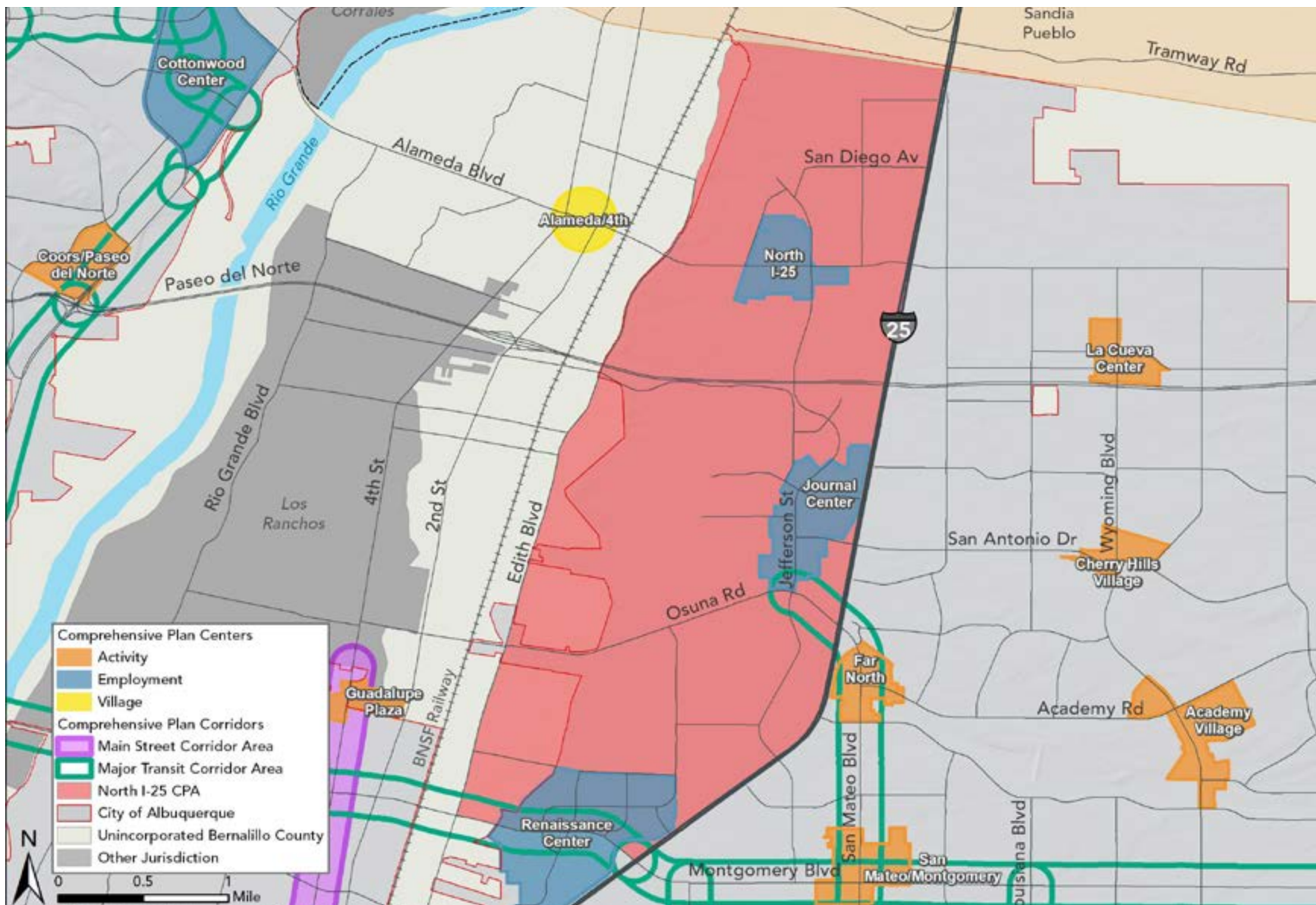


FIGURE 9. NORTH I-25 CPA CENTERS AND COORIDORS





3.6 Housing

3.6.1 ACTORS, PLANS, & PROGRAMS



Caption: Single-family Houses in North I-25 CPA



Caption: Manufactured Housing in N



Caption: Apartments in the North I-25 CPA

Every CPA has its own blend of housing types and needs. This section addresses housing in the North I-25 CPA, highlights related assets and opportunities, and shares community insights. See Subsections 4.3, 5.1, and 5.3 for CPA-specific projects, programs, and policies related to Housing.



CABQ Family and Community Services Department (FCS)

[Community Development Programs and Services](#)

[Consolidated Housing Plan](#)

[Community Needs Assessment](#)

[Homeless Services](#)

[Affordable Housing Committee](#)



New Mexico Mortgage Finance Authority

[Housing Assistance](#)

[LIHTC Program Overview](#)

[Qualified Allocation Plan](#)



Albuquerque Affordable Housing Coalition (AAHC)



CABQ Planning Department

[Integrated Development Ordinance \(IDO\)](#)

[Code Enforcement](#)



Albuquerque Housing Authority (AHA)

[AHA Housing Development Corporation \(AHA-HDC\)](#)



CABQ Department of Senior Affairs



3.6.2 SNAPSHOT

The North I-25 CPA currently offers a limited mix of housing options because it is primarily non-residential, with much of the land occupied by business parks, industrial uses, and large retail centers. Since housing isn't the dominant land use, the population within the CPA is relatively low, with fewer than 10,000 residents. Low-density neighborhoods are scattered throughout the area.

While the North I-25 CPA has one of the smallest residential populations in the city by CPA area, its growth rate is outpacing the rest of Albuquerque. From 2010 to 2022, the population increased by 9% from 7,915 to 8,612, exceeding the citywide growth rate of 4%.

As of 2022, the North I-25 CPA represented about 1.5% of Albuquerque's households. Contrary to broader national and local trends, the average household size in North I-25 has increased for both homeowners and renters. For homeowners, the average household size rose from 2.31 in 2010 to 2.41 in 2022, slightly above the city's average of 2.33. Similarly, for renters, the average household size increased from 2.06 to 2.19 during this period.

Almost 40% of families in the North I-25 CPA have children under 18, which is slightly lower than the city's overall rate of 42%. Seniors represent 18% of the population in the CPA, very close to the city's 17%. Since 2010, the percentages of people under 18 and over 65 have increased by 2% and 4%, respectively.

Assets

- *Plentiful Housing Types*
- *High levels of homeownership*
- *Mixed affordable housing*
- *Quiet Neighborhoods*

Challenges

- *Single Family Dominant Region*
- *Limited housing options in general*

These data suggest that both young households and older adults are increasingly represented within the North I-25 CPA.

Most residents (59%) live in single-family detached houses, slightly below the city average of 62%. The remainder live in duplexes/townhomes (6%), small and medium-size apartments (7%), larger apartments with 20 or more units (8%), and mobile homes or other types (20%). Mobile homes are more prevalent in the North I-25 CPA than the citywide average of 4%, while other housing types are slightly below that average.

Most residents of the North I-25 CPA (71%) own their homes, which aligns with the area's predominance of single-family housing. Between 2010 and 2022, owner-occupied units increased slightly from 69% to 71%, and renter-occupied units increased slightly from 25% to 26%. At the same time, the number of vacant units declined from 7% to 2%.



Caption: Rancho Mirage Condominium Community

In 2022, the city saw average housing occupancy rates of 57% for owner-occupied homes, 37% for renter-occupied dwellings, and 6% for vacant homes. The median home value in the North I-25 CPA increased by 33% from 2010 to 2022, which is comparable to the citywide increase of 30%. Currently, the median home value is \$205,567, slightly lower than the city's overall median of \$259,695. For renters, the median rent rose 50% to \$1,205 per month, surpassing the citywide 43% increase, which brought the average rent to \$1,162 per month.

The cost burden for owner-occupied households increased slightly from 24% to 28% between 2010 and 2022. Fewer renters were considered cost-burdened, dropping from 55% to 44%, even though median rents were higher than the city's average. When housing and transportation costs are combined, about 32% of households in North I-25 face these financial challenges, slightly below the city's overall rate of 34%.



In 2020, the combined costs of housing and transportation accounted for 48% of household income, matching the citywide average. This indicates that housing affordability in North I-25 is generally similar to that in other parts of Albuquerque for both homeowners and renters. Even though fewer new housing units have been built in the North I-25 CPA, just 1% compared to 7% elsewhere, the overall affordability remains comparable.

3.6.3 HOUSING QUALITY & TYPE

The CPA has approximately 4,000 housing units, which is modest given its size. The area consists mainly of single-family homes (80%), including mobile homes, indicating limited housing variety. Only about one-sixth of the units are multi-family, such as apartments or condominiums, contributing to a shortage of higher-density options.

Housing in the area is dispersed rather than clustered in a single location. Many of these neighborhoods are well established, some dating back to before significant commercial development, including Sun North Estates and the Wildflower area. These neighborhoods often feature single-story homes on spacious lots, with a semi-rural feel. There are also manufactured home communities that provide affordable housing for many residents, adding to the area's variety. Overall, most homes are older, single-family dwellings, many of which have been passed down through generations.

3.6.4 CURRENT TRENDS

Although the housing supply in North I-25 is limited, the population has been steadily growing in recent years. This indicates that in areas with housing, demand is increasing, likely due to proximity to jobs and new developments. Currently, new housing construction is limited, with the area recording among the fewest residential building permits in the past year compared to other CPAs, primarily for non-residential projects. Population growth here mainly results from people occupying existing homes or from the annexation of new areas, rather than from the construction of new homes.

A transition is currently underway at the Journal Center, a key business park and employment hub within the CPA. While it has traditionally been home to offices and

industrial facilities, the Journal Center Master Development Plan also allows for multi-family residential developments.

Within the CPA boundary, there are no public libraries or community centers, and grocery stores are located outside the area, so residents must travel to meet their daily needs.

The current trend of adding apartments and mixed-use projects in commercial areas suggests a future with a broader range of housing choices. It also supports the Comprehensive Plan's long-term vision to better connect housing with jobs and amenities by integrating housing within the CPA's employment centers.



Caption: Desert Willow Apartments. At market and income restricted units.



3.6.5 HOUSING MIX & AMENITIES

Since the majority of homes are single-family or mobile homes, and multi-family options account for only a small share of the housing stock, the lack of housing variety constrains choices for residents of different backgrounds and incomes, potentially limiting the area's ability to offer housing people can access across all life stages. Expanding the housing mix (e.g., townhomes, apartments, live-work units) will better serve single people, young families, and seniors in the future.

Historically, development patterns have sometimes led to homes being located next to busy industrial and commercial areas, raising concerns about noise and pollution. It is important that new housing within the CPA uses buffers and other safeguards to maintain the community's health and well-being. At the same time, proximity to workplaces can be beneficial if appropriate building practices are used, for example, by installing soundproofing or transforming

old industrial areas into homes. Achieving a proper balance can turn this proximity into an effective opportunity for residents and businesses alike.

Given its relatively small population, the North I-25 CPA lacks community amenities such as libraries, community centers, and senior centers. Providing better access to nearby amenities, or introducing amenities

such as community rooms or mobile library services as more people move in, can help the area become more self-sufficient and support a stronger sense of community.

3.6.6 PROXIMITY TO JOBS & TRANSPORTATION

One of the main benefits for residents of the North I-25 CPA is its proximity to major employment hubs and key transportation routes. Interstate 25, Paseo del Norte, Montañito Road, and Alameda Boulevard facilitate travel through the CPA. Currently, this primarily benefits commuters who drive into the area for work.

As a result, roads such as Alameda Boulevard often experience heavy traffic from residents west of the Rio Grande traveling to jobs east of the river, resulting in congestion. Building more housing locally could help shorten many of these commutes, easing traffic and encouraging the use of public transit along the Interstate 25 corridor.

Over time, adding housing near transit and job centers will make it easier for residents and workers to access destinations. This approach could also attract both workers and businesses to the region, supporting the Comprehensive Plan's vision of lively, connected neighborhoods.



Caption: Olympus Northpoint market rate apartments.



Caption: Sun North Estates Manufactured Housing Community



Caption: Allaso Journal Center Apartments in the heart of Journal Center Employment Center.



3.7 Parks & Open Space



Caption: Wildflower Park overlooking the Sandia mountains

Parks, open spaces, and trails are valuable resources that provide residents with opportunities for recreation, community gatherings, and a healthier environment. Each CPA has its own unique connection to these green spaces; some boast extensive parks and trail systems, while others have more limited access and investment. This section provides an overview of parks and open spaces in the North I-25 CPA, highlighting its assets and opportunities. See Subsections 4.2 and 5.1 for CPA-specific projects, programs, and policies related to Parks and Open Space.

3.7.1 ACTORS, PLANS, & PROGRAMS



CABQ Parks & Recreation

- [Parks Management](#)
- [Open Space Division](#)
- [Aquatics](#)
- [Recreation](#)
- [Bikeways & Trails Facility Plan](#)
- [Esperanza Bicycle Safety Education Center](#)
- [Featured Projects](#)
- [Volunteer Opportunities](#)
- [Neighborhood Park Activate Program](#)



Bernalillo County Parks & Recreation

- [Parks](#)
- [Open Space](#)
- [Parks, Recreation & Open Space Facilities](#)
- [Master Plan \(2015 - 2030\)](#)



Albuquerque Public Schools

- [Facilities Usage Procedures](#)



3.7.2 SNAPSHOT

The North I-25 CPA features a mix of large regional and community parks that provide a break from the more industrial and commercial areas for community members and visitors. These parks help protect land from development and enhance public enjoyment by offering recreational activities, gathering spaces, and environmental benefits. Given that the population within the North I-25 CPA is relatively small, parks in the area can support community cohesion and public health.

In addition to traditional parks, the North I-25 CPA also features two Little League fields: East Dale and Alameda. Although classified as City parks, they are primarily accessible to the Little League organization that manages them.

In 2025, Councilor Dan Lewis helped pass R-25-183, which allocates \$2 million for turf replacement in parks across the city. Each of Parks and Recreation's three maintenance yards will receive one-third of the funds to ensure that all districts are adequately supported. Additionally, 4% of the turf replacement funds, totaling \$80,000, will be used under the guidance of and in consultation with the Metropolitan Parks & Recreation Advisory Board.

Assets

- *Stunning Views*
- *Abundant parks and open spaces*
- *Access to parks and open space*
- *Multi-use trails*

Challenges

- *Improved Facilities & amenities in parks*
- *Park Maintenance & Safety*
- *Environmental preservation through thoughtful development*
- *Recreational activities for youth and families*

3.7.3 VISTA DEL NORTE PARK

Vista Del Norte Park is a well-known community park located in the southern part of the CPA. Spanning approximately 16 acres near Osuna Road, just west of Interstate 25, this park offers a large irrigated sports field that hosts year-round youth sports practices, games, and other outdoor activities. Second to Balloon Fiesta Park, the CPA's largest green space is where local families, residents, and nearby workers can enjoy outdoor activities and relaxation.

Recently, the City has invested resources to enhance the park. A new off-leash dog park opened in 2025, the first of its kind in north-central Albuquerque west of Interstate 25.



Caption: Vista Del Norte Park



Caption: Wildflower Park

3.7.4 WILDFLOWER PARK

Wildflower Park is a 12.5-acre city park situated next to the Wildflower neighborhood (north of Alameda Boulevard), just east of Balloon Fiesta Park. This Park offers open lawns, walking paths, and views of balloon launch sites. It's a local spot for nearby residents to use for outdoor recreation.



Caption: Bernardo Trails Park

3.7.5 NORTH DOMINGO BACA PARK

Just beyond the CPA boundary, to the northeast, is North Domingo Baca Park, a 32-acre community park in the North Albuquerque Acres area. Although not part of the CPA, this park (along with the North Domingo Baca Multigenerational Center) serves many people living in or near the North I-25 area.

Currently, North Domingo Baca Park features playgrounds, sports fields, and a popular skate park, with planned future enhancements, including an off-leash dog park, a multigenerational community center for seniors, fitness, and community events, as well as other amenities. Residents and employees in the North I-25 CPA can also access recreational and educational programs, including after-school activities, senior meals, and exercise classes at North Domingo Baca Park. This connection helps address a service gap in the North I-25 CPA, as the CPA lacks its own full-service community center.

3.7.6 TRAILS & LINEAR OPEN SPACE

The North Diversion Channel Trail is a multi-use trail that follows a north-south drainage channel that runs through the CPA and connects it to the rest of the city. The trail serves as a commuter and recreational route for pedestrians and cyclists, stretching about



Caption: Paseo de Estrella Park

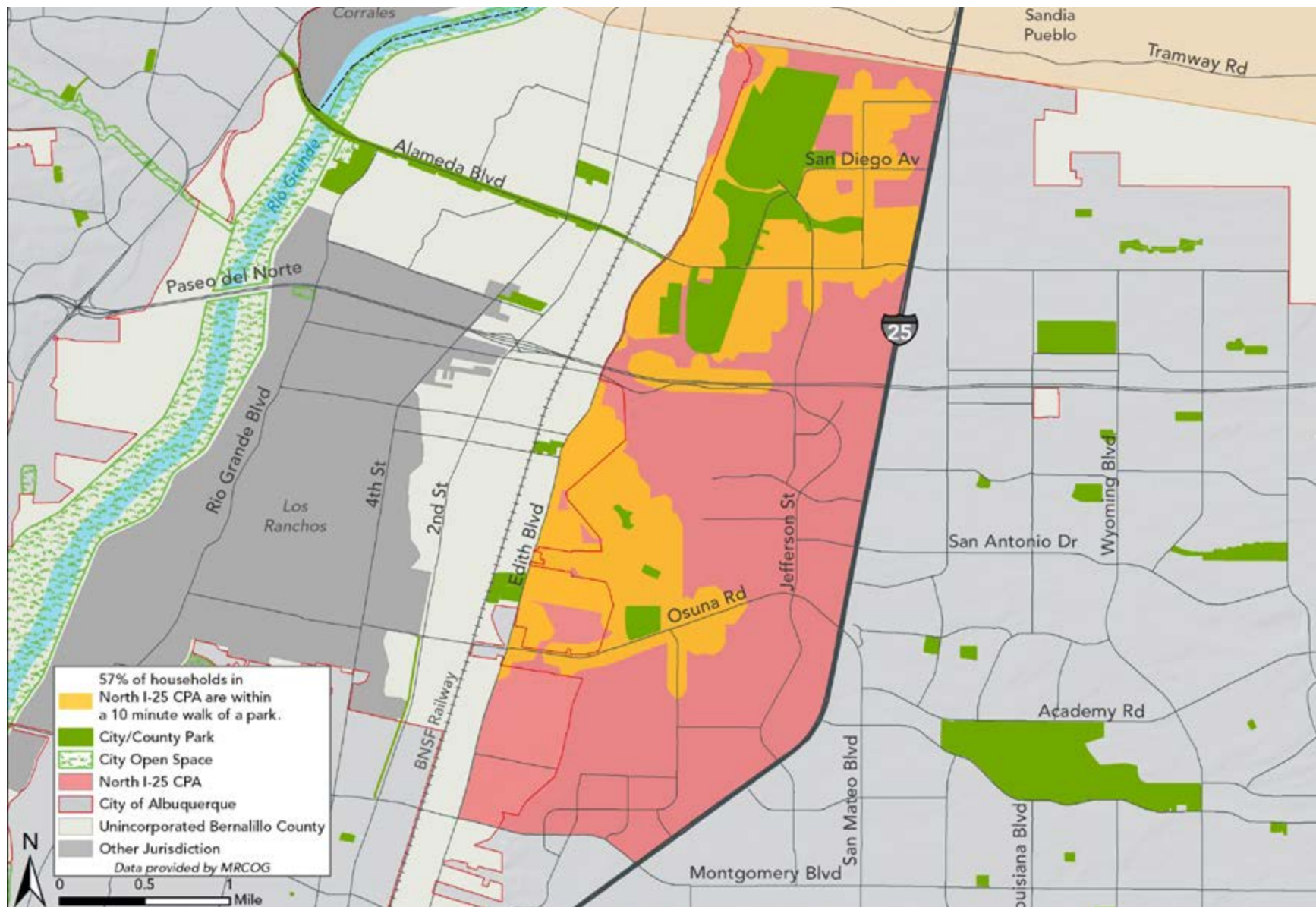
8.4 miles from the University of New Mexico area north to Balloon Fiesta Park.

This regional trail connects nearby parks for pedestrians or cyclists, aligning with the Comprehensive Plan's vision of connected, multi-modal access.

The drainage channel and its right-of-way function as a linear open space, conveying stormwater, providing wildlife corridors through the urban landscape, and serving as a recreational path. Smaller arroyos and drainage easements near the Interstate 25 corridor create pockets of green space, enhancing the community's natural environment.

These linear open spaces serve as green infrastructure, absorbing stormwater runoff and linking different parts of the region for drainage and wildlife habitat, while also providing trails and outdoor recreation in an area with few traditional parks.

FIGURE 10. HOUSEHOLDS WITHIN A 10 MINUTE WALK OF A PARK





3.8 Heritage Conservation



Caption: Petroglyph at Boca Negra

Albuquerque's rich history and culture are showcased through many cultural events and archaeological and heritage sites. This section addresses heritage conservation in the North I-25 CPA, highlighting its assets and opportunities. See Subsections 4.1 and 5.1 for CPA-specific projects, programs, and policies related to Heritage Conservation.

3.8.1 ACTORS, PLANS, & PROGRAMS



CABQ Planning Department

[Historic Preservation Division](#)

[Historic Protection Overlay Zones](#)

[Albuquerque / Bernalillo County \(ABC\) Comprehensive Plan](#)

[Interactive Development Ordinance \(IDO\)](#)

[IDO Interactive Map](#)

[Case Tracking & Research](#)

[Code Enforcement](#)



CABQ Department of Arts & Culture

[CABQ Public Art Program](#)

[Special Event Permitting](#)



State of New Mexico Historic Preservation Division



3.8.2 SNAPSHOT

Despite modern urban growth, the cultural resources and traditions of earlier residents remain present throughout the area. Heritage conservation along Interstate 25 in the North requires recognizing these resources and preserving them as the area continues to evolve.

3.8.3 HERITAGE

The North I-25 CPA has an agricultural heritage that has been transformed by urban development. Today, examples of these historic agricultural communities remain in Albuquerque's North Valley. Just outside the CPA's northern border, north of Alameda Boulevard, is an 18th-century New Mexican farming village that grew from a Spanish land grant in 1710. Known today as Alameda Village, it was initially built on the site of an older Tiwa Pueblo, named for its cottonwood groves and abandoned after the Pueblo Revolt of 1680. Alameda Village remains a semi-rural village today. This agricultural heritage is evident in the cultural landscape, with its winding acequia (irrigation ditch) networks, old orchards and farms, and a historic church and plaza.

Several historic properties in and around the North I-25 CPA, such as adobe homes, semi-rural farmsteads, and segments of the historic El Camino Real, are listed on the state and national registers of historic places.

Assets

- *Small farms and agricultural history*
- *Acequias and long-standing traditions centered around them*
- *Petroglyph National Monument*

Opportunities

- *Cultural heritage resources*
- *Mural projects and oral histories*
- *Celebrating agricultural history*
- *Celebrating ties to land, water, and other natural features*

The western edge of North I-25 transitions into semi-rural neighborhoods, where green pastures and active cornfields sit alongside suburban homes. Many families in these areas have lived on their land for generations, passing down homes and small farms over decades or even centuries. This continuity of land use, blending urban living with agricultural traditions, is part of Albuquerque's heritage and aligns with the goals of the Comp Plan, which recognizes "the ways of life that reflect our heritage" and supports a diverse range of lifestyles as valued options.

In practice, this requires efforts to protect agricultural properties through tools such as zoning and conservation easements, and to nurture cultural practices such as acequia farming and local festivals. An example is Bernalillo County's Bachechi

Open Space, just west of the North I-25 CPA, which preserves farmland and offers space for environmental education and artistic expression, helping to keep the "storied past" of the North Valley and its cultural landscapes accessible.

Located at the northwestern edge of the CPA, the Anderson-Abruzzo International Balloon Museum showcases the area's ballooning heritage year-round. Named in honor of pioneering local balloonists Maxie Anderson and Ben Abruzzo, the museum presents a collection of stories, artifacts, and educational resources celebrating this local tradition.

The Balloon Fiesta and museum promote a sense of community pride and identity. They celebrate the area's distinctive history and support economic vitality as envisioned in the Comprehensive Plan for heritage conservation. The City has taken the initiative to preserve open land for balloon launches and landings. Local leaders recognize the importance of safeguarding landing sites amid ongoing urban growth, highlighting efforts to protect these sites from development and to acquire or convert other suitable sites to accommodate more than 500 balloons annually.



3.8.4 HISTORIC PLACES

Within the CPA, a few historic sites are recognized for their significance, and in nearby unincorporated areas, such as Alameda Village and Los Ranchos de Albuquerque, there are more than a dozen registered historic buildings and landmarks. These range from 19th-century territorial-style homes to notable mid-20th-century landmarks. Each one offers a glimpse into the history of the North I-25 CPA.

There is currently an active effort to preserve the rich history around North I-25. Many historic homes and sites have already received recognition, such as the Kromer House on El Pueblo Road and the Barela-Bledsoe House on Guadalupe Trail, which showcase early-20th-century valley architecture and the stories of local families.

The City's Historic Preservation program, along with the County's cultural services, encourages property owners to maintain historic character by offering technical assistance and, at times, incentives such as property tax reductions or restoration grants. Any new development on these sites is reviewed to ensure it respects and protects their historical significance.

3.8.5 OPEN SPACE & FARMLAND

Additionally, local communities are actively working together to protect landscapes that contribute to local heritage. An example is the partnership between the City of Albuquerque and the Village of Los Ranchos de Albuquerque, just west of the CPA, to safeguard one of the last large farms in the area. In 2023, Los Ranchos de Albuquerque leaders approved the purchase of the historic 25-acre Anderson Farm, once home to the legendary balloonist Maxie Anderson, and the surrounding open land, rather than allowing it to be sold for development.

These lands, with their fertile fields along the Rio Grande and a historic family estate, will remain an agricultural park and heritage site. Moving forward, plans include turning the property into a community-friendly space with educational activities, such as a demonstration farm and cultural celebrations, including harvest festivals, and a scenic landing spot during Balloon Fiesta. This collaboration illustrates the region's commitment to preserving its heritage and historical connections to the North I-25 area.

3.8.6 MAKING HERITAGE CONNECTIONS

These heritage contributions are informing new projects within the North I-25 CPA, including heritage trails, informative signs for historic landmarks, and neighborhood events celebrating local culture. For instance, the Alameda Drain Trail, just south of Montaña Road, blends public art and historical stories along a traditional irrigation channel, creating a connection between the area's infrastructure and its cultural history. There are many more opportunities to share North I-25's heritage within the community, such as interpretive panels at Balloon Fiesta Park that highlight Native American and New Mexican history, or creative art installations in business parks that showcase New Mexico's arts and traditions.

By weaving cultural expression into the area's everyday spaces, the community helps to conserve heritage, making it an essential part of the neighborhood's story.



Caption: Hot Air Balloons at Balloon Fiesta Park

FIGURE 11. ANNEXATIONS INTO THE CITY OF ALBUQUERQUE

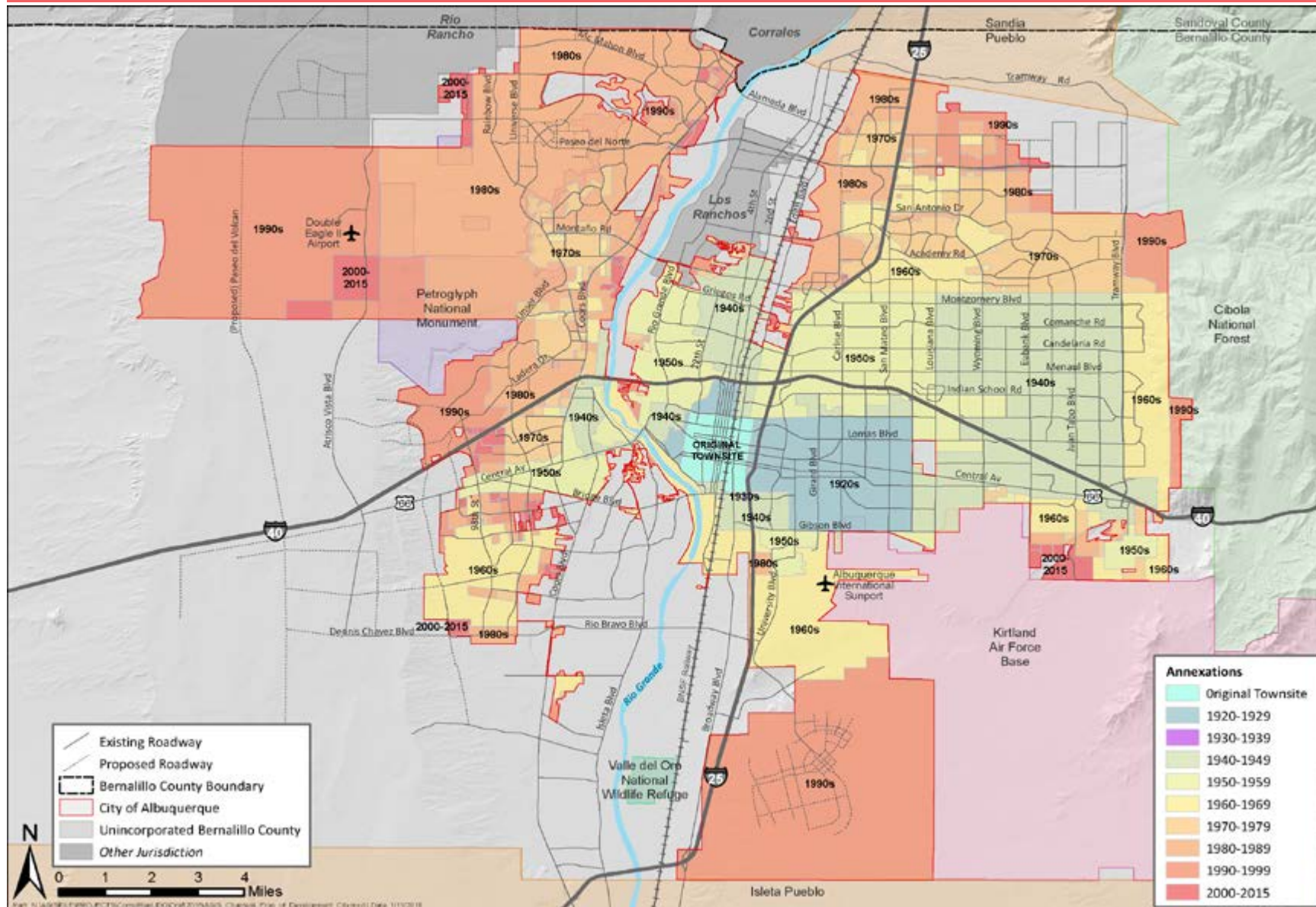
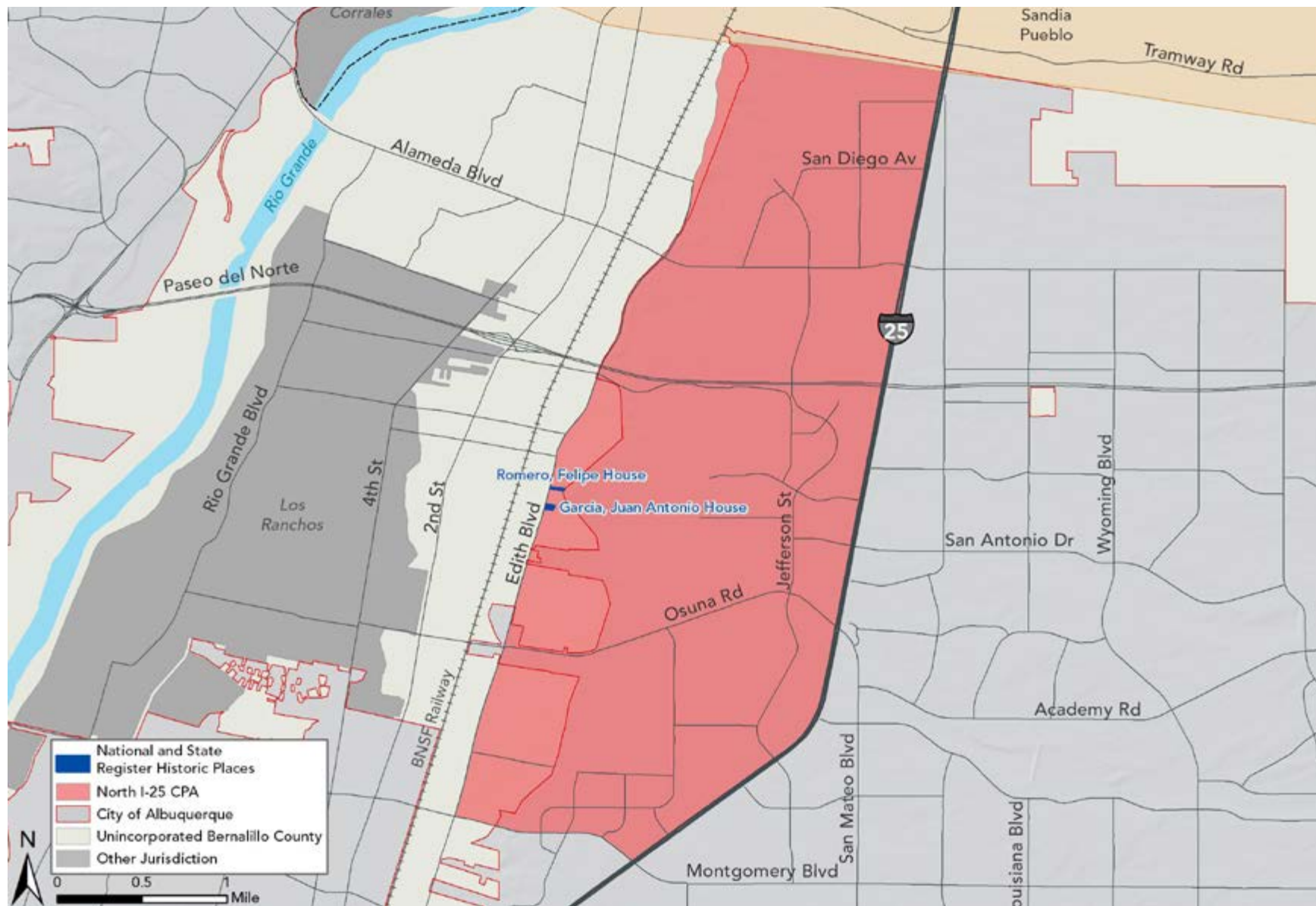


FIGURE 12. NORTH I-25 CPA HISTORIC DISTRICTS AND LANDMARKS





3.9 Infrastructure, Community Facilities & Services



Caption: Mission Avenue Elementary

The infrastructure and facilities that serve a community shape an area's quality of life by providing access to essential resources and community benefits. These include water and wastewater systems, energy, communications, schools, community centers, and health and social services. This section provides an overview of infrastructure, community facilities, and services in the North I-25 CPA, highlighting assets and opportunities. See Subsections 4.6, 5.1, and 5.3 for CPA-specific projects, programs, and policies related to Infrastructure, Community Facilities, & Services.

3.9.1 ACTORS, PLANS, & PROGRAMS



[Albuquerque Community Safety Department \(ACS\)](#)

[Reports](#)



[Albuquerque Fire Rescue \(AFR\)](#)

[Reports](#)



[Albuquerque Police Department \(APD\)](#)

[Reports](#)



[CABQ Department of Municipal Development \(DMD\)](#)

[Capital Implementation Program \(CIP\)](#)



[CABQ Department of Senior Affairs](#)

[Age-Friendly Family Action Plan](#)



[CABQ Family and Community Services Department \(FCS\)](#)

[Community Recreation Educational Initiatives Division](#)



[CABQ Solid Waste Department](#)

[Information about Solid Waste collection](#)



[Bernalillo County Department of Behavioral Health Services](#)



[Albuquerque Public Schools](#)

[Facilities Usage Procedures](#)



3.9.2 SNAPSHOT

Infrastructure plays a vital role in creating safe, healthy, and well-served communities. The North I-25 CPA includes several community facilities, such as the Anderson Abruzzo Albuquerque International Balloon Museum and the Golf and Event Center at Balloon Fiesta Park. Currently, the North I-25 CPA does not have its own community center or library, but it is served by facilities nearby. Within a few miles in each direction from the edge of the CPA boundary are two community centers, two public swimming pools, a public library, a senior center, a sheriff's command center, and a police substation, all located just outside or near the CPA boundaries. These community spaces are important because they support social interaction and provide access to services, helping to build functional and inclusive communities.

The North I-25 CPA includes one Albuquerque Public Schools (APS) elementary school and several charter and private schools. Mission Avenue Elementary is a magnet school within Albuquerque Public Schools. Families can also choose from nearby schools like Sandia Preparatory School, Explore Academy, Cottonwood Classical, and Corrales International School. For middle and high school, students often attend Sandia Preparatory School, Explore Academy, Cottonwood Classical, or Health Leadership High School.



Caption: School zone in front of Sandia Preparatory private school.



Caption: [Insert Caption Here]

Assets

- *Balloon Fiesta Park*
- *Mission Avenue Elementary School*

Challenges

- *Lack of Community, Multigenerational, or Senior Center within CPA.*
- *Lack of public pool or library.*

3.9.3 WATER & WASTEWATER UTILITIES

The Albuquerque Bernalillo County Water Utility Authority (ABCWUA) provides municipal water and wastewater services. Water and wastewater infrastructure in the North I-25 CPA helps maintain the area's sustainability. The North I-25 Water Reuse System is an infrastructure project that helps conserve drinking water by reusing reclaimed water for irrigation. This system supplies approximately 3,000 acre-feet of non-potable reclaimed industrial and surface water each year, which is used to irrigate roughly 900 acres of parks, golf courses, and other turf areas in Albuquerque's northern neighborhoods.

By delivering "purple pipe" reclaimed water to large green spaces such as Balloon Fiesta Park, nearby golf courses, and school fields, the North I-25 reuse network helps protect the aquifer and provides a reliable, drought-resistant water source that supports irrigated landscapes.



3.9.4 STORMWATER & FLOOD CONTROL

Decades of flood control planning by the Albuquerque Metropolitan Area Flood Control Authority (AMAFCA) have provided the North I-25 area with stable protection against stormwater challenges. The North Diversion Channel, a prominent concrete arroyo along the western edge of the CPA, is part of Albuquerque's regional drainage network. Along with smaller arroyos and engineered channels like the nearby Domingo Baca Arroyo and North Camino Arroyo, the channel helps ensure that stormwater from the Sandia Mountains foothills and East Mesa is safely transported westward to the Rio Grande. Even during intense monsoon rains, water is efficiently diverted away from businesses and streets within the CPA, minimizing flooding.

The completion of the North Diversion Channel in the 1970s and ongoing levee improvements along the Rio Grande have helped protect low-lying areas, such as the North Valley, by capturing upstream flows. Within the CPA, infrastructure such as culverts, retention ponds, and curb inlets manages local runoff effectively and directs it into the larger AMAFCA system.

3.9.5 ELECTRIC & NATURAL GAS UTILITIES

Electric power is supplied by the Public Service Company of New Mexico (PNM) through a network of transmission and distribution lines running along the main corridors of the North I-25 CPA. One of PNM's facilities, the Reeves Generating Station, is situated in the North I-25 industrial corridor. This natural gas-fired power plant helps supply electricity to the area and boosts grid reliability in north Albuquerque. With this station and several electrical substations in place, high-tech businesses and manufacturers in the CPA can access reliable electrical service.

Natural gas is supplied by New Mexico Gas Company, with lines running under many roads in the CPA to serve industries, restaurants, and some homes.

The telecommunications infrastructure is also well developed, with multiple providers offering broadband internet, including fiber-optic connections in office parks, and cellular coverage supported by the flat terrain and clear line of sight to cell towers along Interstate 25.



Caption: Pedestrian walkway over storm drain channel.



Caption: ABCWUA Main Entrance



Caption: Map of closed Coronado Landfill.



Caption: Model of closed Los Angeles Landfill.



Caption: Model of Closed Nazareth Landfill

3.9.6 FORMER LANDFILLS

The old and now-closed Los Angeles and Nazareth Landfills in the CPA area require ongoing monitoring and adherence to specific development guidelines. Today, the City's Environmental Health and Solid Waste Departments work closely together to oversee these safety measures, ensuring that current infrastructure remains safe and that past land uses don't threaten the safety of community facilities now or in the future.

3.9.7 SENIOR & FAMILY SERVICES

The City provides nearby options to serve seniors and families. Just outside the CPA boundary, along 4th Street to the west, the North Valley Senior Center offers programs such as hot lunches and Meals on Wheels, as well as fitness classes and social activities tailored for older adults. Many retirees at the Village of Alameda Assisted Living Center participate in these programs and services.

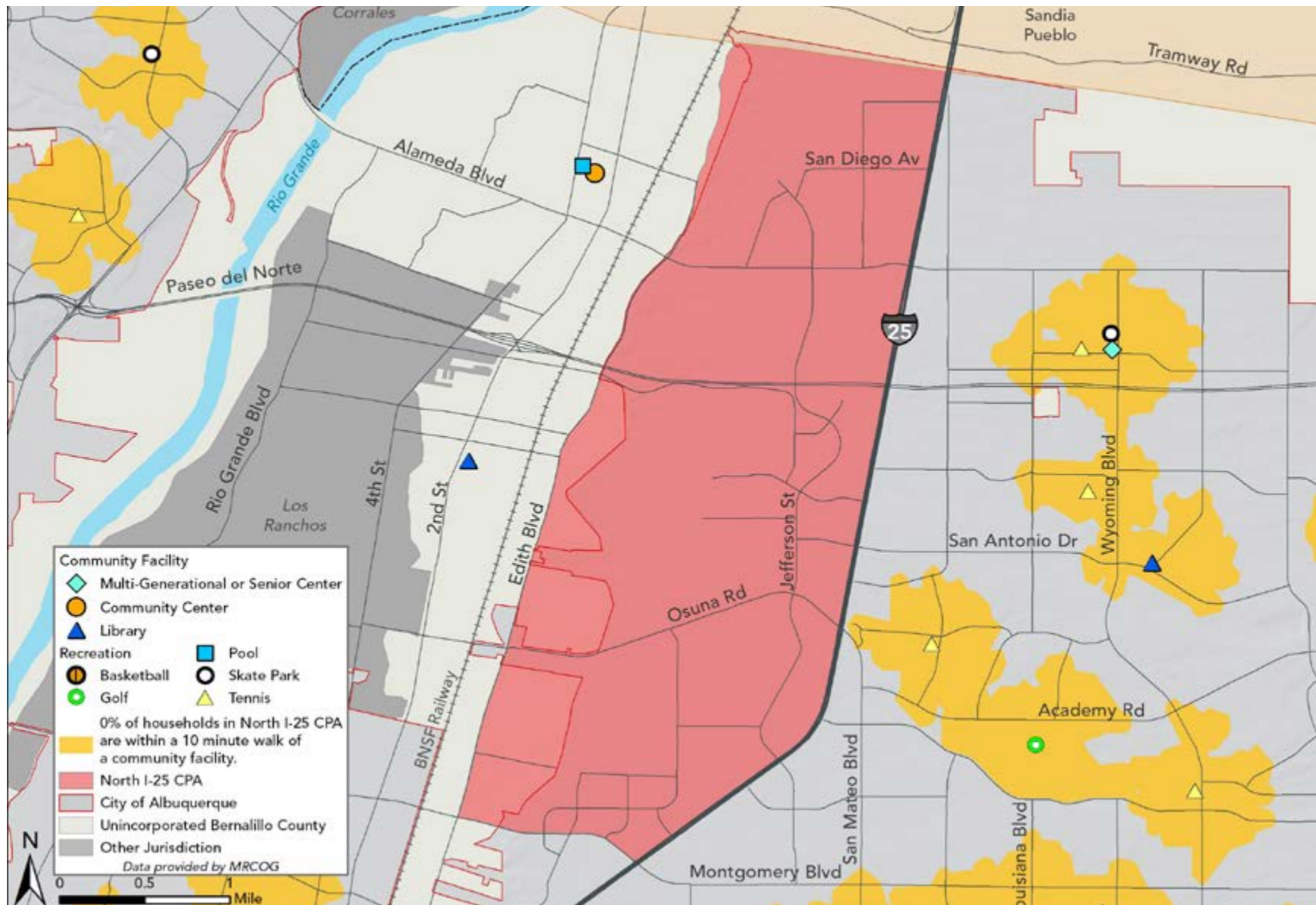
For young people and families, the Albuquerque Public Library's bookmobile and outreach events frequently visit major employers within the CPA, promoting literacy among employees' children. Additionally, the City's Community Recreation programs organize sports leagues at Balloon Fiesta Park and host summer youth sports camps on its fields, open to children across the city, including those living in North I-25.

3.9.8 PUBLIC SERVICES & SAFETY

The Albuquerque Police Department (APD) patrols the area through its Northeast and Valley Area Commands, with the Northeast Substation on Osuna Road serving as a base for officers. In the unincorporated areas, the Bernalillo County Sheriff's Office also provides service, ensuring no area is left unpatrolled. Crime in this predominantly commercial zone is generally moderate; occasional property crimes, such as vehicle break-ins, occur near businesses, but APD monitors the area through active business watch programs and regular patrols in the industrial parks.

Albuquerque Fire Rescue (AFR) provides fire safety and emergency medical services throughout the CPA. Station 6 in the North Valley, on 4th Street NW, and Station 20 in North Albuquerque, on San Mateo Boulevard, are tasked with responding to calls within the CPA area. Both are close to the CPA's borders, which supports rapid response when needed. Fire crews are well-trained to manage the diverse risks in the area, including industrial sites with fire-suppression systems, hazardous materials, and significant events and gatherings.

FIGURE 13. NEAREST COMMUNITY FACILITIES WITHIN 10 MINUTES OF NORTH I-25 CPA





3.10 Resilience & Sustainability



Caption: Open field at Balloon Fiesta Park

How our communities grow and change has long-term environmental, quality-of-life, and public health impacts. Development patterns shape our daily activities and influence our connection to the natural world. Growth patterns also affect our long-term capacity to adapt to environmental change, as well as the resilience and sustainability of our community. This section addresses resilience and sustainability in the North I-25 CPA, highlighting its assets and opportunities. See Subsections 4.1 and 5.1 for CPA-specific projects, programs, and policies related to Sustainability.

3.10.1

ACTORS, PLANS, & PROGRAMS



[Let's Plant Albuquerque Initiative](#)

[ABQ NeighborWoods Program](#)



[Albuquerque-Bernalillo County Water Utility Authority \(ABCWUA\)](#)

[Rebates](#)



[CABQ Department of Municipal Development \(DMD\)](#)

[Storm Drainage Design Section](#)



[CABQ Environmental Health Department](#)

[Sustainability Office](#)



[CABQ Office of Emergency Management](#)

[Hazard Mitigation Plan](#)



3.10.2 SNAPSHOT

The North I-25 CPA is primarily commercial, with warehouses and heavy industry, and includes a few small residential areas near landmarks such as the Journal Center office complex and Balloon Fiesta Park. These land uses shape how the area connects with its environment and highlight the need for resilience as the area looks to the future. Overall, North I-25 reflects a coordinated approach to economic development and environmental protection, which is central to Albuquerque's sustainability efforts.

3.10.3 WATER RESOURCE & REUSE

Water use is a primary environmental challenge in Albuquerque's high desert region. Within North I-25, industrial facilities, business parks, and extensive event grounds all depend on water, making efficient water use a top priority. The ABCWUA's innovative water reclamation and reuse system in North I-25, described in Section 3.9 Infrastructure above, helps extend the water supply. The facility diverts a small portion of river water from the San Juan–Chama project and blends it with treated industrial effluent to create a non-potable supply used to irrigate large green spaces around North I-25.

This reclaimed water keeps Balloon Fiesta Park and several other parks and fields irrigated without drawing on the drinking water supply. By relying less on fresh groundwater and imported surface water, this reuse program

reduces stress on local aquifers and the river, demonstrating the approach required for long-term sustainability.

3.10.4 AIR QUALITY

The North I-25 CPA generally enjoys good air quality, but it also faces unique air and climate challenges. The main transportation routes, Interstate 25 and essential streets such as Paseo del Norte and Alameda Boulevard, experience heavy traffic, and the many warehouses and factories contribute to industrial emissions. These factors can degrade air quality and increase greenhouse gas concentrations; however, Albuquerque's air has met federal safety standards since the early 1990s, thanks to current air quality controls.

Still, on hot summer days, vehicle exhaust and ozone build up. Wind-driven dust storms can occur. Reducing pollution is important for community health and climate goals. City policies highlight that reducing car dependence can help improve air quality. Currently, many residents and workers rely heavily on motor vehicles, which contributes to air quality issues. To address this, plans for North I-25 include expanding active transportation options, such as creating safe walking and biking routes.

Over time, adding mixed-use developments, such as new housing in the Journal Center, can shorten commutes and encourage walking or biking, further reducing vehicle emissions.

3.10.5 COMMUNITY HEALTH & RECREATION

More than other parts of Albuquerque, the North I-25 CPA comprises factories, warehouses, trucking depots, and specialized facilities for hazardous materials. The area also contains several hazardous waste sites and a brownfield with residual contamination, all of which require careful environmental oversight. The Comprehensive Plan notes that reducing unequal exposure to hazards can improve quality of life and expand opportunities.

Outdoor recreation in the CPA also plays a significant role in sustainability. Balloon Fiesta Park, in addition to hosting the annual fiesta, is a large open space with trails and a museum that offer recreation and relaxation year-round. The park's 78-acre grassy launch field, one of the city's most significant open areas, is used for sports, festivals, and fitness activities. During major celebrations, such as the Balloon Fiesta, tens of thousands of visitors attend. These events also bring challenges, such as traffic congestion and noise, which can affect nearby businesses and neighborhoods.

The City has responded by introducing park-and-ride shuttles, traffic-control plans, and sound management strategies to mitigate these impacts. Managing these busy periods in a way that accommodates both infrastructure and neighbors is an ongoing priority. The aim is to support the enjoyment of Balloon Fiesta Park's cultural and economic benefits while minimizing stress on local systems.



PART 4.

PROJECTS & PROGRAMS





4.1 Balloon Fiesta Park Special Events

Balloon Fiesta Park is one of the largest event spaces in the city, serving as a destination for large-scale events and gatherings and anchoring the North I-25 area as a regional event center.

The Albuquerque International Balloon Fiesta, which has been held at Balloon Fiesta Park since 1996, is a long-standing event that contributes to Albuquerque's identity and regional tourism. Balloon Fiesta Park is more than 360 acres, and the launch field (grassed area) is more than 80 acres. On average, an estimated 800,000 visitors attend the Balloon Fiesta over a two-week period every year.

In response to community feedback, a variety of capital projects, operational strategies, and coordination efforts are in place or underway to support event operations, enhance accessibility, and mitigate impacts on surrounding neighborhoods.

4.1.1 BALLOON FIESTA PARK MASTER PLAN

The Balloon Fiesta Park Master Plan provides a framework for phased development and management of Balloon Fiesta Park. The original 1998 Master Plan and the 2011 Strategic Plan were updated considerably in 2012 to incorporate operational experience and public input.

The Master Plan supports both the Albuquerque International Balloon Fiesta and year-round community use, emphasizing phased implementation and public-private partnerships for long-term sustainability. The plan presents a 25-year vision and proposed improvements, including enhanced visitor amenities, performance spaces, recreational fields, and cultural attractions, supported by upgrades to utilities and parking for large-scale events.



Caption: Conceptual Imagery of Balloonist Tribute Area

A key component of this vision is improved access and circulation within and around the park. In 2025, the Master Plan was amended to include the proposed New Mexico United stadium, reflecting the vision of the park as a multi-use regional destination.



Caption: Conceptual Site Plan to the Updated Master Development Plan



4.1.2 BALLOON FIESTA PARK FACILITY UPGRADES

Balloon Fiesta Park has recently undergone several upgrades, including expanded parking, a dedicated bus depot, repaved access roads, additional sidewalks for pedestrian safety, expanded Wi-Fi coverage, improved lighting, and upgrades to electrical and communication systems for vendors. Restroom facilities, as well as sewer infrastructure, have also been improved.

Public safety improvements include an expanded camera system and a high-fidelity public warning system throughout the event fields.

In 2025, the park received a \$5 million state grant for ADA improvements, with construction set to start in 2026, focusing on pothole repairs, correcting uneven pavement, stabilizing soils, and improving drainage.

Planned improvements that do not currently have funding include electrical upgrades in South Park, a new restroom facility at Vendors Row, and a permanent Emergency Operations Center



Caption: Permanent Restrooms at Balloon Fiesta Park

4.1.3 NEW MEXICO UNITED SOCCER STADIUM

The New Mexico United soccer stadium is proposed to move to Balloon Fiesta Park, but the City's approval is currently under legal review, and there is no established construction start date. The City of Albuquerque's role is limited to providing the site and related infrastructure, such as water, sewer, and electrical services, while stadium construction would be privately funded.

If the approval is upheld in the appeal process, the project would need building permits to proceed to construction.

4.1.4 BALLOON FIESTA PARK TRAFFIC MANAGEMENT

Traffic management for major events at Balloon Fiesta Park is guided by event-specific traffic control plans approved by the Albuquerque Police Department (APD). These plans address site access, internal circulation, and regional traffic impacts, varying with each event's size and nature. During events, APD collaborates with the Parks Emergency Operations Center, Albuquerque Fire Rescue (AFR), and event organizers for real-time adjustments.

For the Albuquerque International Balloon Fiesta, a private consultant develops a comprehensive traffic management plan, which is reviewed by the City's Department of Municipal Development and then submitted to APD and the Bernalillo County

Sheriff's Office (BCSO). Once approved, the plan is shared with local businesses and neighborhood associations.

The New Mexico Department of Transportation (NMDOT) supports regional traffic operations on key corridors for large events. NMDOT collaborates with regional partners to identify strategies for reducing congestion, such as adjusting signal timing. NMDOT evaluates traffic operations and implements new technologies to improve traffic management on an ongoing basis.

4.1.5 ALBUQUERQUE INTERNATIONAL BALLOON FIESTA COMMUNITY OUTREACH

The Albuquerque International Balloon Fiesta leases the park from the City and coordinates operations with City staff during the event. The Balloon Fiesta shares information with local neighborhoods and businesses about event activities and traffic impacts by maintaining an updated email distribution list, meeting with neighborhood associations, and conducting surveys to gather feedback.

In response to concerns raised by residents and businesses, the Balloon Fiesta's comprehensive traffic management plan now allows temporary signs to improve visibility of nearby businesses during events.

4.2 Parks, Youth, & Public Art

Neighborhood parks and recreation amenities are important community assets for recreation, the environment, and neighborhood character. During the North I-25 CPA public engagement process, participants requested expanded youth programs, amenities such as dog parks and Little League facilities, and opportunities for public art.

The City's Parks and Recreation Department manages parks in the North I-25 CPA, guided by policies in the Comprehensive Plan related to Parks and Open Space and Community Identity.

Recreational opportunities for residents are provided through City programs and private or nonprofit providers



Caption: Youth playing at Wildflower Park.



Caption: Dogs and thier owners at Vista Del Norte.

4.2.1 PARKS

The City's Parks and Recreation Department maintains over 300 parks and open space areas throughout the city, including multiple facilities within the North I-25w CPA.

Parks and Recreation staff coordinate maintenance and beautification projects with neighborhood associations and other community partners to identify site-specific priorities and implement improvements, including irrigation system upgrades and xeriscaping projects that reduce water use.

Parks and Recreation partners with regional organizations on urban forestry programs to expand the urban tree canopy and address urban heat.

RECENT AND PLANNED PARK IMPROVEMENTS

Several parks within the North I-25 CPA have recently undergone improvements or are planned for upgrades to enhance amenities, safety, and long-term functionality.

Vista del Norte Park has undergone recent upgrades to expand functionality and accommodate increased park use. Improvements include vault toilets and a dog park. An interactive playground designed specifically for younger children is scheduled to open in Spring 2025. The playground includes climbing features and interactive elements that support physical activity and early childhood development.



Caption: Schematic to improvements at Vista Del Norte Park.



Caption: Vista Del Norte Park Toilet & Dog Park



Wildflower Park has received targeted improvements to safety and usability. Adding wood chips in playground areas improved safety and durability.

Paseo de Estrella Park and Bernardo Trails Park are scheduled to receive irrigation system upgrades to improve water efficiency and plant health. These infrastructure upgrades support the use of the park and reduce long-term maintenance needs.

PARK MAINTENANCE

Park maintenance follows a schedule based on park size, the intensity of park use, and seasonal conditions. High-use parks, such as Vista del Norte, receive maintenance weekly during warmer months, while lower-use parks receive maintenance every two to three weeks. Mowing happens less frequently during fall and winter months. If members of the public see discarded needles at city parks, these can be reported to 311 for proper disposal. Park users should never attempt to touch, step on, or bend needles found in public areas.

Seasonal maintenance activities are typically completed once or twice annually, including leaf removal, edging, and shrub trimming.

Trash collection is also scheduled based on park use. Trash is collected at least once per week at smaller neighborhood parks and two or more times per week at larger parks with higher use, including Vista del Norte and Wildflower Park.

COMMUNITY STEWARDSHIP AND VOLUNTEER PROGRAMS

Volunteers help maintain parks and public spaces through community stewardship programs.

The Solid Waste Department's Keep Albuquerque Beautiful program provides free supplies, including trash bags, gloves, and cleanup materials, to residents organizing neighborhood cleanups. Community members can schedule up to two cleanup events per year through the City's 311 system.

Volunteer programs such as Adopt-A-Stop and Adopt-A-Median allow residents and community groups to help maintain bus stops and landscaped medians.

Volunteers maintain Mutt-Mitt stations to encourage proper dog waste disposal in parks.



Caption: Volunteer cleaning at Fiesat Fanatics 2025



Caption: Adopt A Median Signage Example



Caption: ABQ Ride Adopt-A-Stop Signage Example

4.2.2 CITYWIDE TREE CANOPY PROGRAMS

Urban forestry is coordinated through the New Mexico Tree Alliance, a coalition that includes the City's Urban Forestry Program, the Albuquerque Bernalillo County Water Utility Authority (ABCWUA), the Ciudad Soil and Water Conservation District, and Tree New Mexico. These organizations coordinate planting strategies, share technical expertise, and support long-term maintenance and stewardship of urban trees.

The Parks and Recreation Department's Urban Forestry Division inventories trees in parks and other City-owned properties. Staff use the TreePlotter database to track species, condition, and maintenance needs. Staff also identifies priority planting areas with higher heat exposure or limited canopy coverage.



Caption: Albuquerque Metro Canopy Cover 2020

The Let's Plant ABQ initiative is a citywide campaign to plant 100,000 trees by 2030. The program tracks the trees planted on public and private lands and provides resources on how to select, plant, and maintain trees in Albuquerque's arid climate.

The ABQ NeighborWoods program targets areas with low tree canopy coverage and higher heat exposure. Through this program, the City plants approximately 100 trees in selected neighborhoods and distributes an additional 100 trees directly to residents so that the community can participate in urban greening.

The Tree Stewards Program trains residents interested in urban forestry. Participants learn how to plant and care for trees as part of a larger strategy to manage the urban forest.

The Memorial Tree Program, developed in partnership with the Dakota Tree Project, allows individuals to plant trees in City parks as commemorative plantings. These plantings expand the urban tree canopy while connecting people and the community to parks.

The Backyard Refuge Program encourages people to create habitat for bees and other pollinators. The program certifies habitats that are planted with native and pollinator-friendly plant species to provide sources of food, water, and shelter for wildlife and to support biodiversity and soil health.

4.2.3 CITY YOUTH PROGRAMS

The City offers youth programs through community centers, parks, and libraries. These programs provide recreation, education, skill development, and workforce readiness for youth of all ages.

RECREATION AND OUT-OF-SCHOOL PROGRAMS

The City offers a variety of recreation and out-of-school programs to engage youth outside of regular school hours.

Out-of-School Time programs offer structured activities before and after school, during holidays, and throughout the summer. These programs serve youth ages 5 to 15 and include activities such as homework help, arts and crafts, sports, and group games.

City-sponsored athletic programs provide leagues and instruction in sports such as basketball, soccer, baseball, tennis, and pickleball, helping youth develop skills and teamwork. Aquatics programs include swim lessons for all levels, as well as competitive dive teams, water polo, and triathlon training.

SPECIALIZED YOUTH PROGRAMS

The City offers a range of specialized youth programs focused on skill-building, safety, leadership development, and access to unique recreational experiences.



The One ABQ Youth Connect platform serves as a centralized resource for youth programs, providing information on services, events, training, and employment opportunities across the city.

At Balloon Fiesta Park, the Shred mountain bike skills course helps youth learn off-road cycling techniques, including navigating uneven terrain, developing balance, and practicing trail safety.

The Parks and Recreation Department hosts bike rodeos that provide safety education through obstacle courses and distribute helmets for elementary-aged youth.

Parks and Recreation has a mobile climbing wall that sets up at Balloon Fiesta Park, schools, and community centers.

Parks and Recreation offers volunteer opportunities that allow youth to participate in community programs, assist with events, gain leadership skills, and get ready to join the workforce.

Open Space Division offers Teen Nights that provide social activities, fitness programs, and supervised outdoor adventures within the Open Space system.

APD's Camp Fearless offers youth opportunities to learn about law enforcement careers and leadership.

4.2.4 LITTLE LEAGUE BASEBALL

Alameda Little League and Eastdale Little League are part of Little League International, a youth baseball and softball organization, which includes nine leagues across the region. These programs are run by volunteers and supported through registration fees, local fundraising, and sponsorships from local businesses and community partners.

Alameda Little League and Eastdale Little League offer co-ed programming across multiple divisions, including T-Ball (ages 4–7), Minors (ages 5–11), and Majors (ages 9–12).

Alameda Little League operates out of Alameda Park, while Eastdale Little League is based at the Eastdale Complex. These facilities accommodate practices, games, and league events throughout the season.



Caption: Scoreboard at Eastdale Little League field.



Caption: Phase I tabling at new Eastdale facilities.

MAINTENANCE & OPERATIONS RESPONSIBILITIES

Responsibilities for maintenance and operation of Little League facilities are shared between the City's Parks and Recreation Department and the individual leagues.

The Parks and Recreation Department oversees irrigation systems and field scheduling. The City supports non-routine maintenance needs, such as repairing damage to fencing or aerating fields as needed.

Little League organizations are responsible for routine field maintenance, including mowing, overseeding, and fertilization, as well as preparing fields for games and practices. Little League organizations are also responsible for lining fields, maintaining dugouts, and ensuring safe playing conditions throughout the season.



Caption: Alameda Little League field. Image from [Alameda Neighborhood Association website](#).

CAPITAL IMPROVEMENTS AND COORDINATION

Facility improvements, such as dugout enhancements, shade structures, bleacher installations, and other upgrades, have been funded through a mix of capital outlay funding, General Obligation (GO) bonds, and league-led fundraising efforts.

Because these facilities are located on City-owned land, all proposed improvements must be reviewed and approved by the Parks and Recreation Department, including those within areas associated with Balloon Fiesta Park.



Caption: Charlie's Sandbox Facility. Image from [Charles Sandbox Facebook page](#)

4.2.5 PRIVATE INDOOR SPORTS

Several private indoor sports facilities in the North I-25 CPA provide year-round recreational and athletic training opportunities. These facilities are located near major transportation corridors, including Interstate 25, Paseo del Norte, and Jefferson Street, making them accessible to residents and regional users.

These facilities supplement City programs by providing specialized training, league play, and tournament hosting capabilities, particularly when outdoor facilities are limited by weather or scheduling constraints.

Private indoor facilities offer leagues, tournaments, camps, lessons, and open play. These programs provide consistent access to structured recreation and training.

Participation is typically fee-based, with costs varying by program type and duration. While these facilities expand recreational opportunities within the CPA, access depends on cost and program availability.

INDOOR COURT AND FIELD FACILITIES

Charlie's Sandbox is an indoor beach volleyball facility featuring nine sand courts. The facility supports leagues, tournaments, and open play, providing year-round access to sand volleyball.

The International Indoor Soccer Arena is an 18,000-square-foot facility offering programs



Caption: Albuquerque International Indoor Soccer Arena facility. Image from [Albuquerque IISA Website](#)

for youth and adults. Youth programs include Lil' Kickers classes for ages 18 months to 9 years and Skill Institute classes for ages 5 to 12. The facility also hosts seasonal leagues for youth and adults and provides field rentals.

The Albuquerque Rebels Volleyball Club Sports Centre provides 21,000 square feet of indoor volleyball space, supporting co-ed programs, mini-clubs, private instruction, and group training sessions. The affiliated Albuquerque Rebels Volleyball Club, a nonprofit organization founded in 1998, offers structured programming for youth ages 5 to 18. The organization also offers a



Caption: Albuquerque Field House & Baseball Academy. Image from [Albuquerque Baseball Academy website](#).



Caption: Albuquerque Rebels Volleyball Club Facility. Image from ARV [Google Maps Gallery](#).

Coach Development Program to support training and mentorship.

Indoor training facilities in the North I-25 CPA provide instruction, skill development, and competitive training opportunities for youth and adult athletes.

The Albuquerque Field House is a 75,000-square-foot indoor athletic training facility that supports multiple sports, including baseball, softball, volleyball, and strength and conditioning. The facility includes 14 batting cages, HitTrax performance tracking technology, and two



Caption: Duke City Volleyball Athletics Facility. Image from [Duke City Volleyball Athletics Facebook Page](#).



Caption: Washington Bridge

outdoor training fields. Programs are offered for youth and high school athletes, including team training and individual instruction.

The Albuquerque Baseball Academy (ABA), founded in 1994, operates within the Field House and provides baseball training programs. In 2024, ABA partnered with The MAC Elite and Hooligans youth programs, expanding its training network and youth participation.

Duke City Volleyball Athletics offers youth volleyball programs from recreational leagues to competitive club-level training. Programs support athletes at multiple skill levels from introductory participation to advanced competition.

4.2.6 PUBLIC ART

Public art within the North I-25 CPA contributes to community identity and cultural expression. Installations range from small-scale works to larger sculptures.

Public art initiatives are coordinated among City, county, and state partners.



Caption: Sky Portal at Balloon Museum



CITY PUBLIC ART PROGRAM

Established in 1978, the City's Public Art Program dedicates 1.5% of eligible capital improvement budgets to acquiring or commissioning public art. The program manages more than 1,600 artworks located throughout the city.

The program issues calls for artists and commissions work for permanent installations, temporary exhibits, and digital media. The program also engages the public through initiatives such as the Take Another Look podcast, featuring conversations with artists, community members, and City leaders discussing the role of public art.

The 2024 Public Art Census for Albuquerque and Bernalillo County documents more than 11,000 individual artworks across the region.

The [Interactive Public Art Census Map](#) provides a tool for exploring artwork locations across the city and county. This resource supports visibility and access to public art assets.

Within the North I-25 CPA, five outdoor sculptural works are part of the City's Public Art Collection, contributing to the area's visual character and sense of community identity.



Caption: *Sid Cutter* by Reynaldo Rivera.



Caption: *Almond Blossom Astronomy*

PLANNED PUBLIC ART PROJECTS IN THE CPA

As of 2026, the City's Public Art Program is coordinating two mural projects for Balloon Fiesta Park and the Anderson Abruzzo Albuquerque International Balloon Museum. The Spirit of Balloon Fiesta mural, anticipated to be completed in October 2026, will be a large-scale mural related to ballooning in Albuquerque.

Additional work includes relocating an existing sculpture at the Balloon Museum and developing a mural associated with the Outdoor Adventure Exhibit. These projects integrate art with educational and interactive elements for visitors.



Caption: *Cameraman* sculpture by Mark Fredenburg.
Image from [Public Arts Archive](#)

4.3 Economic Development & Housing



During the CPA public engagement process, North I-25 residents identified small-business development and housing affordability as key factors influencing long-term growth. Community members supported locally owned and independent businesses for their role in commercial diversity and for providing neighborhood-serving goods and services.

Within the North I-25 CPA, development patterns and regulatory frameworks, including the ABC Comprehensive Plan and the Integrated Development Ordinance (IDO), support a mix of commercial and residential uses. Community members requested a broader range of housing types, including casitas, multi-family housing, and mixed-use development.

Economic development and housing are supported through institutional partnerships, City programs, redevelopment tools, workforce initiatives, and housing strategies. These efforts include job training, entrepreneurship, reinvestment, and housing production.



Caption: CNM Workforce Training Center North Entrance

4.3.1 CNM WORKFORCE TRAINING CENTER

The Central New Mexico Community College (CNM) Workforce Training Center is a workforce development and employment-support hub located along the Interstate 25 corridor within the North I-25 CPA. The facility is located in an employment center, positioning it as a resource for workforce training, employer partnerships, business support, and professional development.

The center provides services for individuals and businesses, including occupational and industry testing, financial coaching, and college and career guidance. It also offers meeting and classroom space for training sessions, workshops, and events. The facility supports certification testing, job readiness programs, and employer-led training

CNM INGENUITY AND WORKFORCE INNOVATION

CNM Ingenuity, Inc., a nonprofit affiliate of CNM, operates within the Workforce Training Center and focuses on immediate workforce needs through short-term, experiential training programs. These programs provide practical, industry-relevant skills in high-demand fields without requiring enrollment in a traditional degree program.

The program also supports entrepreneurship and business development by partnering with public agencies, private employers, and other organizations to design customized training programs. In this way, the program responds to employer needs and creates pathways into employment and business growth.



Caption: New Mexico Target IndustriesV



4.3.2 SMALL BUSINESS DEVELOPMENT AND ENTREPRENEURIAL SUPPORT

The Small Business Development Center (SBDC), also located within the Workforce Training Center, provides technical assistance and services to entrepreneurs and small business owners. As part of a statewide network of 19 accredited business development centers, the SBDC offers free one-on-one business counseling as well as low-cost and no-cost training opportunities for businesses in Bernalillo and Sandoval counties. Services include business planning, financial management, operations, marketing, and expansion strategies.

Job Training Albuquerque (JTA), launched in 2020, is a partnership between the City of Albuquerque and CNM and operates in part through the Workforce Training Center. The program helps local employers strengthen workforce skills and enables workers to earn industry-recognized certifications in high-demand occupations.

JTA provides free training aligned with labor market needs. These programs support workforce advancement and help employers build and retain a skilled workforce. JTA supports coordination between economic development, workforce training, and job access.

4.3.3 COMMUNITY RESOURCE CENTER AND WORKFORCE SUPPORT

The Roadrunner Food Pantry and Community Resource Center provides on-site services to individuals and families. The food pantry operates like a market where visitors can select fresh produce and other food for free.

The Community Resource Center helps individuals apply for public benefits and access broader social service programs. The center provides workforce development through job training and internships that build work experience and practical skills.



Caption: Roadrunner Food Bank Warehouse. Image from [Roadrunner Food Bank website](#).



Caption: Roadrunner Food Pantry & Community Resource Center. Image from [Roadrunner Food Pantry Website](#).

4.3.4 SMALL BUSINESS SUPPORT

The City's Economic Development Department provides programs and services to support small business growth, entrepreneurship, industry diversification, and workforce development. These efforts serve businesses throughout the city, including the North I-25 CPA.

PROGRAMS AND SERVICES

The City offers small business assistance through the Small Business Office, the Minority Business Development Agency Business Center, and the Business Development Division. These programs provide technical assistance, business counseling, guidance on access to capital, and support for retention and expansion.

These services support businesses from startup and planning to growth and operations. Together, these programs support business development and job creation.



SMALL BUSINESS FAIRS

Following a recommendation from the Southwest Mesa CPA assessment report, the City launched a series of Small Business Fairs in 2023. The City hosts multiple fairs annually in different parts of Albuquerque. These events are coordinated by the Economic Development and Planning Departments to connect business owners with City resources. The most recent one held within the North I-25 CPA occurred on March 24, 2026, at Sid Cutter Pavilion (4900 Balloon Fiesta Pkwy NE).



Caption: Business survey participant during the business resources fair at Sid Cutter Pilot's Pavilion.



Caption: Business resource fair attendee with /Small Business/Economic Development representative.

4.3.5 HOUSING DEVELOPMENT

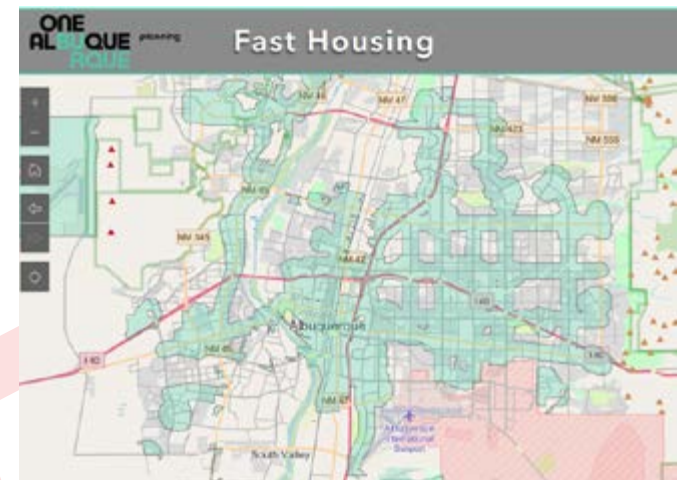
The City encourages housing development to address affordability and to expand housing choice. Within the North I-25 CPA, additional housing is needed to improve the ratio of housing to jobs, given the concentration of businesses in employment centers.

The City's housing strategy first came into focus with Housing Forward, launched in 2022, as a citywide effort to increase housing production, improve affordability, and address housing insecurity. As of 2026, this strategy has been adapted into Housing Now to focus on converting hotels to multi-family development and housing for seniors and people transitioning out of homelessness.

HOUSING MAP INITIATIVE

Housing Now focuses on producing affordable housing, supportive housing, redevelopment, infill, and expanded housing choices.

The initiative addresses citywide housing challenges, including rising home prices, limited availability of affordable rentals, and increased housing cost burdens for many households. Housing Now aligns housing programs and development tools across departments.



Caption: Fast Housing Map using [online ArcGIS](#).

INTERDEPARTMENTAL COORDINATION AND IMPLEMENTATION

Multiple City departments coordinate to implement Housing Now, including the Department of Health, Housing, and Homelessness (HHH), the Planning Department, the Department of Senior Affairs, the Economic Development Department, the Metropolitan Redevelopment Agency (MRA), and the Office of Equity and Inclusion.

This approach coordinates policy, funding, development, and housing programs. Efforts include expanding affordable and supportive housing, encouraging infill development, and increasing housing near employment centers and services.



4.4 Transportation

During the CPA public engagement process, North I-25 residents identified transportation safety, accessibility, and connectivity as major factors affecting daily mobility and overall quality of life. Community members described concerns related to vehicle speeds, limited enforcement, recurring congestion, unsafe crossings, and challenges with pedestrian, bicycle, and transit access.

City, State, and regional planning efforts shape transportation within the North I-25 CPA. These include the City's Comprehensive Plan, Vision Zero Action Plan, Bikeway & Trail Facilities Plan, roadway capital projects, transit services, and school-area traffic planning. These efforts support safe, multi-modal streets.



Caption: Conceptual design of I-25 Comanche-Montgomery Project at Montgomery. (Image from [project website](#))

4.4.1 ROAD SAFETY AND INFRASTRUCTURE

The Interstate 25 Comanche–Montgomery Project is a major transportation investment to improve vehicle travel within and near the North I-25 CPA. This \$268 million project, led by the New Mexico Department of Transportation (NMDOT), extends from Candelaria Road to Montgomery Boulevard.

The project modernizes infrastructure, improves traffic flow, and enhances safety along a heavily traveled segment of the Interstate 25 corridor. As of 2026, the project is under construction and is approximately halfway complete, with full completion anticipated in Spring 2027.

ROADWAY MAINTENANCE

The City's Department of Municipal Development (DMD) is responsible for maintaining roadways, including pavement repairs and restriping lanes. Maintenance is funded through a combination of Capital Improvement Program (CIP) allocations and the City's general operating budget.

DMD's Traffic Engineering Division manages roadway operations, including striping, signal systems, and street lighting. The Manual on Uniform Traffic Control Devices (MUTCD) provides national standards for traffic control devices and roadway safety infrastructure. The City's Solid Waste Department maintains medians and removes litter and weeds along major corridors, including Paseo del Norte and Alameda Boulevard.

Residents can report roadway issues and track service requests through the City's Street Repair Request system or by contacting 311.

PUBLIC NOTIFICATION AND OUTREACH

NMDOT conducts public outreach for state-led projects through meetings, printed materials, project websites, and social media. These efforts inform residents, businesses, and community partners about project schedules, construction impacts, and opportunities for public input, particularly for large corridor projects, such as those along Interstate 25.

For City-led transportation projects, DMD coordinates with the Office of Neighborhood



Coordination (ONC) to distribute information through email notices and newsletters. Coordination often involves institutions such as Albuquerque Public Schools (APS), the University of New Mexico (UNM), and Central New Mexico Community College (CNM), depending on project location and community impact. For City Council-led projects, Council Services manages public notification and outreach.

TRAFFIC SAFETY POLICY AND REGULATORY UPDATES

The City has adopted updates to the Traffic Code as part of its Vision Zero Action Plan, which aims to eliminate traffic fatalities and serious injuries by 2040.

In late 2025, the City Council adopted Ordinance O-25-98, the first major revision to the City's Traffic Code in more than 50 years. The ordinance updates definitions for roadway users and infrastructure, including pedestrians, vulnerable road users, trails, bikeways, crosswalks, hybrid beacons, and rectangular rapid flashing beacons.

The ordinance requires yielding to pedestrians, recognizes micromobility devices such as e-bikes and scooters, and recognizes space for pedestrian and bicycle movement within the public right-of-way.

TRAFFIC SAFETY PROGRAMS AND ENFORCEMENT

The City has expanded traffic safety programs and enforcement tools that

address speeding, unsafe crossings, and local traffic concerns.

The Neighborhood Traffic Management Program, administered by DMD, provides a process for residents to address speeding and cut-through traffic in their neighborhoods. The program includes physical and non-physical traffic calming measures in residential areas with recurring issues.

Automated Speed Enforcement (ASE) is also being expanded citywide, with the number of speed safety cameras increasing from 20 to 40 by early 2026. Residents may request traffic-calming measures or report non-emergency traffic concerns through 311.

4.4.2 PEDESTRIANS, BICYCLES, AND TRANSIT

Pedestrian, bicycle, and transit planning within the North I-25 CPA is coordinated between the City, NMDOT, and the Mid-Region Metropolitan Planning Organization (MRMPO). These agencies align state-led roadway projects, regional bicycle planning, and local multi-modal transportation priorities.

NMDOT coordinates with MRMPO so that regional bicycle and pedestrian planning efforts, including implementation of the long-range bicycle network and related multi-modal goals, are integrated into state transportation projects.



Caption: ABQ Ride System Map Updated December 2025.



Caption: Los Ranchos/Journal Center Railrunner Station

ABQ RIDE TRANSIT SERVICE

ABQ RIDE provides limited fixed-route service within the North I-25 CPA. Route 140 (San Mateo/CNM) is the primary route in the area. As of 2026, Route 140 operates weekdays during peak commuting times and connects the VA Hospital to the CNM Workforce Training Center along San Mateo Boulevard. The route also serves the Jefferson corridor and includes a loop near Balloon Fiesta Parkway, linking employment areas and activity centers.

Service on Route 140 is planned to expand to all-day on weekdays by Spring 2026. Later expansions will add weekend service and improve bus frequency to 40 minutes and then to 30 minutes. These improvements expand access to employment centers, institutions, and other destinations.

TRANSIT ACCESS AND CONNECTIVITY

Bus stops along Jefferson Street are located within approximately one-quarter mile (approximately an average 5-minute walk) of Balloon Fiesta Park and the Anderson Abruzzo Albuquerque International Balloon Museum; however, access between these stops and nearby destinations is affected by gaps in sidewalks and the need to cross multi-lane streets.

These conditions influence how pedestrians and cyclists move between bus stops and destinations and are an important consideration in planning multi-modal connections.

REGIONAL TRANSIT: RAILRUNNER CONNECTIVITY

The Rail Runner's Journal Center Station provides regional rail access near the North I-25 CPA; however, direct local transit connections between the station and destinations within the CPA are limited.

ABQ RIDE does not currently operate fixed-route transit service to the Railrunner station. Instead, Rio Metro provides an on-demand transit service connecting the Railrunner station to bus stops along Jefferson Street. This service requires advance trip requests.

TRANSIT FOR EVENTS

Transit service changes during major events. During the Albuquerque International Balloon Fiesta, ABQ RIDE provides supplemental buses and drivers; however, the event primarily relies on contracted school bus providers to transport visitors. This service operates separately from regular fixed-route transit.

For the Freedom Fourth event, ABQ RIDE operates a dedicated park-and-ride service, providing a City-run transit option for attendees traveling to and from the event.



Caption: Park and Ride at Albuquerque International Balloon Fiesta ([Image from AIFB Facebook](#))



4.4.3 CHARTER SCHOOL TRAFFIC PLANNING & LIGHTING

Community concerns about school signage, school zones, and lighting have drawn attention to how school-area transportation improvements are planned and implemented.

Traffic planning and safety improvements near charter and private schools within the North I-25 CPA involve multiple agencies and depend on roadway jurisdiction, engineering standards, and funding sources.

JURISDICTIONAL RESPONSIBILITIES

The process for establishing school zones varies depending on whether the City or State has jurisdiction over the street that provides access to the school.

NMDOT has jurisdiction over major regional roads, including Interstate 25, Second Street, El Pueblo Road, Paseo del Norte, and portions of Jefferson Street. These roadways carry higher traffic volumes and require state coordination for traffic control changes and school-zone improvements.

The City of Albuquerque has jurisdiction over local streets and many arterial streets, including Jefferson Street south of El Pueblo Road. DMD is responsible for school zone planning and implementation.



Caption: Explore Academy Middle & High School. Image from [Explore Academy website](#).

SCHOOL ZONE PLANNING AND DESIGN STANDARDS

Establishing a school zone, particularly on state-controlled roads, involves a formal planning and engineering process. For NMDOT-managed roadways, this includes preparing a Safe Routes to School plan that conforms to MUTCD standards, developing a plan for safe student crossings, and completing traffic studies to document conditions and support improvements.

Funding for school zone improvements on state roads is provided through the Mid-Region Metropolitan Planning Organization (MRMPO), most commonly through the Transportation Alternatives Program (TAP). This process involves additional coordination, scheduling, and funding requirements.

For roadways under City jurisdiction, school zone implementation is coordinated through DMD and may involve Traffic Engineering staff, school representatives, and community partners. Improvements may include signage, striping, pavement markings, and other traffic control measures.

LIGHTING AND SAFETY MEASURES

Lighting is a component of school-area transportation planning and safety. Along with signage and traffic control devices, lighting enhances visibility for students, families, and drivers, particularly during early-morning and evening periods.

Addressing lighting concerns may require coordination among City departments and, where applicable, NMDOT. Lighting improvements involve evaluating conditions and installing or enhancing lighting and related safety features.



Caption: Health Leadership High School



Caption: Cottonwood Classical Preparatory School

4.5 Community Safety

During the North I-25 CPA public engagement process, North I-25 residents identified access to public facilities, safety services, and infrastructure as factors affecting quality of life. Community members emphasized nearby parks, cultural amenities, and essential services in supporting neighborhood well-being and day-to-day livability.

The North I-25 CPA is served by a network of public facilities and safety-related services, including neighborhood parks, Balloon Fiesta Park, the Balloon Museum, behavioral health response programs, law enforcement coordination, and community-based public safety forums. These services support recreation, emergency response, and public safety.

Community input also highlighted concerns regarding traffic safety, retail and property crime, behavioral health response, and interagency coordination. The City and its partners have implemented programs, service models, and technology tools supporting crime prevention, intervention, enforcement, and community engagement.



Caption: ACS Staff

4.5.1 ALBUQUERQUE COMMUNITY SAFETY (ACS) DEPARTMENT

Established in 2021, the Albuquerque Community Safety (ACS) Department provides a non-police response to behavioral health-related emergencies and operates as a third branch of the City's 911 response system. ACS teams respond to calls involving mental health crises, substance use, suicide risk, homelessness, and wellness checks, providing an alternative to police or fire response. The ACS model emphasizes prevention, de-escalation, and service connection.

OPERATIONS AND SERVICE DELIVERY

ACS provides 24-hour, year-round response services and is a central part of the City's crisis intervention system. ACS can transport individuals to a range of locations based on need, including hospitals for behavioral health evaluation, the CARES Campus, Gateway Center facilities, detox services, overnight shelters, and other service providers.

In 2025, ACS transported approximately 360 individuals per month, with about half of those transports involving hospital-based behavioral health evaluation. During colder months, ACS also provides transportation to overnight shelters for unhoused individuals.

Unlike traditional emergency responders, whose transport options are generally limited

to detention or hospital destinations, ACS connects individuals to a broader range of care and supportive services.

ACS coordinates with Albuquerque Fire Rescue (AFR), law enforcement agencies, hospitals, shelters, and service providers.

Within the North I-25 CPA, ACS contributes to public safety through service-based responses to behavioral health incidents, reducing repeat emergency calls, and improving access to care pathways for individuals in crisis.

GEOGRAPHIC PATTERNS AND SERVICE NEEDS

ACS service patterns vary across the city based on land use, housing conditions, and concentrations of unhoused individuals. Lower-density residential areas generate more calls related to wellness checks, suicide concerns, and mental health crises. Areas with larger unhoused populations generate more calls involving encampments and crisis intervention.

Within the North I-25 CPA, ACS has identified locations with higher service demand. One hotspot is near Osuna Road and Interstate 25, where terrain and nearby arroyos conceal areas that attract unhoused individuals. These areas generate recurring calls related to encampments and behavioral health needs.



4.5.2 BERNALILLO COUNTY BEHAVIORAL HEALTH UNIT

The Bernalillo County Sheriff's Office (BCSO) Behavioral Health Unit (BHU) is a specialized response program addressing behavioral health-related calls through a coordinated clinical and law enforcement approach. The BHU responds to calls involving mental health crises, substance use, and other behavioral health concerns that require public safety response and clinical expertise.

SERVICE MODEL AND OPERATIONS

The BHU pairs sworn deputies with behavioral health professionals, including clinicians and advanced-level specialists. These teams respond jointly to calls involving behavioral health conditions. The BHU focuses on crisis intervention, de-escalation, field assessment, and connection to appropriate behavioral health or social service resources.

COORDINATION AND SYSTEM INTEGRATION

The BHU operates as part of a regional network of behavioral health and public safety agencies, including ACS, APD, healthcare providers, and service organizations.

This coordination routes calls and shares response responsibilities. When law enforcement is necessary, the BHU adds clinical capacity to the response, reducing reliance on detention or emergency medical transport.



Caption: Detectives, Clinicians, and Paramedics make up BHU. Image from [Albuquerque Journal](#).

4.5.3 LAW ENFORCEMENT OVERLAPPING JURISDICTIONS

The western portion of the North I-25 CPA includes areas with overlapping and non-contiguous jurisdictions between City and County law enforcement. APD and BCSO coordinate closely to determine which agency responds to calls.

Calls for service are routed through centralized dispatch systems, which rely on detailed mapping and information about jurisdiction boundaries to determine the appropriate responding agency. In cases where a call falls near a boundary or where jurisdiction is initially unclear, both APD and BCSO may respond and coordinate on-site to determine responsibility.

RESPONSE PROTOCOLS AND INTERAGENCY COORDINATION

Response protocols vary based on the type and severity of the incident. For minor incidents, such as non-injury crashes, the responding officer or deputy may handle the situation on-site, regardless of jurisdiction, to provide timely service and avoid delays.

For more serious cases, such as major crashes, violent crime, or situations requiring investigation, agencies may determine jurisdiction before proceeding. This approach ensures that legal and reporting requirements are met.

The Village of Los Ranchos de Albuquerque does not operate its own police department and relies on BCSO for law enforcement, so BCSO has more emergency response responsibilities in areas adjacent to the North I-25 CPA.

CALLS FOR SERVICE

Common calls for service in the North I-25 CPA include crashes, especially along heavily traveled roads such as Paseo del Norte. Other common calls include property crimes, including burglary, and drug-related incidents. Compared with some other parts of Bernalillo County, violent crime, including homicide, occurs less frequently in the North I-25 CPA.



4.5.4 PUBLIC SAFETY PROGRAMS

In addition to law enforcement and community safety response, the City operates programs that combine technology, targeted enforcement, and community partnerships. These programs support crime prevention, communication, and situational awareness in areas with recurring incidents or elevated activity.

Within the North I-25 CPA, these programs are most relevant in commercial corridors, employment areas, and other locations where businesses, visitors, and residents converge.

NORTH VALLEY COMMUNITY POLICING COUNCIL

The North Valley Community Policing Council (CPC) supports communication between residents and APD. The CPC discusses public safety concerns, policing practices, neighborhood issues, and local priorities in areas within and near the North I-25 CPA.

CPC meetings are open to residents, business owners, and neighborhood organizations. Because CPCs are organized by geographic area, discussions reflect neighborhood conditions and concerns within the North Valley and North I-25 area.

This structure supports ongoing communication, transparency, and community input in public safety.



Caption: CPC Logo

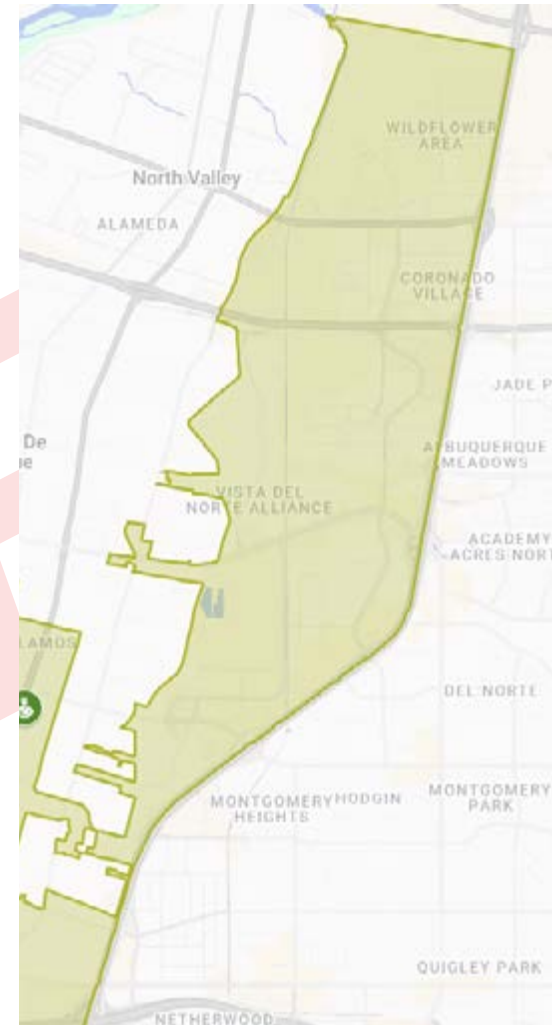
SAFE CITY PROJECT

The Safe City Project is a citywide initiative using technology and coordinated strategies to reduce crime. Surveillance cameras are placed in commercial and high-activity areas, and law enforcement increases patrols and communication with businesses and neighborhood groups in areas with recurring incidents.

Within the North I-25 CPA, Safe City strategies target areas where commercial activity, traffic volumes, or recurring public safety concerns warrant additional monitoring and coordinated response.

CITY PROTECT CAMERA PROGRAM

The City Protect Camera Program allows businesses and residents to register privately owned security cameras with the City. APD does not have live access to private camera feeds. Instead, the registry gives information about cameras near an incident so that officers and investigators can request footage to help an investigation.



Caption: North Valley Area Command includes all of the North I-25 CPA.

4.6 COMMUNITY FACILITIES



Community facilities in and near the North I-25 CPA provide cultural, educational, and recreational services and utilities that support quality of life. These facilities include cultural destinations within the CPA, neighborhood-serving facilities, and utility programs that provide essential water, energy, and broadband services. Together, they support community activity and services.



Caption: The main entrance to the Anderson Abruzzo International Balloon Museum

4.6.1 ANDERSON ABRUZZO ALBUQUERQUE INTERNATIONAL BALLOON MUSEUM

The Anderson Abruzzo Albuquerque International Balloon Museum, opened in 2005, is a cultural and educational institution focused on the science, history, and art of ballooning and lighter-than-air flight. Located on the southern edge of Balloon Fiesta Park, the museum serves as a year-round destination tied to Albuquerque's identity as the ballooning capital of the world. The museum contributes to the area's role as a destination for tourism, education, and civic activity.



Caption: Schematic of the future Outdoor Engagement exhibit outside the Balloon Museum.

EDUCATIONAL PROGRAMS AND COMMUNITY INVOLVEMENT

The Balloon Museum offers exhibits, educational programs, and public events for all ages. Programming emphasizes science, technology, engineering, art, and mathematics (STEAM), with interactive displays, hands-on learning, reading areas, and a theater.

The museum offers recurring and seasonal programs for youth and families. Stories and Music in the Sky is a free early childhood program that combines storytelling, music, movement, and art. The museum hosts field trips and curriculum-based learning experiences, summer programs for school-aged children, and monthly STEAM Nights.



Caption: Stories and Music in the Sky at Balloon Museum

OUTDOOR BALLOON ADVENTURE

The museum is expanding its learning environment outside with a capital project, the Outdoor Balloon Adventure. The outdoor playscape explores the principles of flight through physical activity and sensory engagement. Construction is expected to begin in late spring or early summer 2026. Additional fundraising is underway for future phases.



Caption: STEAM Nights. Kid-friendly science.



EVENT PROGRAMMING AND COMMUNITY ACTIVATION

The Balloon Museum serves an important role during major events, especially the Albuquerque International Balloon Fiesta. During Fiesta, the museum expands hours and offerings to accommodate more visitors. The museum offers access to the observation deck, lectures, new exhibits, virtual reality balloon rides, special theater programs, and community events.

The museum involves the community through year-round volunteer opportunities and outreach through newsletters, blogs, and event updates to promote awareness of exhibits and programs.



Caption: Purple pipe that moves non-potable water.

4.6.2 UTILITY PROGRAM

The Albuquerque Bernalillo County Water Utility Authority (ABCWUA) provides drinking water and wastewater treatment for residents and businesses within the North I-25 CPA.

ABCWUA also offers conservation and cost-saving programs to help reduce water

use. These include incentives for removal of turf (a high water use), rebates for water-efficient irrigation systems, rebates for tree planting, rebates for low-water landscaping, and financial assistance for income-qualified households.

NON-POTABLE WATER (PURPLE PIPE) SYSTEM

ABCWUA's non-potable water system, often referred to as the purple pipe system, supplies non-potable water for irrigation, reducing demand on drinking water.

Within and near the North I-25 CPA, the Northside purple pipe system supplies irrigation water to large recreational areas and landscapes, including Balloon Fiesta Park, Arroyo del Oso Golf Course, and landscaped areas along Alameda Boulevard. The Northside purple pipe system uses lightly treated surface water from the Rio Grande, which is distinct from the Southside purple pipe system, which uses highly treated reclaimed wastewater.

ABCWUA is interested in expanding the Northside system to serve additional parks, although no projects are currently identified or funded.

ELECTRICAL SERVICE AND ENERGY RELIABILITY

The Public Service Company of New Mexico (PNM) provides electrical service to homes, businesses, and community facilities within the North I-25 CPA. Electric service is supported by a combination of generation

facilities, regional transmission infrastructure, and local distribution lines.

PNM is transitioning toward renewable energy in support of the statewide goal of 100 percent carbon-free electricity by 2045. At the same time, the Reeves Generating Station, located within the CPA, continues to support the reliability of electric service, especially during peak demand in the evenings when there is no solar generation.

The Reeves Generating Station was originally sited in the industrial corridor to meet local electrical demand and continues to support surrounding development, including employment areas such as Journal Center. Maintenance at the generating station ensures that compliance with emissions standards are met.

BROADBAND AND DIGITAL CONNECTIVITY

The City's Broadband Office is supporting the expansion of high-speed fiber-optic internet infrastructure throughout the city, including areas within and near the North I-25 CPA. This multi-year initiative is carried out in partnership with private service providers under City licensing agreements.

The project expands access to high-speed internet service for homes and businesses. Expanded broadband supports remote work, online education, telehealth, and business activity.



PART 5. POLICY & REGULATIONS





Applying the Guiding Principles

Each element of the Comp Plan uses guiding principles as the basis for its goals, policies, and actions. The six guiding principles and their definitions were developed from input received during the public involvement process, detailed in the Vision chapter.

Here, we apply the guiding principles to **community Identity** goals, policies, and actions.

STRONG NEIGHBORHOODS

- Neighborhoods provide quality of life and remain distinct, vibrant places to live.
- Development in established neighborhoods matches existing character and promotes revitalization where desired.
- Established neighborhoods are protected, preserved, and enhanced.

MOBILITY

- Complete, walkable neighborhoods with a range of housing and amenities make non-auto transportation options safer and more accessible.
- Planning efforts identify improvements needed in areas with limited mobility.

ECONOMIC VITALITY

- Neighborhoods with locally-serving businesses promote sustainable economic growth and reinvestment of local dollars.

EQUITY

- Community Planning Area assessments in the City and Sector Planning in the County identify existing conditions and use equity measures to prioritize revitalization.

SUSTAINABILITY

- Strong and vibrant neighborhoods foster social connections and encourage resource-sharing.
- Sustainable neighborhood design integrates green infrastructure.

COMMUNITY HEALTH

- Healthy neighborhoods protect residents from hazards, encourage physical activity, and foster positive social interactions.
- A range of amenities in neighborhoods reduces the need to drive, increasing active transportation opportunities.

Caption: From the Comprehensive Plan, 4.1 Background & Analysis.

5.1 Centers & Corridors

Policies and regulations shape how neighborhoods and cities grow and change over time. They help guide decisions related to housing, transportation, economic development, public investment, community services, and the overall character of an area. This section reviews existing City policies and development regulations within the North I-25 CPA. The policies referenced in this section come from the City's Comprehensive Plan (Comp Plan), and the land use regulations come from the City's Integrated Development Ordinance (IDO).

This section also proposes policy recommendations specific to community feedback in the North I-25 CPA and organizes them into a policy matrix. (See Section 5.8.) These recommendations help guide future land use, infrastructure, and other decisions within the CPA while balancing citywide goals. If accepted by City Council, the recommended policies would be incorporated into Chapter 4 of the Comp Plan during the next update.

Broadly, the recommendations support infrastructure improvements, encourage economic development, expand housing opportunities, improve public safety and community facilities, and protect the area's cultural, historic, and environmental resources. The recommendations also reflect the community's desire for thoughtful growth that balances new development preserving neighborhood character, strengthening equity and accessibility, and reinforcing the



Caption: March 20256 Small Business Resource Fair at Sid Cutter Pilot's Pavilion

North I-25's distinct identity and sense of place.

The Centers and Corridors framework in the Rank 1 Comp Plan helps guide where future growth and development should occur throughout the city. This strategy encourages new housing, businesses, and investment to concentrate within existing Centers connected by Corridors that support walking, bicycling, transit use, and vehicle access.

Development within designated Centers and Corridors typically includes a mix of land uses, a variety of housing options, and higher-intensity development patterns than surrounding areas. These areas are designed to provide easier access to jobs, shopping, restaurants, services, entertainment, and community destinations while supporting more connected and walkable neighborhoods.

By focusing growth in areas already served by streets, utilities, transit, and other public

Policy & Regulations Review



infrastructure, the Centers and Corridors approach supports development that is more efficient and cost-effective over time. More compact development patterns may also reduce dependence on driving, limit the need for large surface parking areas, and support sustainability and climate goals.

5.1.1 CENTERS

The Comp Plan identifies five different types of Centers, each serving different roles, scales, and market areas throughout Albuquerque. Centers are generally defined by their activity levels, development intensity, walkability, and transit access. Over time, many Centers are expected to evolve into more pedestrian-oriented and mixed-use environments.

EMPLOYMENT CENTERS

Within the North I-25 CPA, three designated Employment Centers serve as important locations for employment, commercial activity, and economic investment. These Centers support the Comp Plan's Centers and Corridors framework by concentrating development in areas with access to existing infrastructure, transportation networks, and regional destinations.

Employment Centers support job creation and economic activity, particularly through the development of office, commercial, industrial, and business parks. These areas are typically located near major transportation corridors, freeway interchanges, or principal arterial streets to



support regional accessibility and freight movement.

Because Employment Centers often accommodate larger-scale commercial and industrial uses, they tend to be more auto-oriented than other Center types.

In some established Employment Centers, the Com Plan also supports mixed-use development and higher-density residential



Caption: Renaissance Employment Center

uses to create more integrated employment districts and reduce the separation among jobs, housing, and services.

» Renaissance Employment Center

The Renaissance Employment Center is a major regional employment and commercial area west of Interstate 25 both north and south of Montañito Road. The area includes high-intensity retail development, office uses, commercial services, and light industrial uses that form one of the largest employment hubs in the North I-25 CPA.

Much of the area is guided by the Renaissance Master Development Plan, which is discussed further in Section 5.6 of this report. Development patterns have historically been auto-oriented, with larger commercial sites and regional-serving businesses; however, the area also presents opportunities for infill development, improved pedestrian connectivity, and the gradual evolution toward an integrated “park-once” employment district where people can easily walk between destinations.

The Comp Plan and IDO support continued improvements to transit access, pedestrian connectivity, and multimodal transportation options within the Renaissance Employment Center while maintaining its important regional economic and transportation role.

» Journal Center Employment Center

The Journal Center Employment Center is one of Albuquerque’s largest employment hubs and contains a mix of office, commercial, research and development, medical, residential, and retail uses. The area has evolved into a mixed-use employment district that supports a range of businesses, services, and housing opportunities.

Located near Interstate 25, Paseo del Norte Boulevard, and other major transportation corridors, the Employment Center benefits from strong regional accessibility and serves as an important economic driver within the North I-25 CPA. Continued investment in pedestrian infrastructure, transit access, and multimodal connectivity can strengthen

connections between employment areas, commercial services, and surrounding neighborhoods.

» North I-25 Employment Center

The North I-25 Employment Center supports office, industrial, commercial, and related employment uses within the CPA. Its location along Interstate 25 and several major transportation corridors provides strong regional accessibility and supports economic activity and investment.

The Employment Center provides opportunities for employment growth, redevelopment, and reinvestment while supporting the Comp Plan’s goals for concentrating development in areas served by existing infrastructure. Additional improvements to pedestrian, bicycle, and transit connectivity may further strengthen access between employment areas, commercial destinations, and surrounding neighborhoods.



Caption: North I-25 Employment Center



5.1.2 CORRIDORS

The Comp Plan identifies five different Corridor types along major public streets, each prioritizing a different mode of travel. These Corridors support movement throughout the city while also helping shape future development patterns, transportation investments, and the character of surrounding areas.

The character of a Corridor may vary depending on the surrounding context. In areas near Centers, Corridors may include more pedestrian-oriented design features, transit-supportive development, and slower vehicle speeds to improve walkability and safety. In areas adjacent to established low-density residential neighborhoods, Corridor design and development transitions help maintain neighborhood compatibility while supporting mobility and connectivity throughout the city.



Caption: Journal Center Employment Center

PREMIUM TRANSIT CORRIDORS

The Comp Plan designates a future Premium Transit Corridor along the Interstate 25 frontage road north of Candelaria Road on the eastern edge of the North I-25 CPA. Premium Transit Corridors are intended to provide high-capacity, high-frequency transit service, such as bus rapid transit or other enhanced regional transit systems that provide more reliable and efficient connections across Albuquerque.

The Comp Plan envisions these Corridors as important locations for transit-oriented and mixed-use development, particularly in areas within walking distance of major transit stops or stations. Over time, Premium Transit Corridors are intended to accommodate a mix of housing, employment, commercial services, and institutional uses that support increased transit ridership and reduce reliance on automobile travel.

Within the North I-25 CPA, Premium Transit Corridors are designated as proposed corridors that may support future transit investments and transit-oriented development. Over time, these corridors are intended to expand mobility options, improve regional connectivity, and encourage development patterns that support walking, bicycling, and transit use.

» Jefferson Street

Jefferson Street runs north-south through the North I-25 CPA and forms part of the proposed University/Interstate 25/Jefferson Premium Transit Corridor. The corridor

provides connections between Employment Centers, commercial areas, and regional transportation facilities while supporting future opportunities for transit-oriented development.

Consistent with the Centers and Corridors framework, Jefferson Street is identified as a location where future transportation investments may support improved transit service, multimodal connectivity, and increased development intensity. Recent infrastructure improvements have enhanced pedestrian safety, accessibility, and drainage, while future investments could strengthen connections between employment areas, transit facilities, and surrounding neighborhoods.

» El Pueblo Road

El Pueblo Road forms part of the proposed University/Interstate 25/Jefferson Premium Transit Corridor and provides access to the Los Ranchos/Journal Center Rail Runner Station, nearby Employment Centers, and surrounding commercial areas.

Planned transportation improvements along the corridor are intended to enhance pedestrian, bicycle, and transit connectivity while improving access to regional transit services. These investments support the Comp Plan's goals of directing growth toward areas with existing transportation infrastructure and expanding multimodal transportation options.



» Pan American/Interstate 25 Ramp

The Pan American Freeway corridor forms an important component of the proposed University/Interstate 25/Jefferson Premium Transit Corridor. The corridor provides regional mobility and serves as a key transportation link connecting employment centers, commercial districts, and surrounding communities.

Ongoing transportation improvements along Interstate 25 are intended to improve mobility, safety, and system efficiency while supporting future opportunities for enhanced transit service and regional connectivity.

» Paseo Del Norte Boulevard

Paseo del Norte Boulevard serves as a major east-west transportation corridor and is identified as a proposed Premium Transit Corridor within the North I-25 CPA. The corridor provides regional connectivity while supporting future opportunities for transit-oriented development and improved multimodal transportation options.

Premium Transit Corridor policies are intended to support increased transit access, encourage compact development patterns, and improve connections between residential areas, employment centers, and commercial destinations.

MAJOR TRANSIT CORRIDORS

Major Transit Corridors support convenient, reliable, and efficient public transit service while improving connectivity for pedestrians, bicyclists, and other users traveling between Centers and neighborhoods throughout Albuquerque. These Corridors balance mobility, access, and development by supporting transit-oriented development in appropriate locations while continuing to accommodate regional vehicle travel.

The Comp Plan emphasizes walkability along Major Transit Corridors to create safer, more comfortable environments for pedestrians and transit users. Streetscape improvements, sidewalk connectivity, bicycle infrastructure, transit access, landscaping, lighting, and pedestrian-oriented design are important elements that support these Corridors. Major Transit Corridors are expected to accommodate high-frequency transit service, including ABQ RIDE routes, regional transit connections, and commuter bus service.

» Montañó Road

Montañó Boulevard forms the southern boundary of the North I-25's CPA and is designated as a Major Transit Corridor. The corridor serves as one of Albuquerque's primary east-west transportation connections and plays an important regional role, linking the West Side, North Valley, and the Interstate 25 corridor.

Moving east from Rio Grande Boulevard toward 4th Street, the roadway transitions

from a limited-access roadway configuration into a signalized urban arterial with greater access to surrounding commercial and employment areas. The corridor also passes through portions of the Renaissance Employment Center, a major regional hub for commercial activity, professional offices, and light industrial uses.

» San Mateo Boulevard

San Mateo Boulevard is a Major Transit Corridor that provides a north-south transportation connection serving employment centers, commercial areas, and surrounding neighborhoods. The corridor supports transit service, regional mobility, and access to key destinations within and beyond the North I-25 CPA.

Its proximity to the Journal Center Employment Center and other commercial areas reinforces its role as a transportation corridor supporting economic activity and connectivity. Consistent with Comprehensive Plan policies, future improvements along the corridor may strengthen pedestrian accessibility, transit connectivity, and multimodal transportation options while maintaining regional mobility.



COMMUTER CORRIDORS

Commuter Corridors serve as key components of Albuquerque's regional transportation network and move large volumes of people and goods across the metropolitan area. These Corridors typically prioritize regional mobility, freight movement, and higher vehicle travel speeds while connecting neighborhoods and employment areas to major destinations throughout the city and region.

Unlike Main Street Corridors, which function as walkable destinations, Commuter Corridors primarily serve as regional transportation for vehicles between residential areas, Employment Centers, commercial districts, and regional activity hubs.

» Alameda Boulevard

Alameda Boulevard (NM 528) is designated as a Commuter Corridor and serves as an east-west transportation route within the North I-25 CPA. The corridor provides connections between residential neighborhoods, employment centers, commercial areas, and regional transportation facilities.

Consistent with the Comp Plan, Alameda Boulevard supports regional mobility while accommodating pedestrian, bicycle, and transit improvements where appropriate. Continued transportation investments along the corridor may improve connectivity, enhance safety, and support efficient movement throughout the area.

» Interstate 25 Commuter Corridor

Located along the eastern boundary of the North I-25 CPA, Interstate 25 serves as the region's primary north-south interstate corridor and plays a major role in regional commuting, freight movement, and economic activity throughout Albuquerque and central New Mexico.

I-25 provides regional access to the Renaissance Employment Center and surrounding commercial and office areas, making Interstate 25 an important component of the CPA's economic infrastructure. Its proximity to major employment centers, commercial services, and regional transportation routes also makes it an important component of the transportation network in the North I-25 CPA.

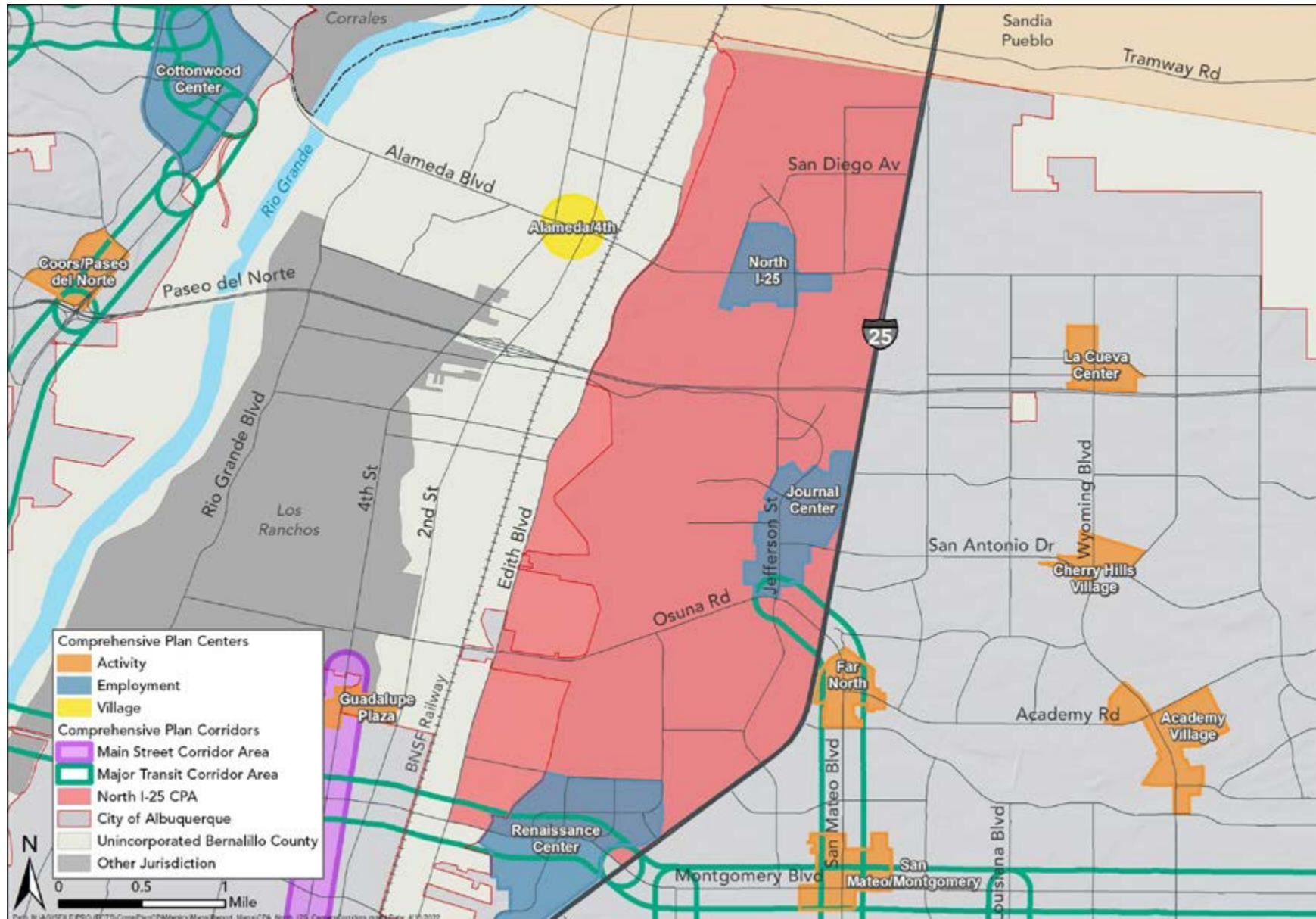
» Paseo del Norte Boulevard

Paseo del Norte Boulevard serves as a major east-west Commuter Corridor that provides regional connectivity between residential neighborhoods, Employment Centers, commercial districts, and Interstate 25. The corridor plays an important role in supporting mobility throughout the North I-25 CPA and connecting the area to destinations across Albuquerque and the broader metropolitan region.

Consistent with the Comp Plan, transportation improvements along the corridor are intended to maintain regional mobility, improve operational efficiency, and support safe and reliable travel for residents, employees, and visitors.



Caption: Eastbound Paseo del Norte Boulevard


FIGURE 14. CENTERS AND CORRIDORS


5.2 Existing IDO Regulations

5.2.1 OVERLAY ZONES

Many community priorities identified during the North I-25 CPA planning process are addressed in existing zoning regulations and development standards. These regulations are set out in the Integrated Development Ordinance (IDO), which establishes the rules governing how land can be used and developed throughout Albuquerque.

The IDO includes regulations related to allowable land uses, building design, site layout, parking, landscaping, signage, building height, and building setbacks. Together, these standards help shape the character and function of neighborhoods, commercial areas, corridors, and employment centers across the city.

In addition to regulating land uses, the IDO also contains design standards that support planning goals identified in the Comp Plan, including walkability, connectivity, compatibility between land uses, and multimodal transportation.

The IDO includes both citywide regulations and standards tailored to specific geographic areas or development contexts in Albuquerque. Within the North I-25 CPA, certain properties and corridors are also subject to additional zoning overlays, use-specific standards, or special area regulations that address unique community character, development conditions, or policy goals.

IDO Table II provides an index of regulations and standards that apply to smaller geographic areas within the North I-25 CPA. These include Overlay Zones, Use-Specific Standards, Development Standards, and other area-specific regulations organized alphabetically by small area.

OVERLAY ZONES

Overlay zones add regulations or design requirements on top of the underlying zoning district standards established by the IDO. These overlays are typically used in areas where additional guidance is needed to help preserve neighborhood character, protect important cultural or environmental resources, maintain scenic views, or support specific development patterns.

Depending on the area, Overlay zones may include standards related to building design, height, setbacks, landscaping, signage, site layout. In many cases, these regulations ensure that new development is compatible with the surrounding context and reflects community planning goals.

Many of Albuquerque's Overlay zones originated in Sector Development Plans adopted prior to the IDO. A number of these area-specific regulations were carried over into the IDO as Overlay zones when it was adopted in 2017, and the Sector Development Plans were rescinded.

CHARACTER PROTECTION OVERLAY (CPO) ZONES

Policy & Regulations Review



Character Protection Overlay (CPO) zones help preserve areas with distinctive architectural, cultural, or neighborhood character that may not meet the criteria for designation as a Historic Protection Overlay (HPO) Zone.

CPO zones add regulations to maintain the established scale, development patterns, and community character of specific areas. Most CPO regulations address physical development standards, such as building form, site design, and neighborhood compatibility.

» North I-25 CPO-10

The North I-25 CPO-10 encompasses portions of the former North I-25 Sector Development Plan area. The overlay establishes supplemental standards related to building height, outdoor lighting, building design, and signage that apply in addition to the underlying zoning districts. These regulations help keep building heights low next to the Balloon Fiesta Park for takeoff and landing, as well as preserving neighborhood character, maintaining compatibility with surrounding development, and reinforcing the area's established development pattern and scale.

5.2.2 USE SPECIFIC STANDARDS

Certain use-specific regulations from former SDPs were incorporated into the IDO when it was adopted in 2017. These regulations are now codified under IDO §14-16-4-3 and



provide additional standards for specific land uses and geographic areas throughout Albuquerque.

The IDO organizes these regulations through Table I, which indexes standards by IDO section, and Table II, which lists regulations alphabetically by small area. Together, these references help identify localized development standards and land-use requirements in areas such as the North I-25's CPA.

CONTEXT STANDARDS

The IDO adds standards that apply in specific contexts to protect residential uses and open spaces. These standards either add limits on impactful activity, prohibit some uses or activities within a specified distance, or require additional review processes that involve public notice, a public hearing, and discretionary review that can place conditions of approval to mitigate expected impacts.

SMALL AREA STANDARDS

Certain use-specific regulations from Sector Development Plans were incorporated into the IDO when it was adopted in 2017. These regulations are now codified in IDO § 14-16-4-3 and provide standards for specific land uses and geographic areas throughout Albuquerque.

The IDO organizes these regulations in Table I, which indexes standards by IDO section, and Table II, which lists regulations alphabetically by small area. Together, these references help identify localized

development standards and land-use requirements.

In MX-L and MX-M districts within the North I-25 CPO-10, multi-family residential development must have active uses on the ground floor, such as non-residential uses or the leasing office, gym, or laundry areas for common use in a residential development. This provision is intended to activate the street for pedestrians and encourage a more walkable development pattern.

Portable signs and off-premises signs are prohibited in the North I-25 CPO-10. A sub-area surrounding Alameda Boulevard between Edith Boulevard and Interstate 25 also limits the size of wall signs and restricts freestanding signs and rotating signs.

The Railroad and Spur Small Area includes properties located within one-half mile of the Burlington Northern Santa Fe railroad tracks or within one-quarter mile of the Sawmill rail spur. This designation helps manage compatibility between industrial or higher-intensity commercial activities and nearby residential neighborhoods and community areas.

Because rail corridors often support industrial uses, freight activity, and other higher-impact operations, the IDO adds review standards to evaluate potential cumulative impacts on surrounding areas. These standards address concerns related to noise, vibration, air quality, traffic, and other environmental or operational impacts

associated with industrial and commercial development.

CONTEXT STANDARDS

The IDO regulates some uses differently in Centers and Corridors. Table III lists regulations specific to the different types of Centers and Corridors. The regulations for Main Street and Major Transit apply to corridors in the North I-25 CPA. (See Section 5.2.1.)

There are no required parking minimums within Major Transit areas (i.e., Montañito Road or San Mateo) to encourage transit-oriented development and to leave more room for buildings. Developments within Employment Centers are eligible for a 50 percent reduction in required parking minimums.

Cottage developments do not have a distance separation within ¼ mile of Major Transit areas to encourage additional density and housing options along these corridors.

5.2.3 LANDFILLS AND LANDFILL BUFFERS

Landfills and landfill buffer areas are regulated as sensitive lands under the IDO to protect public health and safety and reduce potential impacts associated with landfill gas migration. Development within designated landfill buffer areas is subject to additional review requirements to ensure that potential environmental hazards are appropriately addressed.



Within the North I-25 CPA, landfill buffer regulations apply to areas associated with the former Coronado, Los Angeles, and Nazareth Landfills, as well as portions of the Oakland Avenue and Sacramento landfill buffer areas that extend into the CPA. These standards help guide future development while supporting safe and compatible land use patterns.

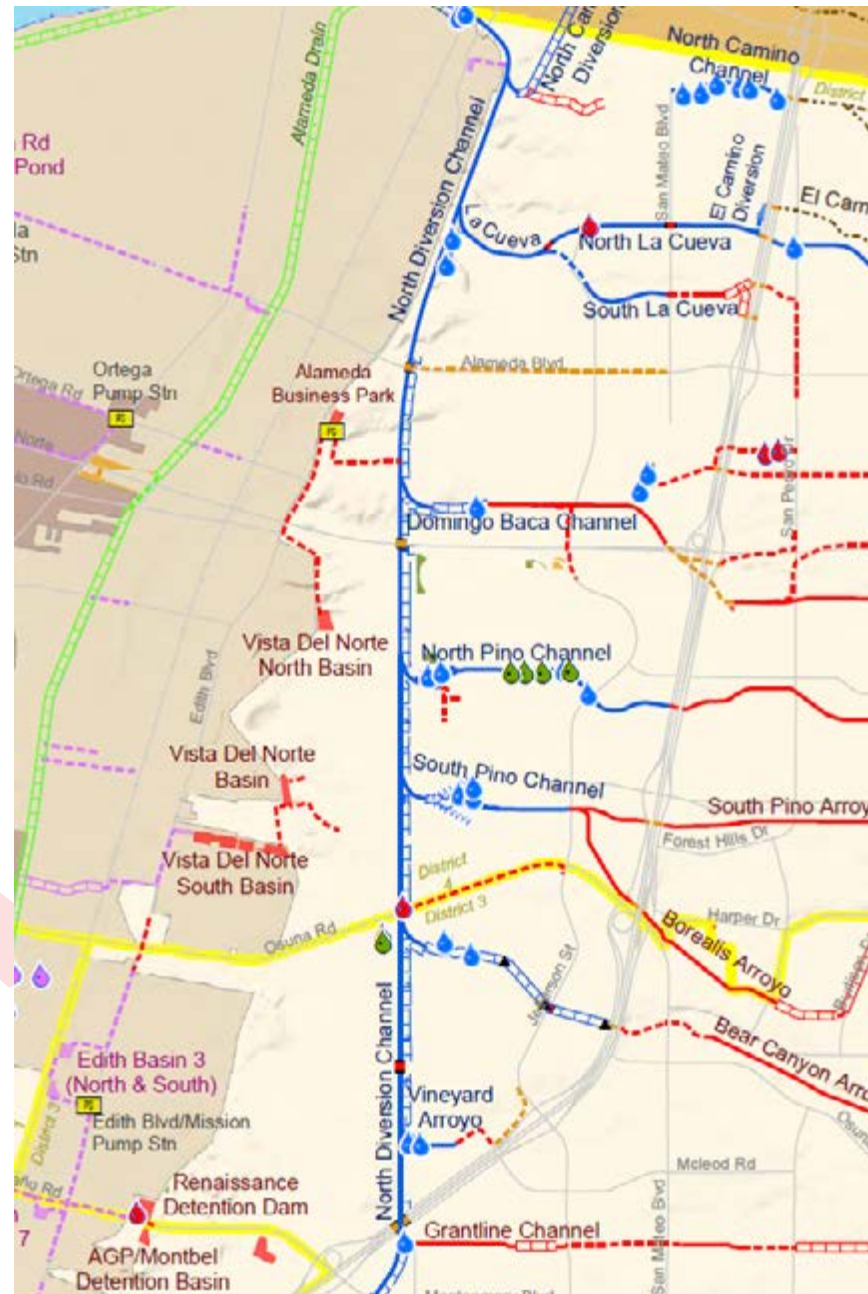
5.2.4 MAJOR ARROYOS

The IDO establishes development standards for major arroyos to protect public safety, reduce flood risk, and preserve the function of Albuquerque's drainage infrastructure. These standards help ensure that development is designed to minimize impacts on natural drainage systems while maintaining adequate flood conveyance capacity.

Major arroyos also provide important environmental and open-space functions, including stormwater management, habitat connectivity, and opportunities for trails and recreational facilities. Within the North I-25 CPA, applicable standards help guide development adjacent to major drainage facilities and support long-term resilience throughout the area.

Major arroyos and drainage channels within the North I-25 CPA include:

- > North Diversion Channel
- > Domingo Baca Arroyo
- > North Camino Arroyo



Caption: Maintenance Map for Drainage Facilities in the Albuquerque Metropolitan Area

5.3 Rank 2 Facility Plans

While the Comp Plan establishes the City's overall vision and policy direction, Rank 2 Facility Plans provide detailed technical guidance for specific infrastructure systems, public facilities, and operational areas such as transportation, parks, drainage, trails, and open space.

These plans help translate Comp Plan goals into specific implementation strategies, project priorities, and infrastructure recommendations. Rank 2 Facility Plans often identify long-term capital improvements, maintenance needs, system deficiencies, and investment priorities that help guide future City projects and funding decisions.

Several adopted Rank 2 Facility Plans influence conditions and future planning efforts within the North I-25 CPA

5.3.1 BIKEWAY AND TRAIL FACILITIES PLAN

The 2024 Albuquerque Bikeway and Trail Facilities Plan (BTFP) is a Council-adopted Rank 2 Facility Plan expanding and improving the city's bicycle and trail network while creating safer and more accessible transportation options for people of all ages and abilities.

The plan focuses on developing a connected "low-stress" bicycle network through improvements such as buffered and separated bicycle lanes, bicycle boulevards, safer street crossings, trail connections, and enhanced multimodal infrastructure. The

overall goal is to make bicycling a more practical and comfortable transportation option for a wider range of users, including families, seniors, students, and less experienced riders.

Existing low-stress bicycle facilities within the North I-25 CPA include portions of the North Diversion Trail, Bear Canyon Arroyo Trail, and several on-street bicycle routes that provide connections between neighborhoods, employment centers, and community destinations. The Bikeway and Trail Facilities Plan identifies opportunities to expand and strengthen these connections through additional trail segments, bicycle facilities, and improvements that address gaps in the existing network.

The plan identifies portions of the North I-25 CPA, particularly in the northeastern areas, as locations where additional bicycle infrastructure may improve connectivity to employment centers, commercial areas, transit facilities, and other destinations. Expanding access to low-stress bicycle facilities supports the City's Vision Zero goals while improving transportation options and access for residents who rely on walking, bicycling, or transit for daily travel.

These connectivity challenges raise broader transportation equity concerns. Areas lacking low-stress bicycle infrastructure limit safe transportation options available to residents who rely on walking, bicycling, or transit for daily travel.

Policy & Regulations Review



Consistent with the City's Vision Zero goals, the BTFP prioritizes improvements to reduce traffic-related injuries, improve multimodal safety, and expand equitable access to high-quality bicycle and trail infrastructure throughout Albuquerque.

5.3.2 RANK 3 BALLOON FIESTA PARK MASTER PLAN

The Balloon Fiesta Park Master Plan guides the long-term development, management, and improvement of Balloon Fiesta Park, one of Albuquerque's most significant regional recreational and special event destinations. The plan helps coordinate future investments in park facilities, circulation, infrastructure, visitor amenities, and event operations while supporting the park's role as a major community asset.

As discussed further in Section 4.1.1, ongoing improvements to Balloon Fiesta Park support recreational opportunities, special events, tourism, and regional economic activity within the North I-25 CPA.

5.4 Master Development Plans

A Master Development Plan is a site-specific plan prepared by a property owner or developer and approved by the City to guide coordinated development across larger properties that may include multiple lots, buildings, land uses, and development phases. Master Development Plans are commonly used for larger commercial, mixed-use, industrial, or employment centers that require a unified development vision, infrastructure strategy, and design framework.

Master Development Plans typically establish standards related to circulation, building design, landscaping, signage, parking, drainage, and infrastructure responsibilities. In many cases, these plans allow development to occur in a more coordinated manner than would otherwise be possible through standard zoning regulations alone.

There are currently three approved Master Development Plans within the North I-25 CPA.

Several Master Development Plans within the North I-25 CPA originated under previous planning and zoning frameworks and continue to guide development through standards that supplement the underlying zoning regulations. These plans provide coordinated guidance for larger employment, commercial, and industrial areas and help ensure that development occurs in a coordinated manner.

Today, Master Development Plans continue to serve as an implementation tool by establishing site-specific standards related to land use, circulation, landscaping, architecture, signage, and infrastructure. These standards support coordinated development patterns and reinforce the long-term function of major employment and commercial districts throughout the CPA.

5.4.1 ALAMEDA BUSINESS PARK MASTER DEVELOPMENT PLAN

The Alameda Business Park Master Development Plan guides development within a large employment and commercial area near Alameda Boulevard and -25. The plan establishes standards for site development, architecture, landscaping, signage, lighting, and other site improvements to promote coordinated development and maintain a consistent visual character throughout the area.

The plan also incorporates requirements related to environmental conditions associated with nearby former landfill areas, helping ensure that future development protects public health and safety.



5.4.2 GROUP NINE INDUSTRIAL PARK MASTER DEVELOPMENT PLAN

The Group Nine Industrial Park Master Development Plan guides development within a mixed employment and industrial area located near Jefferson Street and Osuna Road. The plan establishes coordinated standards for site design, landscaping, circulation, and building development that support industrial, office, and employment uses.

By providing a unified development framework, the plan helps maintain compatibility among uses, support business investment, and reinforce the area's role as an important employment center within the North I-25 CPA.

5.4.3 JEFFERSON COMMONS MASTER DEVELOPMENT PLAN

The Jefferson Commons Master Development Plan guides development within a mixed-use employment area located near Interstate 25 and Jefferson Street. The plan establishes standards related to site design, circulation, landscaping, drainage, signage, and parking to support coordinated development throughout the area.

These standards help maintain a consistent development pattern while supporting commercial and employment activity within the corridor.



5.4.4 JEFFERSON COMMONS PHASE II MASTER DEVELOPMENT PLAN

The Jefferson Commons Phase II Master Development Plan expands on the development framework established for the Jefferson Commons area. The plan includes standards related to site design, landscaping, circulation, architecture, parking, and pedestrian connectivity.

The plan supports coordinated development and improved internal circulation while encouraging a more connected and accessible environment for employees, visitors, and businesses.

5.4.5 JOURNAL CENTER & JOURNAL CENTER 2 MASTER DEVELOPMENT PLANS

The Journal Center and Journal Center 2 Master Development Plans guide development within one of Albuquerque's largest employment and business districts located along Interstate 25. The plans establish coordinated standards related to land use, site design, circulation, landscaping, signage, and architecture that support office, commercial, research and development, and light industrial uses.

Together, these plans help maintain a cohesive development pattern while supporting employment growth, business investment, and economic activity within the North I-25 CPA. The plans also support

multimodal connectivity and coordinated infrastructure improvements that reinforce the area's role as a major regional Employment Center.

5.4.6 LAS LOMITAS INDUSTRIAL PARK MASTER DEVELOPMENT PLAN

The Las Lomitas Industrial Park Master Development Plan guides development within a mixed employment and industrial area located south of El Pueblo Road. The plan establishes standards related to site design, landscaping, setbacks, pedestrian amenities, lighting, signage, and architecture that support industrial, office, and employment uses.

These standards help ensure coordinated development, maintain compatibility with surrounding properties, and support economic activity within the North I-25 CPA. The plan also provides a framework for future investment and redevelopment while reinforcing the area's role as an employment and industrial center.



Caption: Renaissance Master Plan

5.4.7 NORTH GATEWAY INDUSTRIAL PARK MASTER DEVELOPMENT PLAN

Approved in 2007, the North Gateway Industrial Park Master Plan (NGIPMP) contains about 22.7903 acres. NGIPMP design standards govern landscaping, lot size and setbacks, signage, and architectural objectives. They are intended to create the visual image desired for the North Gateway community. Any development of the lots within the NGIPMP are required to submit a site plan for building permit for approval to the city's Development Review Services Team or the Development Facilitation Team depending on the scope and scale of the proposed development.

5.4.8 RENAISSANCE: A MASTER PLAN FOR THE NEW SOUTHWEST

Approved in 1985, the Renaissance Master Development Plan governs the large regional commercial and light-industrial district near Montañito Road and Interstate 25.

The Renaissance area functions as a major employment and commercial center within the North I-25 CPA, including large-format retail, office uses, commercial services, and light industrial development. Although the original property owners' association established under the plan is no longer active as a corporate entity, the Master Development Plan remains a



recorded regulatory document governing development within the district.

The plan establishes coordinated design and development standards to maintain visual consistency and an integrated development pattern throughout the area. These standards address elements such as architecture, signage, landscaping, circulation, and drainage infrastructure.

The Plan also assigns private maintenance responsibilities for landscaping, signage, drainage systems, and other shared site improvements.

5.4.9 RICHFIELD PARK MASTER DEVELOPMENT PLAN

The Richfield Park Master Development Plan guides development within an employment and industrial area located north of Alameda Boulevard between Jefferson Street and the North Diversion Channel. The plan establishes standards related to site design, building architecture, landscaping, parking, signage, lighting, drainage, and pedestrian circulation.

These standards help support coordinated development, maintain visual consistency, and promote compatibility among industrial and employment uses within the area. The plan also provides a framework for future investment and redevelopment while reinforcing the area's role as an important job center within the North I-25 CPA.

5.4.10 THE 25 MASTER DEVELOPMENT PLAN

The 25 Master Development Plan guides development within a mixed-use employment and commercial area along the Interstate 25 corridor. The plan establishes coordinated standards related to architecture, landscaping, circulation, lighting, signage, and pedestrian connectivity to support a cohesive development pattern across the site.

The plan promotes a mix of employment, commercial, dining, and supporting uses that contribute to economic activity within the North I-25 CPA. By encouraging walkability, multimodal access, and coordinated site design, the plan supports reinvestment and strengthens connections among businesses, employees, and visitors within the development.



Caption: Businesses within Richfield Park Master Development Plan



Caption: Entrance signage to the 25 businesses



5.5 Metropolitan Redevelopment Areas

The North I-25 CPA includes one designated Metropolitan Redevelopment Area (MRA). MRAs are established by the City Council to identify areas that would benefit from targeted public investment, redevelopment tools, and economic incentives that support revitalization, infrastructure improvements, and long-term community development.

Each MRA is guided by an adopted Metropolitan Redevelopment Plan that establishes goals, priorities, and implementation strategies tailored to the area's specific needs. These help to coordinate public and private investment while supporting redevelopment projects that align with community planning objectives.

Projects seeking assistance or incentives through the City's Metropolitan Redevelopment Agency are generally required to demonstrate consistency with the adopted MRA Plan, provide a clear community benefit, and contribute to long-term economic stability or revitalization within the district. Redevelopment assistance and partnership opportunities are often administered through Requests for Proposals (RFPs), grant programs, infrastructure partnerships, or other economic development tools.

5.5.1 CORONADO MRA

The Coronado Metropolitan Redevelopment Area (MRA) was established to support redevelopment, economic investment, and infrastructure improvements within a portion of the North I-25 CPA. The plan focuses on improving economic vitality, enhancing the appearance of the area, and reinforcing its role as a gateway into Albuquerque.

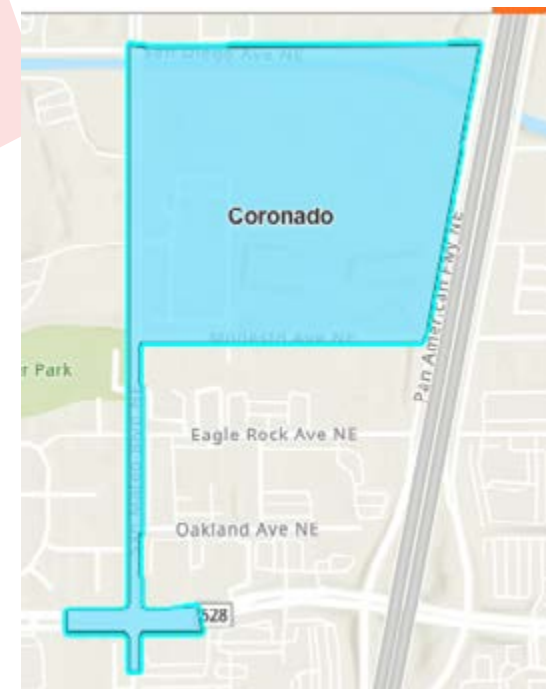
The Coronado MRA supports redevelopment activities that address environmental constraints, encourage private investment, and prepare sites for future development opportunities. The plan also promotes public infrastructure improvements, enhanced mobility, improved safety, and streetscape enhancements that contribute to a sense of place and support long-term revitalization efforts.

The vision for the area includes creating a mixed-use environment that supports employment, housing, commercial activity, and reinvestment while strengthening the area's contribution to the local economy and surrounding community.

The Coronado MRA Plan has largely been accomplished, and the Metropolitan Redevelopment Agency is considering repealing the plan to focus efforts on other areas.



Caption: Studios & Multi-Family Housing within the Coronado MRA.



Caption: Coronado MRA Map from MRA website

5.6 Policy Matrix



TABLE 2. Policy Matrix

NO.	POLICY	SECTION REFERENCE	RELATED COMP PLAN POLICIES
1	Encourage multimodal transportation options during special events at the Balloon Fiesta Park, using Transportation Demand Strategy policies, programs, and technologies.	See 3.3.3, 3.3.4, 3.4.4, and 3.10.5	See Transportation Policies 6.1.7, 6.4.2
2	Encourage multimodal transportation options for employees, customers, and visitors within Employment Centers and Activity Centers, such as ABQ Ride's Smart Business Partnership Program.	See 3.3.3, 3.3.4, 3.4.4, and 3.10.5	See Transportation Policies 6.1.3, 6.1.7, 6.4.2
3	Support the coordination of temporary and permanent park-and-ride facilities among the City of Albuquerque, Village of Los Ranchos, Bernalillo County, and the Rio Metro Regional Transit District.	See 3.3.3, 3.4.4, and 3.10.5	See Transportation Policies 6.1.1, 6.2.4 (b), 6.2.7 (a); See Infrastructure Policies 12.2.3, 12.4.4
4	Foster ongoing beautification of parks, multimodal trails, and sidewalks in Centers and Corridors, such as public art, landscaping, and innovative demonstration projects.	See 3.4.3	See Character Policy 4.1.3; See Urban design Policies: 7.3.3, 7.4.3 See Economic Development Policy 8.2.5 See Heritage Conservation Policies 11.5.1, 11.5.2
5	Support the creation of an 18-hour district in Journal Center that generates activity throughout the day and evening. Sub-policy 5a) Support development that adds mixed-income, high-density housing. Sub-policy 5b) Support development that prioritizes employment opportunities. Sub-policy 5c) Provide safe and convenient pedestrian and bicycle access to mobility to make Journal Center more walkable and multi-modal over time.	See 3.5.3, 3.5.6, and 3.10.4 See 3.6.2 and 3.6.4	See Land Use Policies 5.1.1, 5.1.4, 5.1.6; See Transportation Policy 6.1.1; See Economic Development Policies 8.1.1, 12.2.3;

5.7 Policy Matrix



NO. POLICY	SECTION REFERENCE	RELATED COMP PLAN POLICIES
6 Support workforce development to increase workforce capacity and skills, such as the City's Job Training Albuquerque Program.	See 3.5.4, 3.5.5, and 3.5.6	See Land Use Policies 5.1.1, 5.1.4, 5.1.5, 5.1.6; See Transportation Policy 6.1.1; See Economic Development Policy 8.1.1, 8.1.4, 8.2.5
7 Promote private and public financing mechanisms to create higher-density housing, quality of life amenities, and to enhance the walkability and vitality of Centers and Corridors.	See 3.4.2 and 3.9.2	See Urban Design Policies 7.1.1, 7.2.1, 7.2.2, 7.3.2, and 7.3.3; See Economic Development Policies 8.1.1;
8 Expand affordable and accessible recreation programs for youth and young adults.	See 3.5.7, 3.7.2, and 3.9.7	See Parks and Open Space Policy 10.2.1; See Infrastructure and Community Facilities Policies 12.2.1, 12.2.2, 12.2.3, 12.3.8;
9 Encourage collaboration between charter and private schools and the City Municipal Development Department's Traffic Engineering Division to assist schools with adequate directional signage and speed enforcement.	See 3.9.2 and 3.9.8	None specific to charter and private schools. Most relevant policies are 6.7.3 Schools and 6.8.2 Community Planning Areas.
10 Support collaboration among the City of Albuquerque, Bernalillo County, and the Village of Los Ranchos to improve multimodal and active transportation options along shared corridors in North I-25.	See 3.3.2, 3.3.3 and 3.3.4	See Transportation Policy 6.1.1; See Infrastructure and Community Facilities Policy 12.2.3;



PART 6.

ACTION MATRIX





6. ACTION MATRIX

Throughout the CPA assessment process, the Long Range team shared community priorities with partner departments and organizations in an effort to identify existing programs, projects, and policies that may address some of the community priorities. These are summarized in Sections 4 and 5.

In Spring 2026, the team invited the public, partners from local and regional governments, and nonprofit organizations to a series of Focus Groups. All 3 sessions were conducted virtually and were organized to cover the following themes:

- > *Community Identity*
- > *Public Art*
- > *Parks & Open Space*
- > *Land Use & Zoning*
- > *Housing*
- > *Economic Development*
- > *Vision Zero & ABQ RIDE Forward Network Plan*
- > *Solid Waste Programs*
- > *Trails & Bikeways*

The CPA team facilitated the focus groups sessions with technical information and other coordination, leaving space for partners and members of the public to talk with and learn from each. The resulting Action Matrix (below) is informed by these sessions, along with lessons from engagement, research, and partner coordination throughout the process. Each action has a committed leader, collaborators, a timeline, and measurement of success.

» Next Steps

The Action Matrix, as part of the CPA assessment report, is being submitted for review and acceptance by the Environmental Planning Commission and the City Council. This formal review process provides opportunities for public and staff comments to fully vet the recommendations and confirm the City's commitment to the actions led by City departments.



Caption: Open House 2026



TABLE 3. Action Matrix

NO.	ACTION	LOCATION	LEAD RESPONSIBILITY	COLLABORATORS	MEASURE OF SUCCESS	TIMEFRAME FOR COMPLETION
1	Explore creating a business association within North I-25	North I-25 CPA	Economic Development Department (EDD)	SCORE, Greater Albuquerque Chamber of Commerce	Decision to start a business association.	1 - 3 years
2	Improve street lighting and other Crime Prevention Through Environmental Design (CPTED) measures in residential and commercial areas to enhance public safety.	North I-25 CPA	Albuquerque Police Department (APD)	Planning, Office of Neighborhood Coordination (ONC), Department of Municipal Development (DMD)	Increase in the number of completed CPTED analysis in the area	Ongoing
3	Update or repeal the Coronado Metropolitan Redevelopment Area Plan after objectives are completed..	North I-25 CPA	MRA	Planning, Property Owners, and Businesses	Update or Repeal of Coronado MRA Area	1 - 2 years
4	Create Charter school-specific traffic plans, lighting standards, and school safety zones with the signage, lighting, and related safety measures.	North I-25 CPA	Department of Municipal Development (DMD), Traffic Engineering Division (TED)	NM Department of Transportation (NMDOT), Planning, NM Department of Education (NMDOE)	Number of Charter Schools with school-specific traffic plans.	2 - 4 years
5	Increase volunteer participation in maintaining "Mutt Mitt" dispensers along walking paths.	City Wide	Parks & Recreation	ONC, Planning, Local neighbors	Increase number of volunteers	Ongoing
6	Coordinate promotional opportunities and partnerships that support marketing initiatives, wayfinding, and visitor outreach efforts that connect event attendees to nearby businesses, restaurants, lodging, and services to strengthen local economic activity and regional identity.	North I-25 CPA	Parks & Rec./ Albuquerque International Balloon Fiesta Inc.	Visit Albuquerque, Chamber Commerce, EDD, CNM Workforce Dev, Future Business Association	Increase in number of events that have coordinated promotion	Ongoing
7	Identify locations based on adopted plans such as the Vision Zero Year-in-Review (Action Plan Update) and the Bikeway and Trail Facilities Plan and utilize nationally accepted resources such as NACTO, AASHTO, FHWA, to implement lower-cost/ high-impact projects to improve safety for vulnerable road users, traffic calming, and support walking and biking.	City-wide	DMD	Planning, Parks & Rec., NMDOT, ONC, APD	Increase in number of projects	Ongoing
8	Recruit new council member(s) to the Valley Area Command Community Policing Council to represent the North I-25	North I-25 CPA	Community Policing Council (CPC)	APD, ONC	Representative(s) from the North I-25 on the CPC	Ongoing



PART 7. APPENDICES





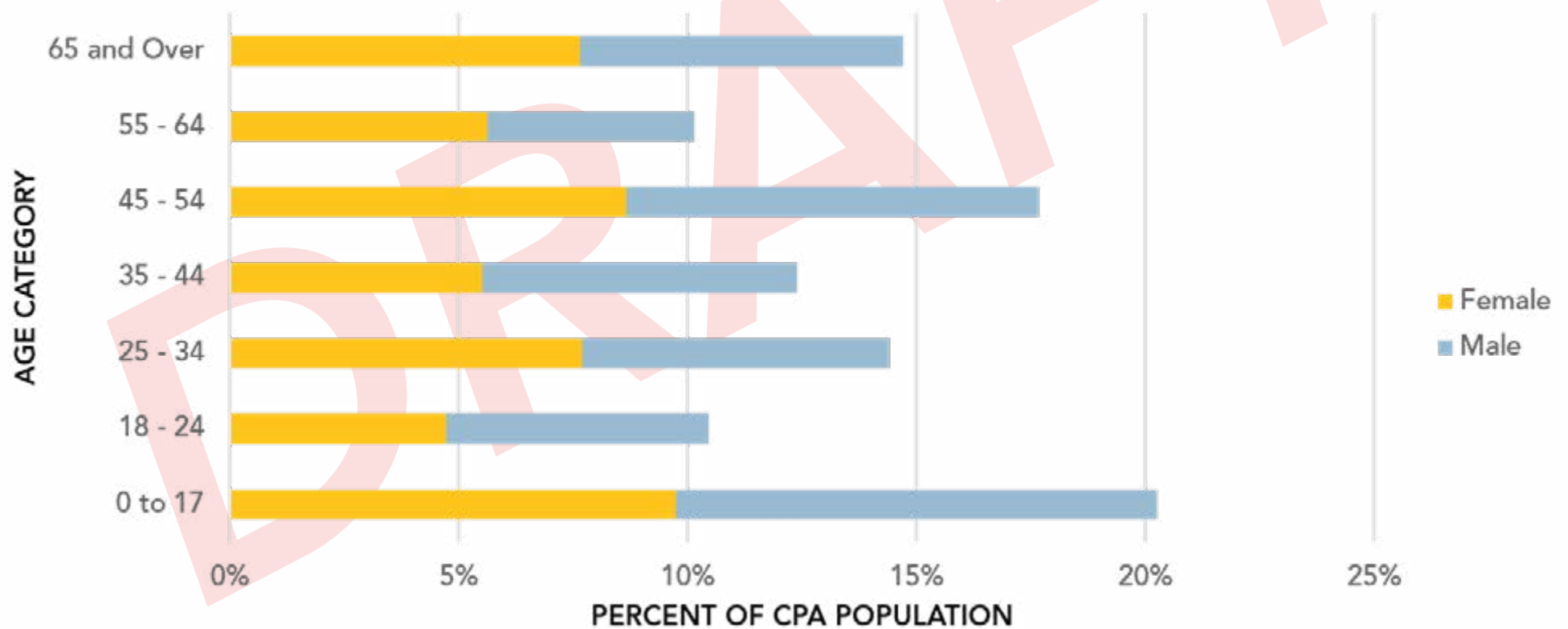
METRICS APPENDICES

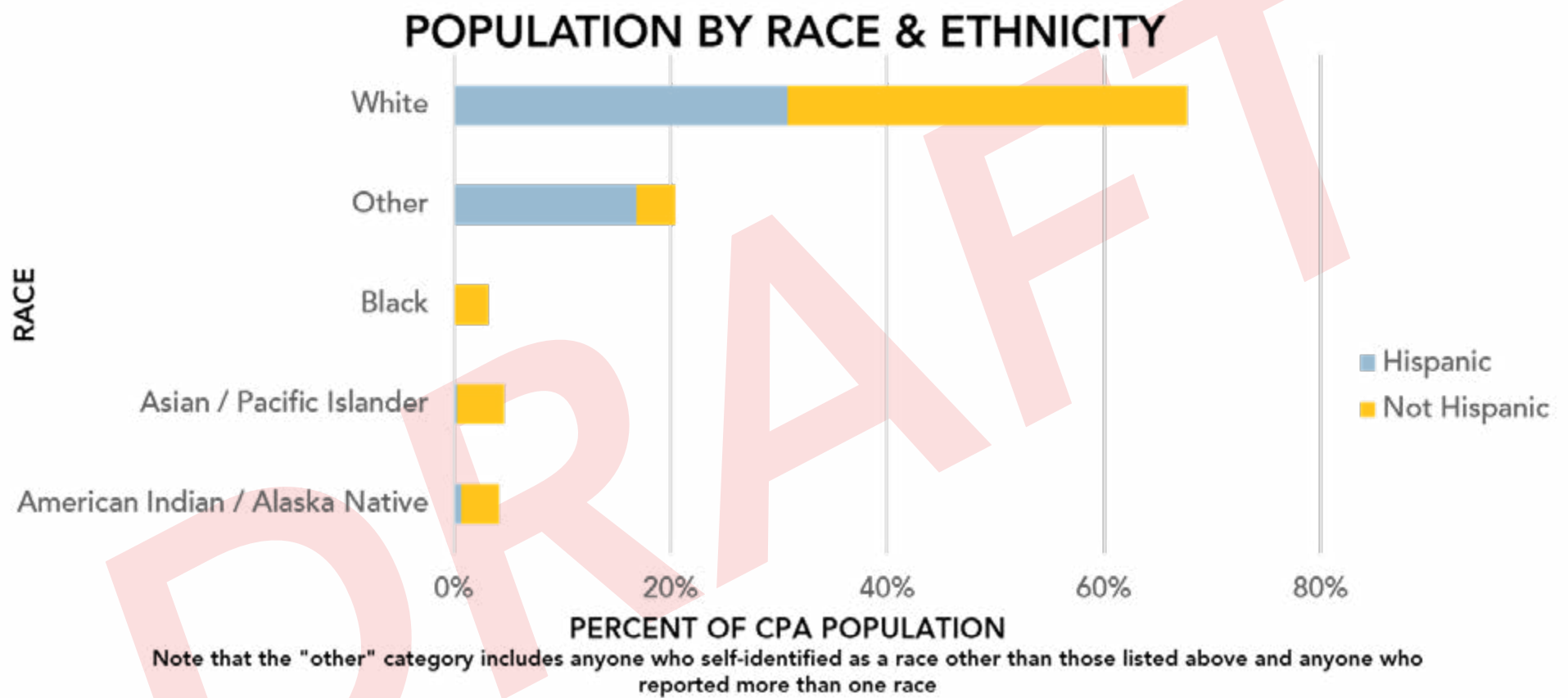


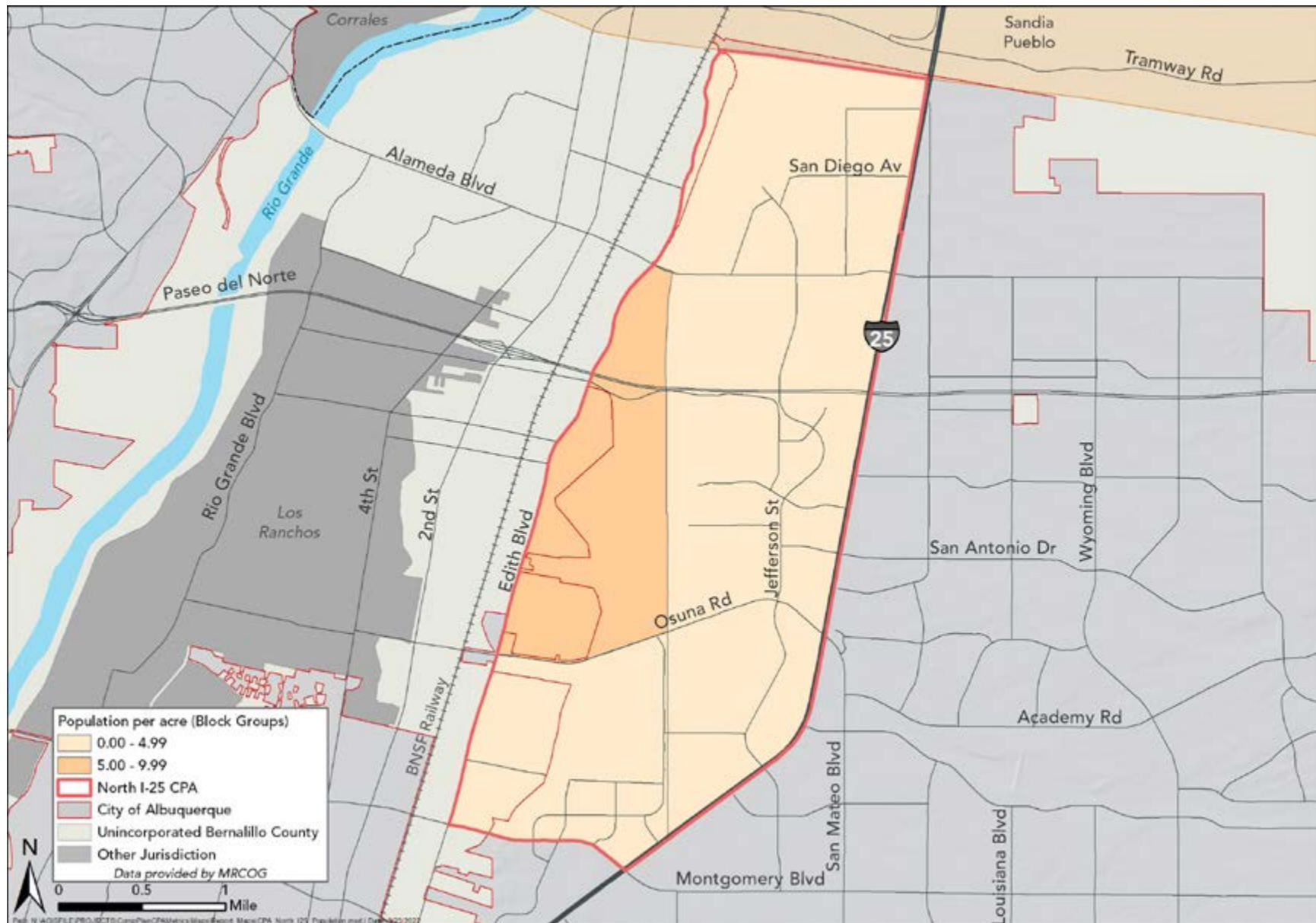
Community Identity Metrics

Population: 8,963
1.6 % of Albuquerque's population

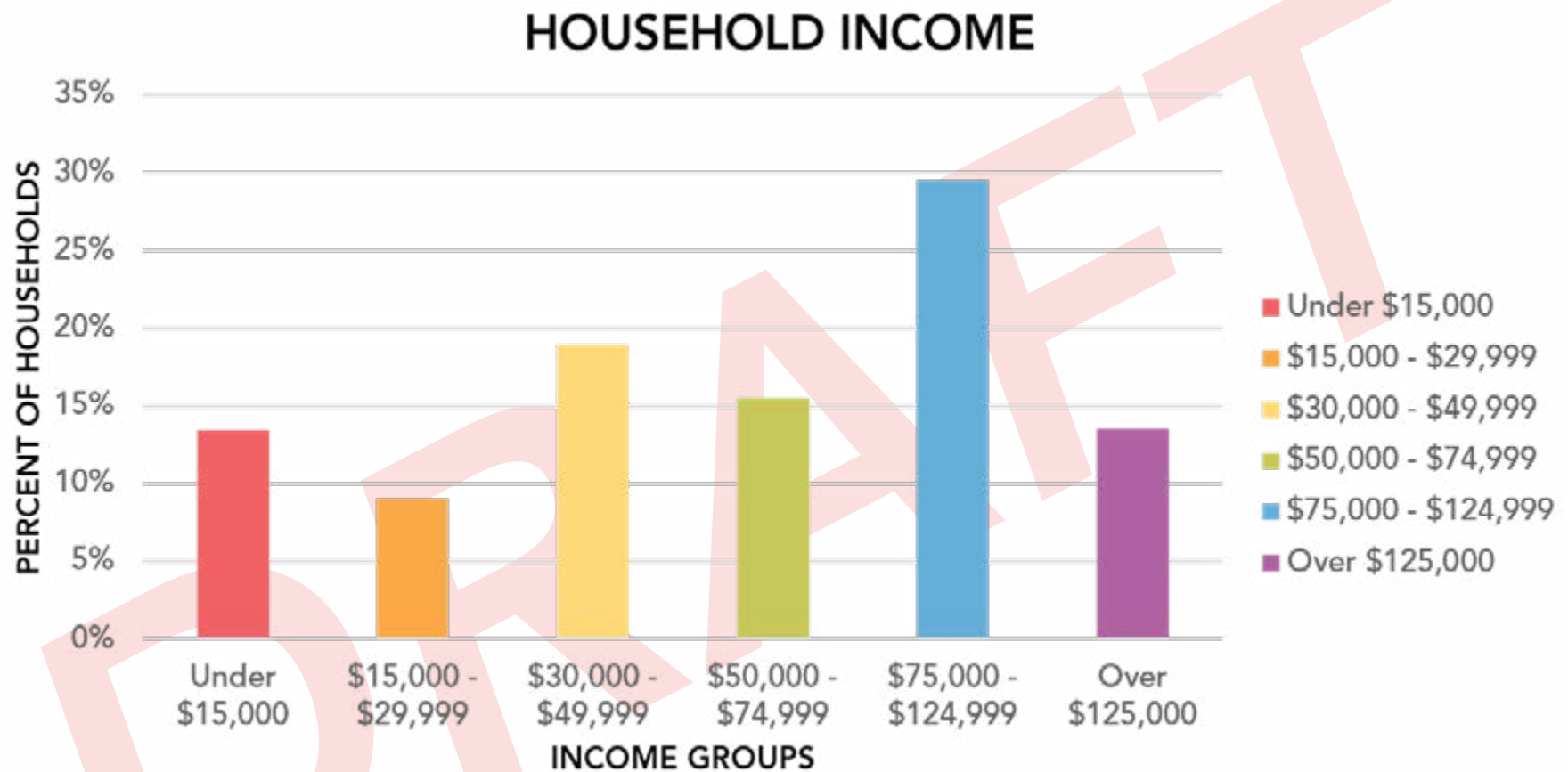
POPULATION BY AGE





**FIGURE 15. NORTH I-25 POPULATION DENSITY**

Residential density refers to the number of dwelling units on a parcel of land. Within the North I-25 CPA, residential density is generally highest away from the employment centers at North I-25, Journal Center, and Renaissance Center.



EDUCATION ATTAINMENT BY PERCENT OF POPULATION AGE 25+

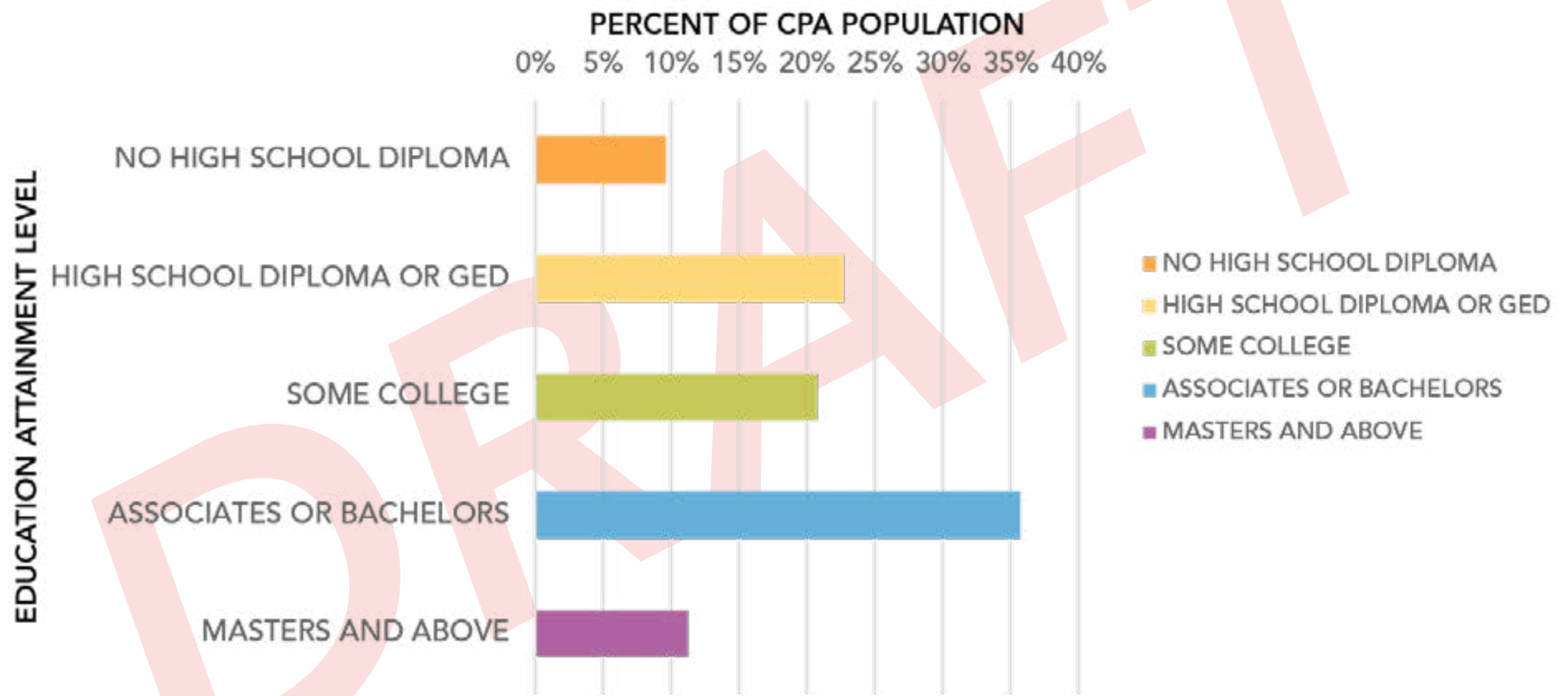
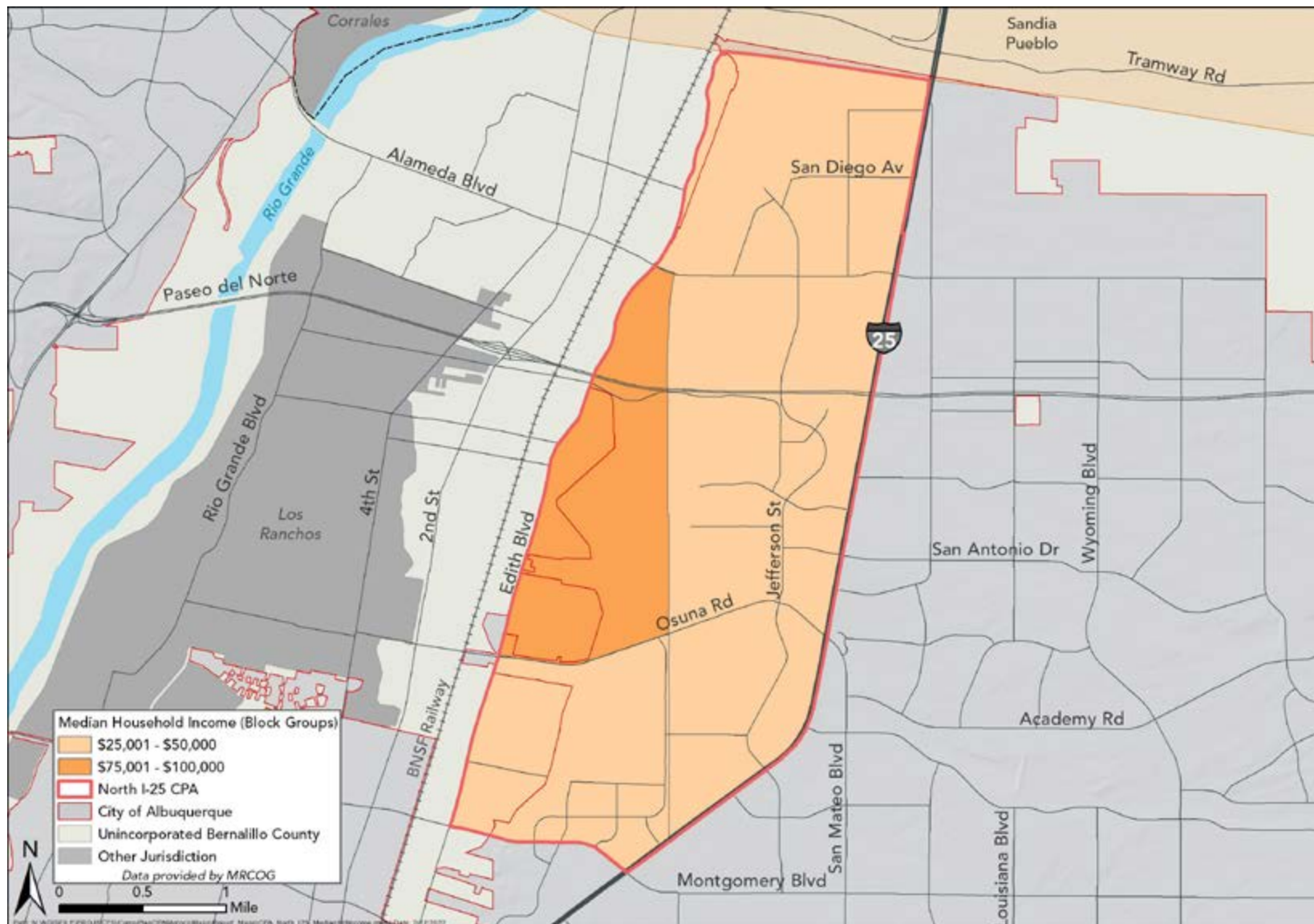
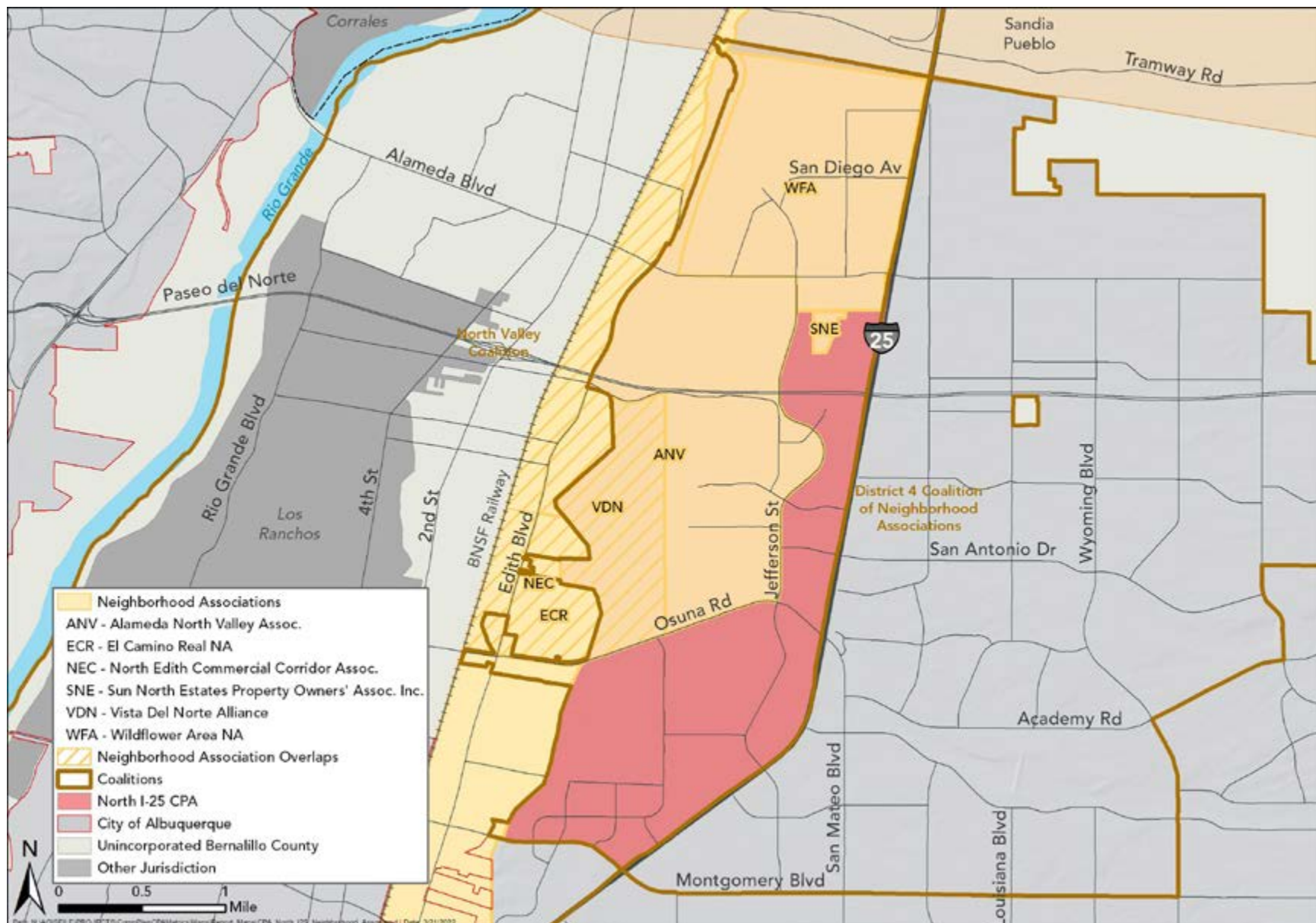
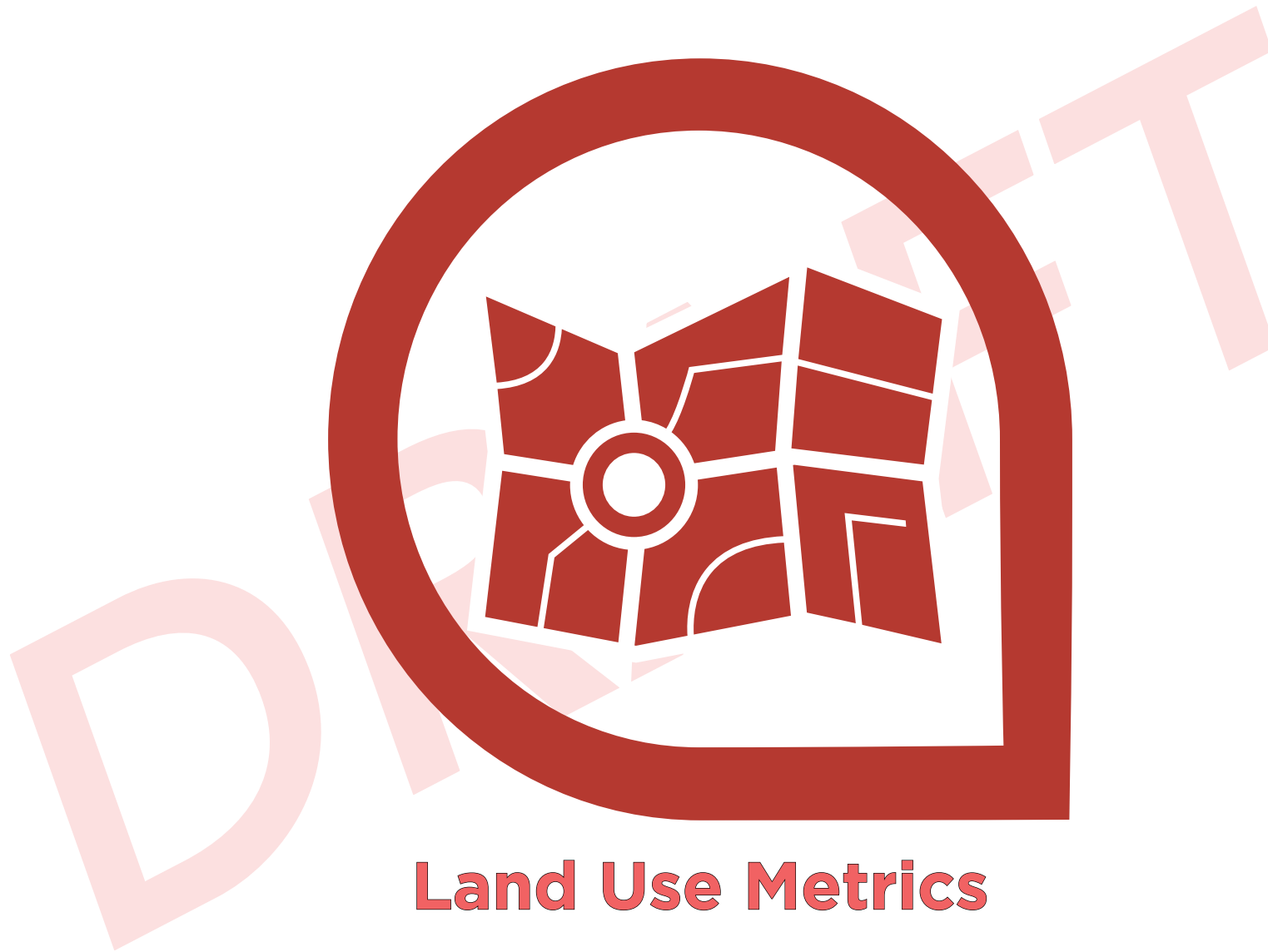


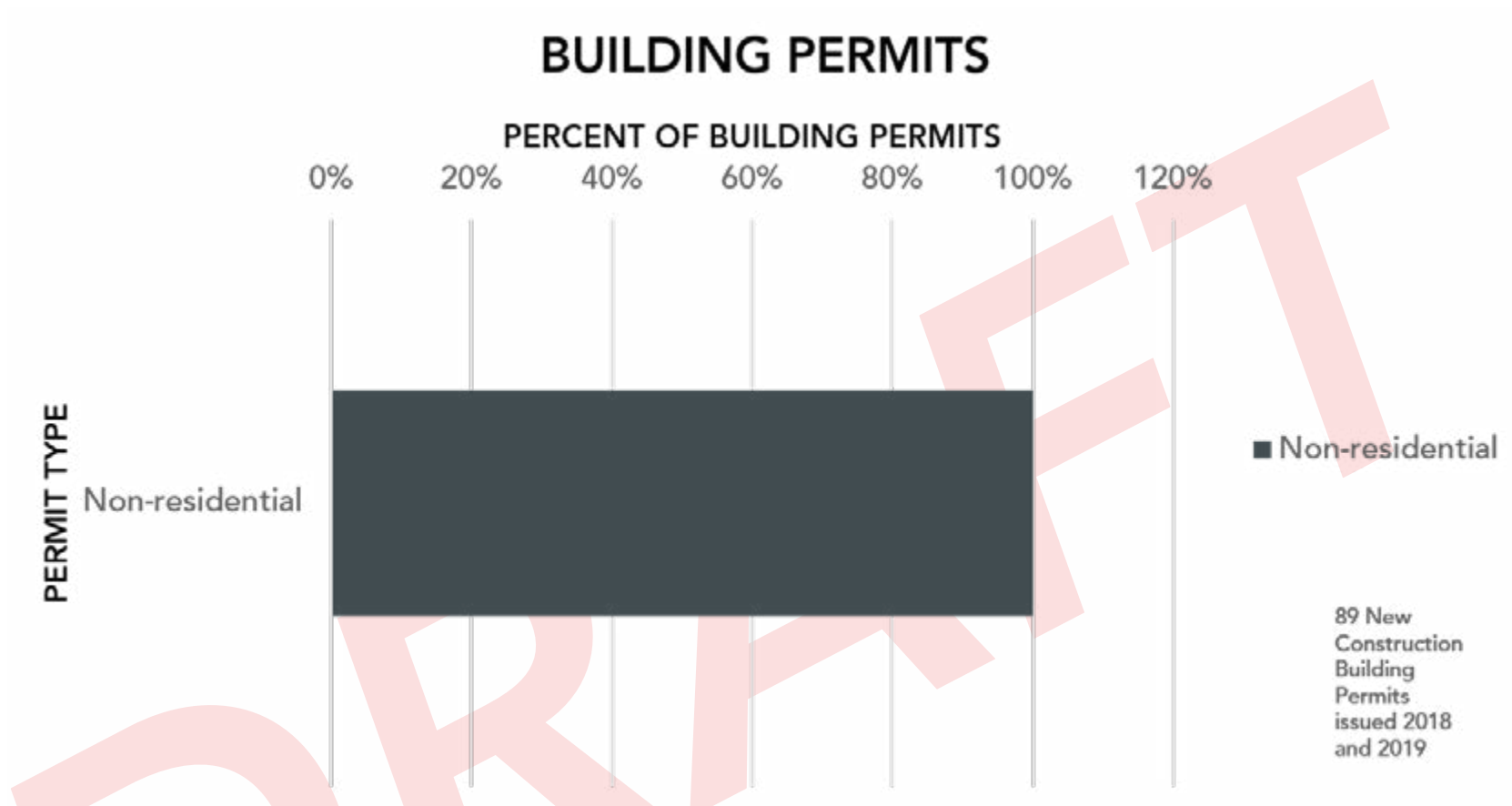

FIGURE 16. NORTH I-25 HOUSEHOLD INCOME


In the North I-25 CPA, 10.6% of households live below the poverty line, which is similar to Albuquerque overall. Most people (36%) in this area earn less than \$50,000 a year, with 16% earning between \$25,000 and \$49,000. This is a slightly higher percentage than Albuquerque overall. A bigger difference is seen between those earning more than \$100,000 a year. Seven percent (46%) of households have an income of more than \$100,000 in North I-25, compared to 23% citywide.


FIGURE 17. NORTH I-25 NEIGHBORHOOD ASSOCIATIONS


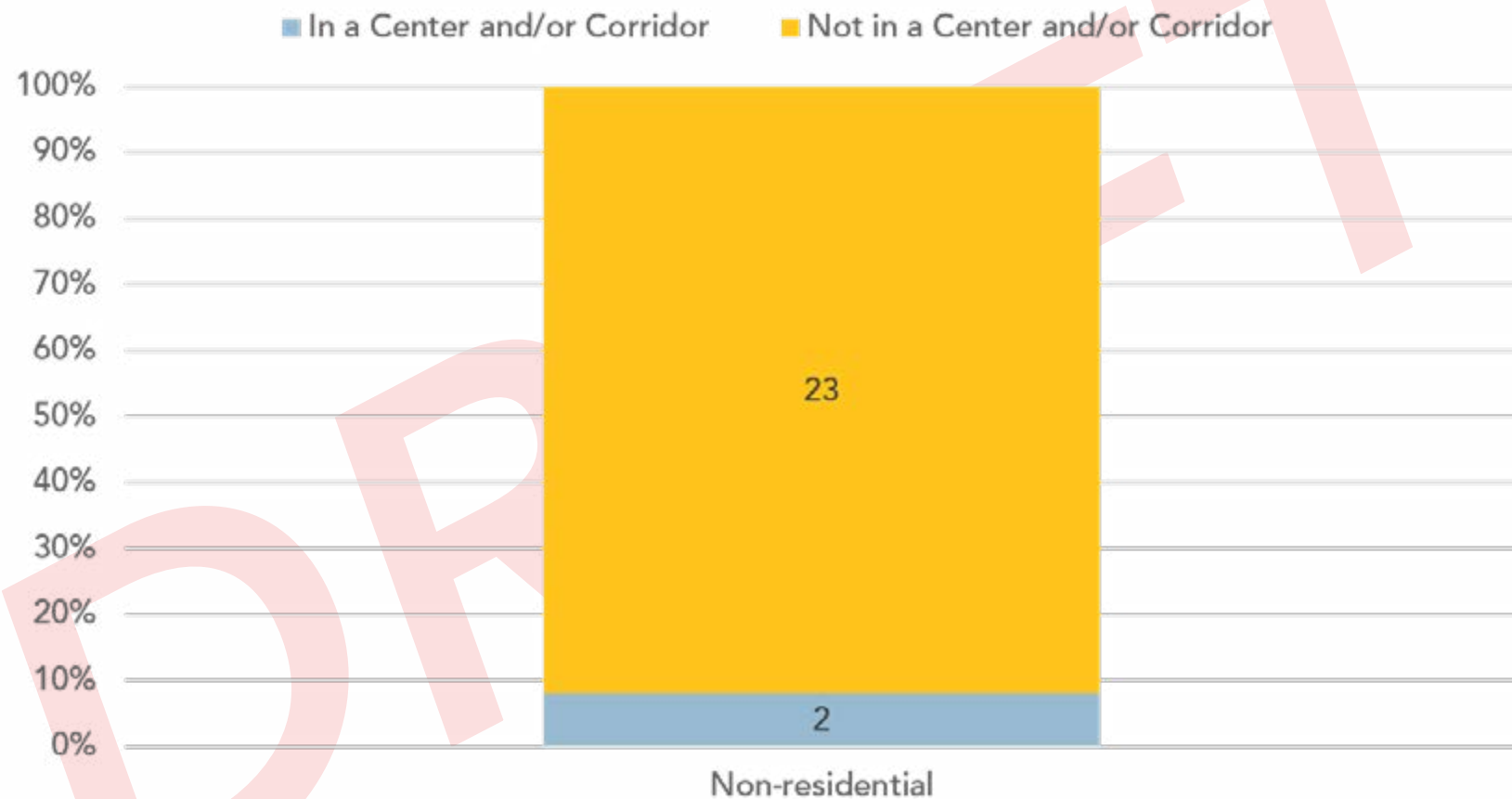
There are 2 Recognized Neighborhood Associations and 5 HOA's and 3 Community Associations that represent some of the residential areas in the North I-25. Neighborhood Associations and HOA's are one way that communities can advocate for their residents and have a voice in decision-making. Visit cabq.gov/onc for more information about neighborhood associations.



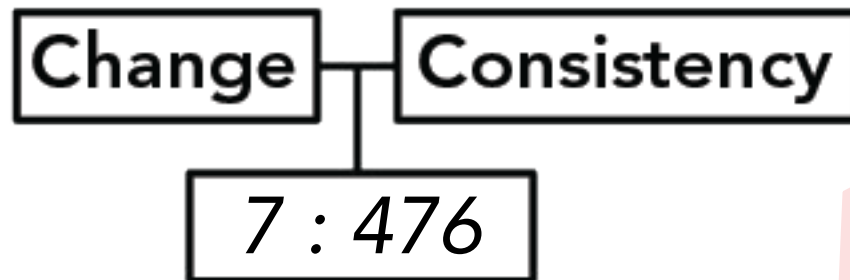


In a 2-year period between 2018 and 2019, the City issued 89 building permit in the North I-25 CPA. Most residential permits were for low-density residential construction.

BUILDING PERMITS ISSUED IN 2018 & 2019



Ratio of Building Permits in Areas of



--- Building Permits in:

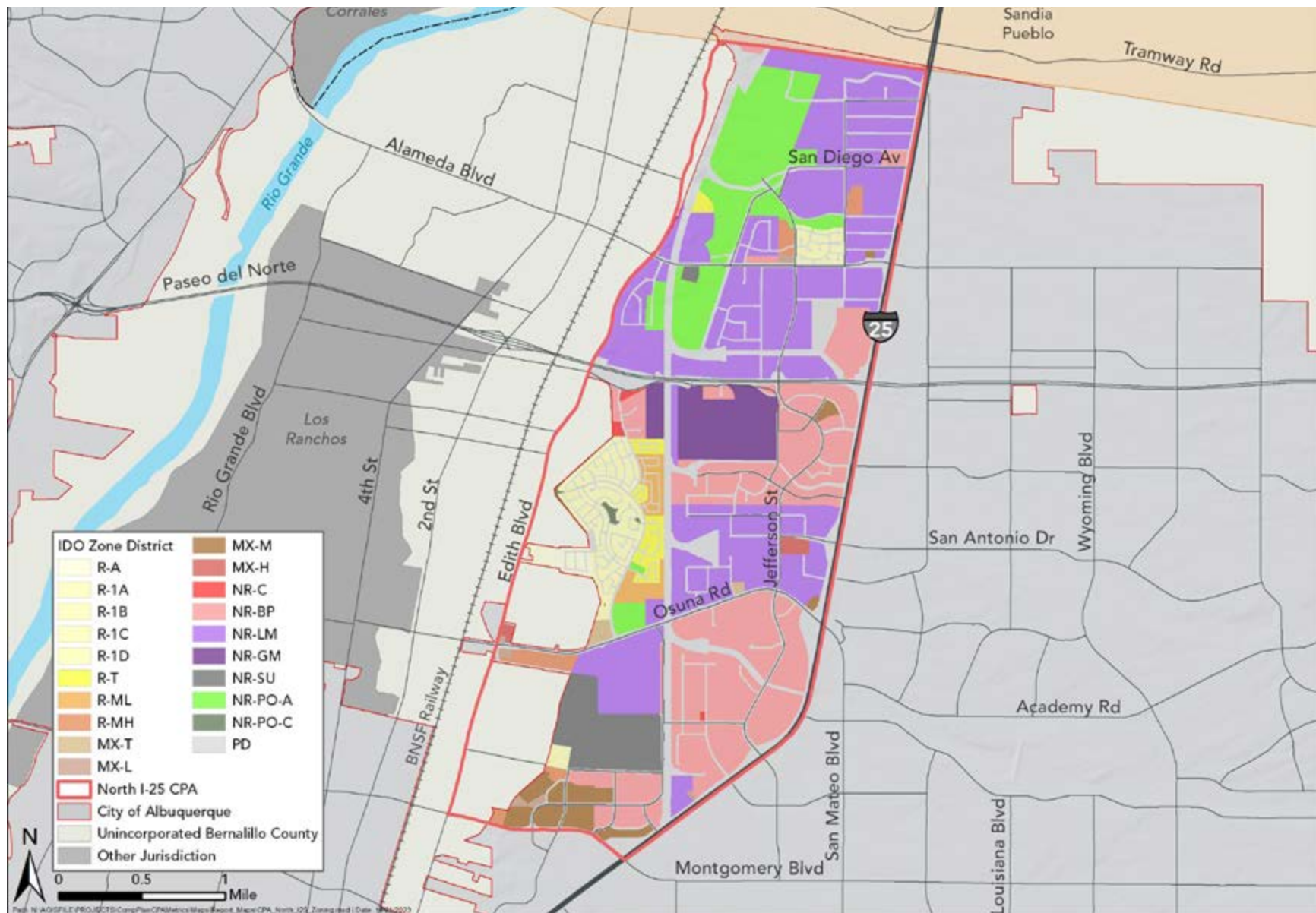
Centers & Corridors



--- Building Permits not in:

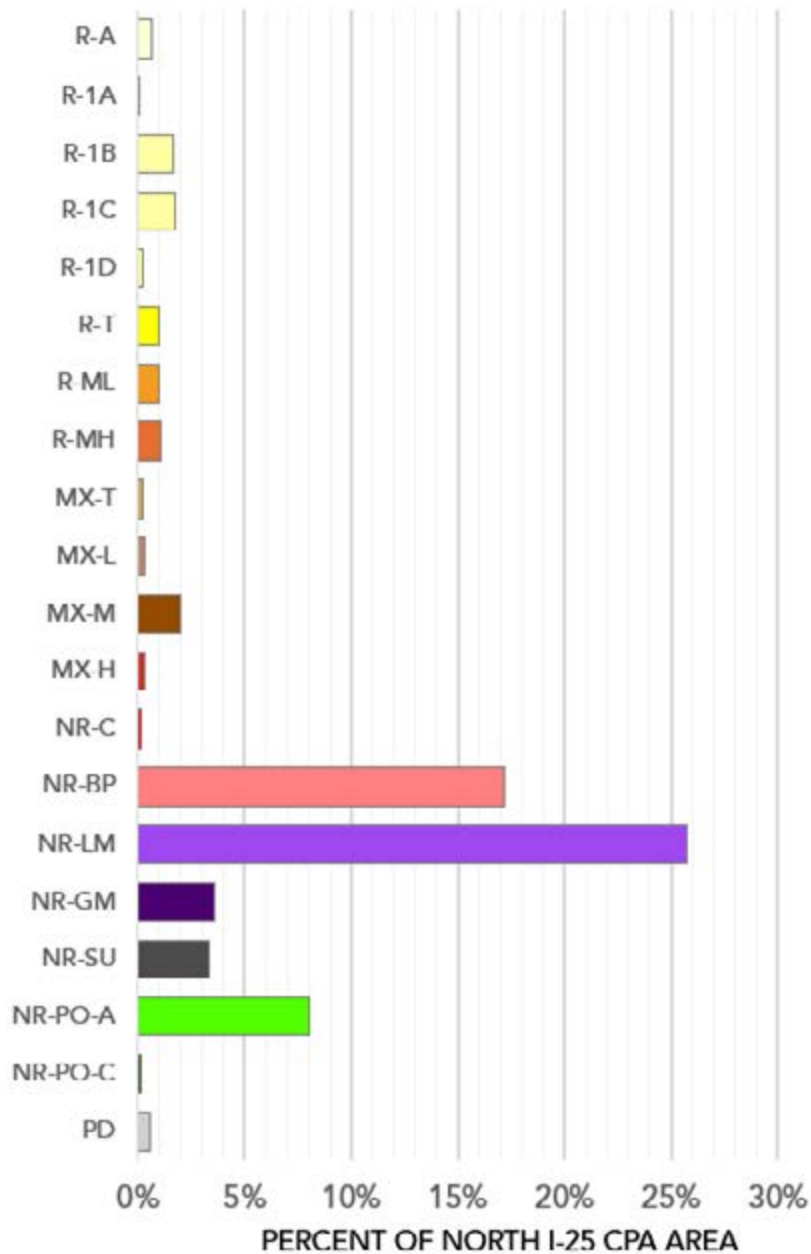
Centers & Corridors



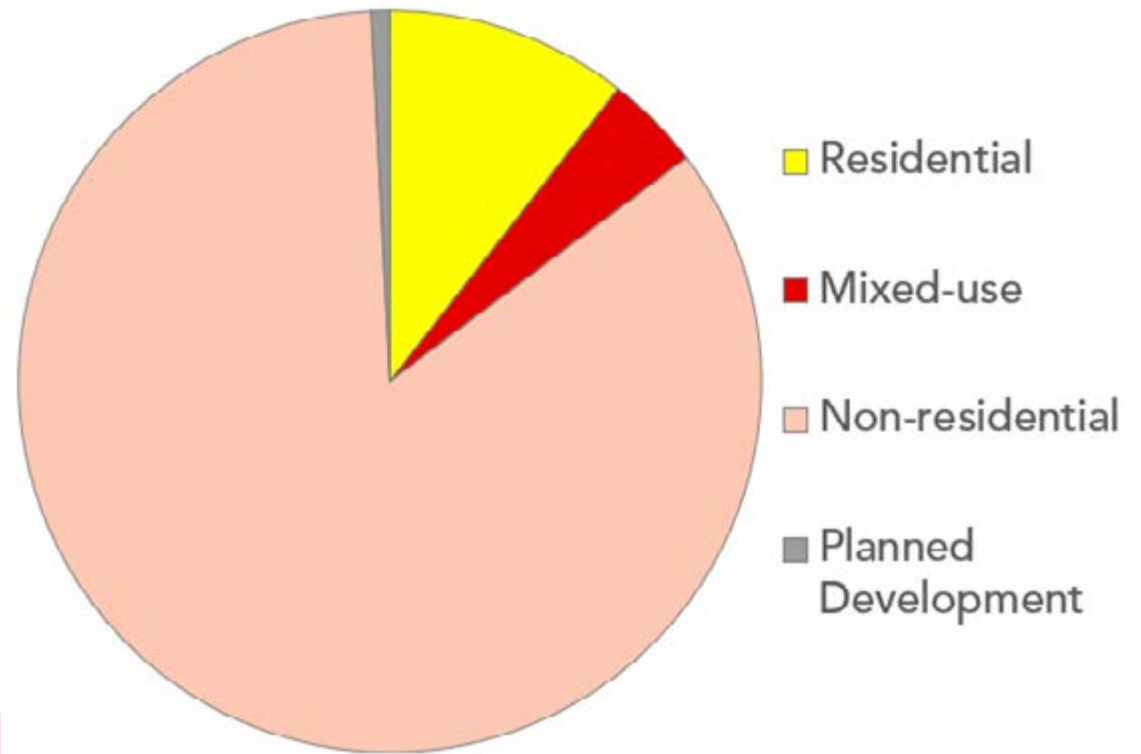

FIGURE 18. IDO ZONING DISTRICTS IN THE NORTH I-25 CPA


The developed land use in North I-25 CPA is primarily non-residential (business and park) zones. The North I-25 CPA is over 75% non-residential, with the top three light-manufacturing at 25%, business parks at 17%, and parks and open space at 8%. The remaining uses are all less than 5%.

IDO ZONING DISTRICT



IDO Zoning Category NORTH I-25 CPA



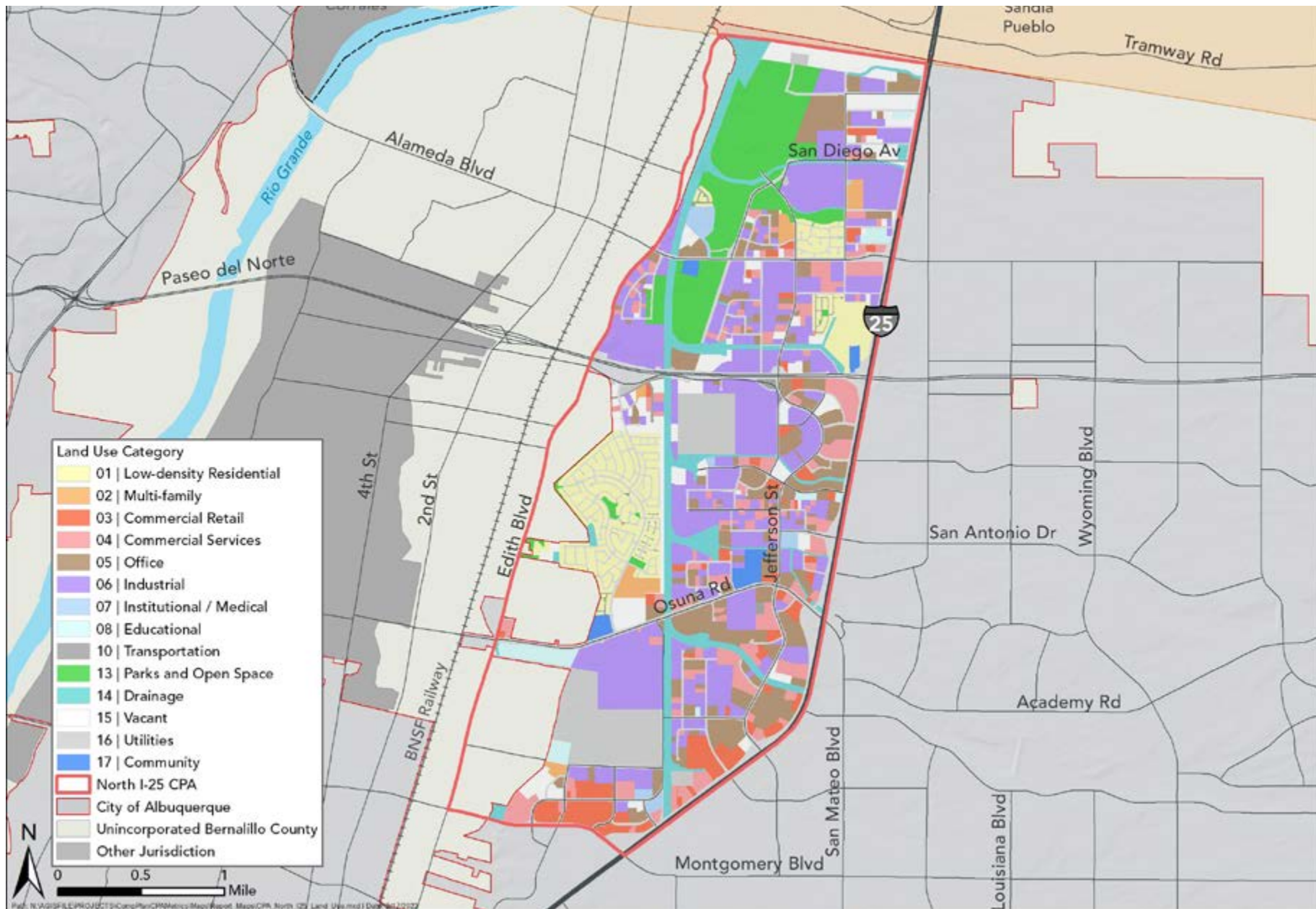
In 2019 there were

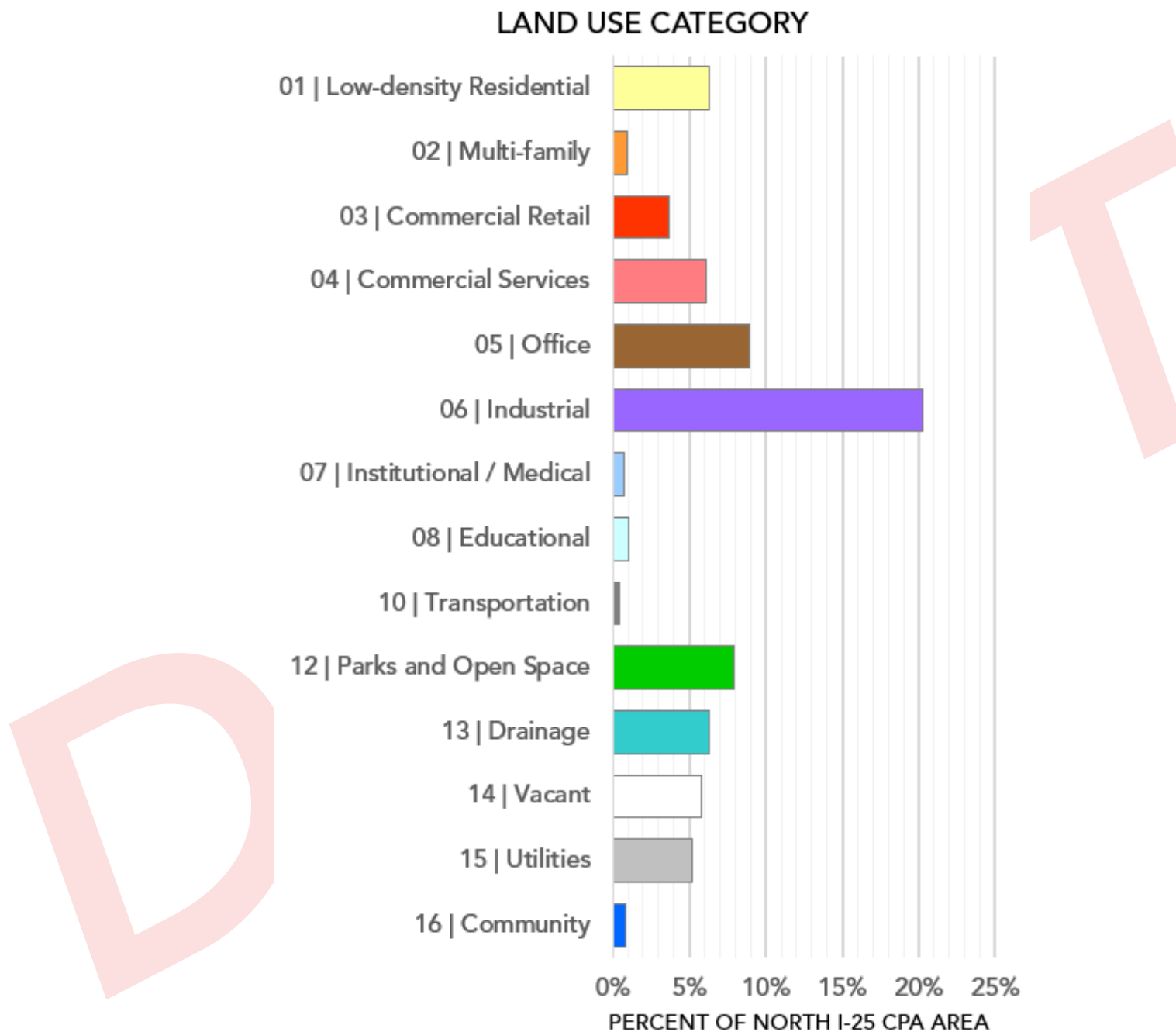
1 Rezoning Application Requests

& 8 Variance Applications and Appeals



FIGURE 19. LAND USE CATEGORIES IN THE NORTH I-25 CPA



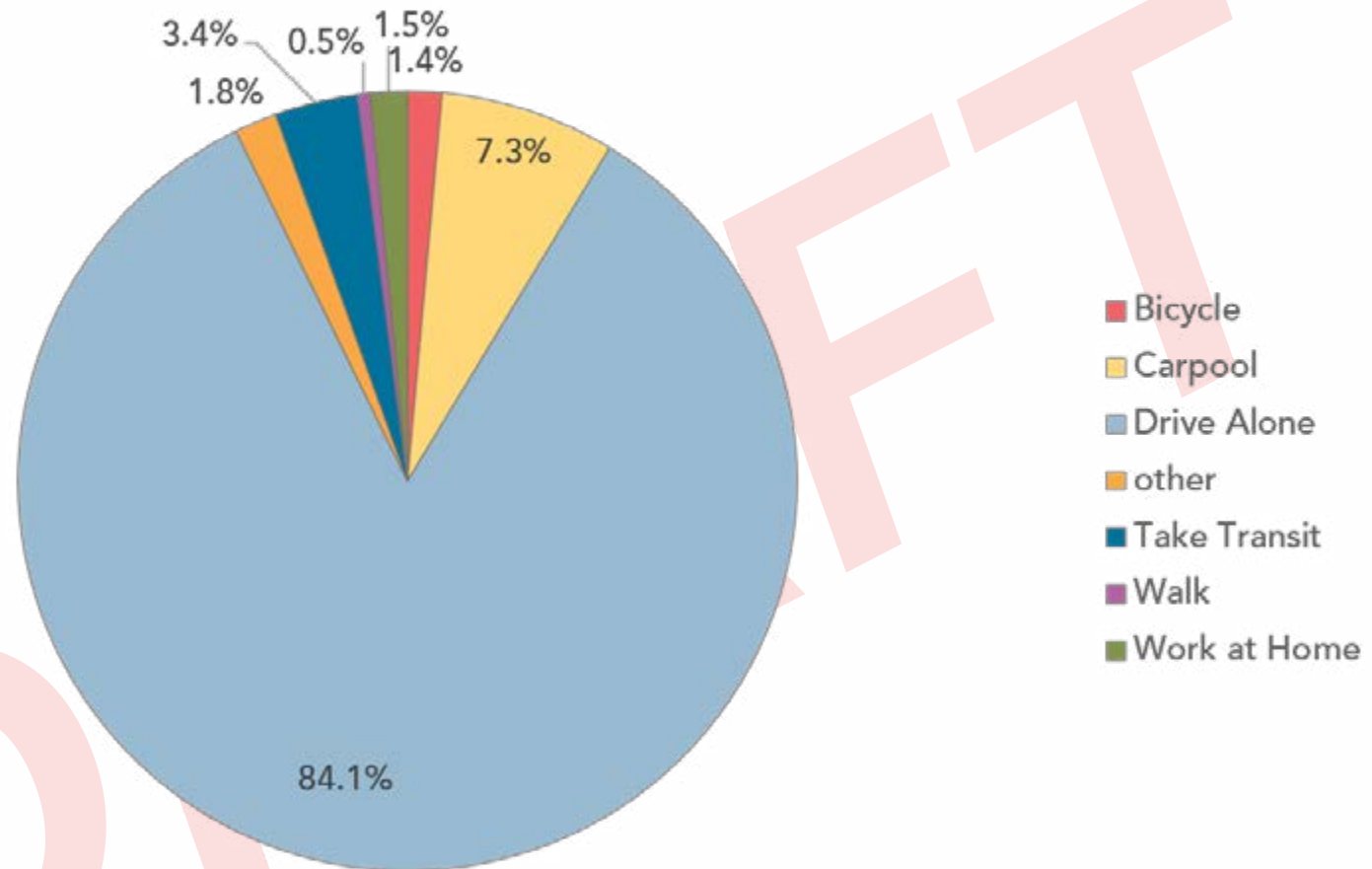




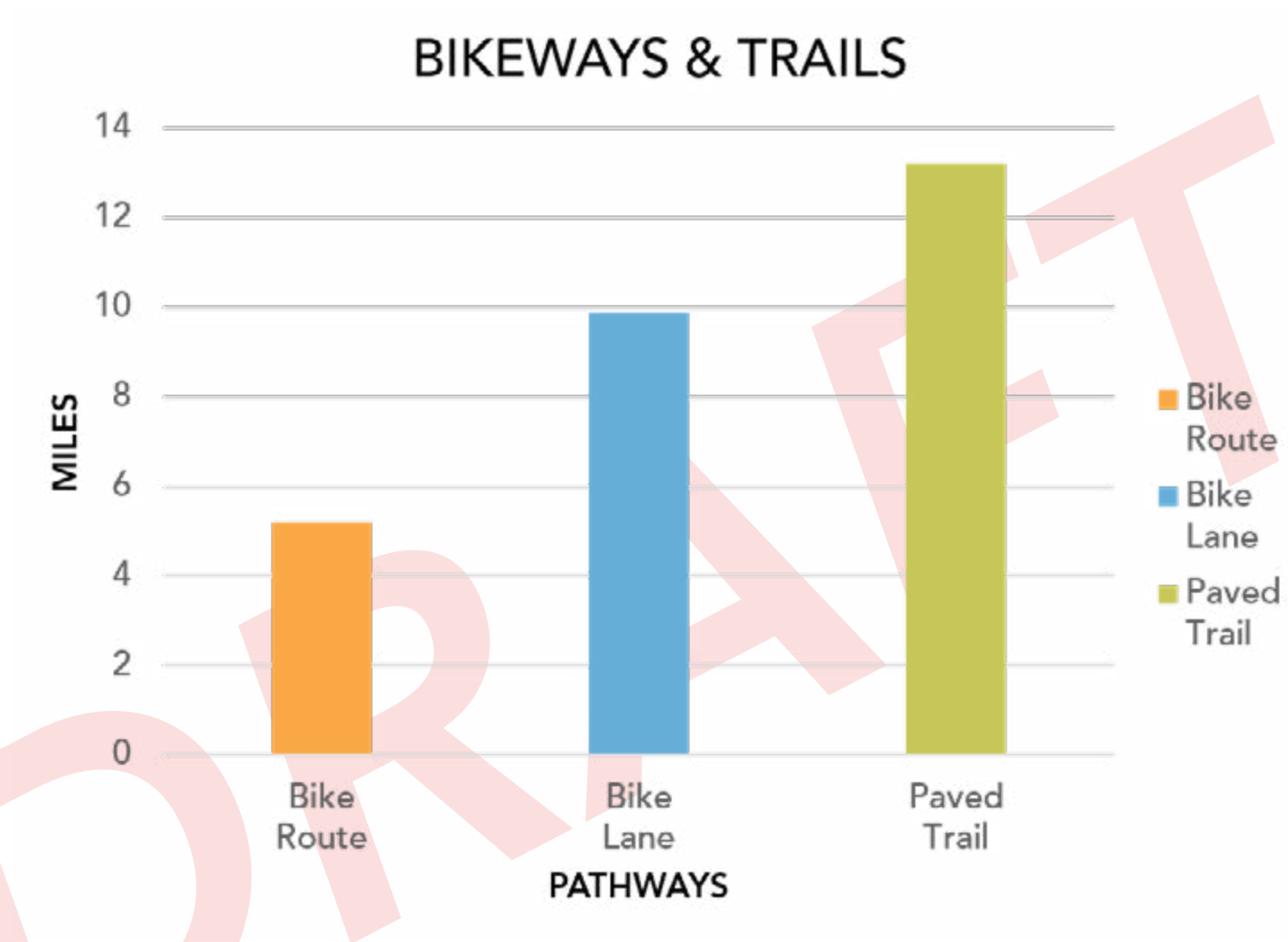
Transportation Metrics



How the North I-25 CPA Commutes to Work



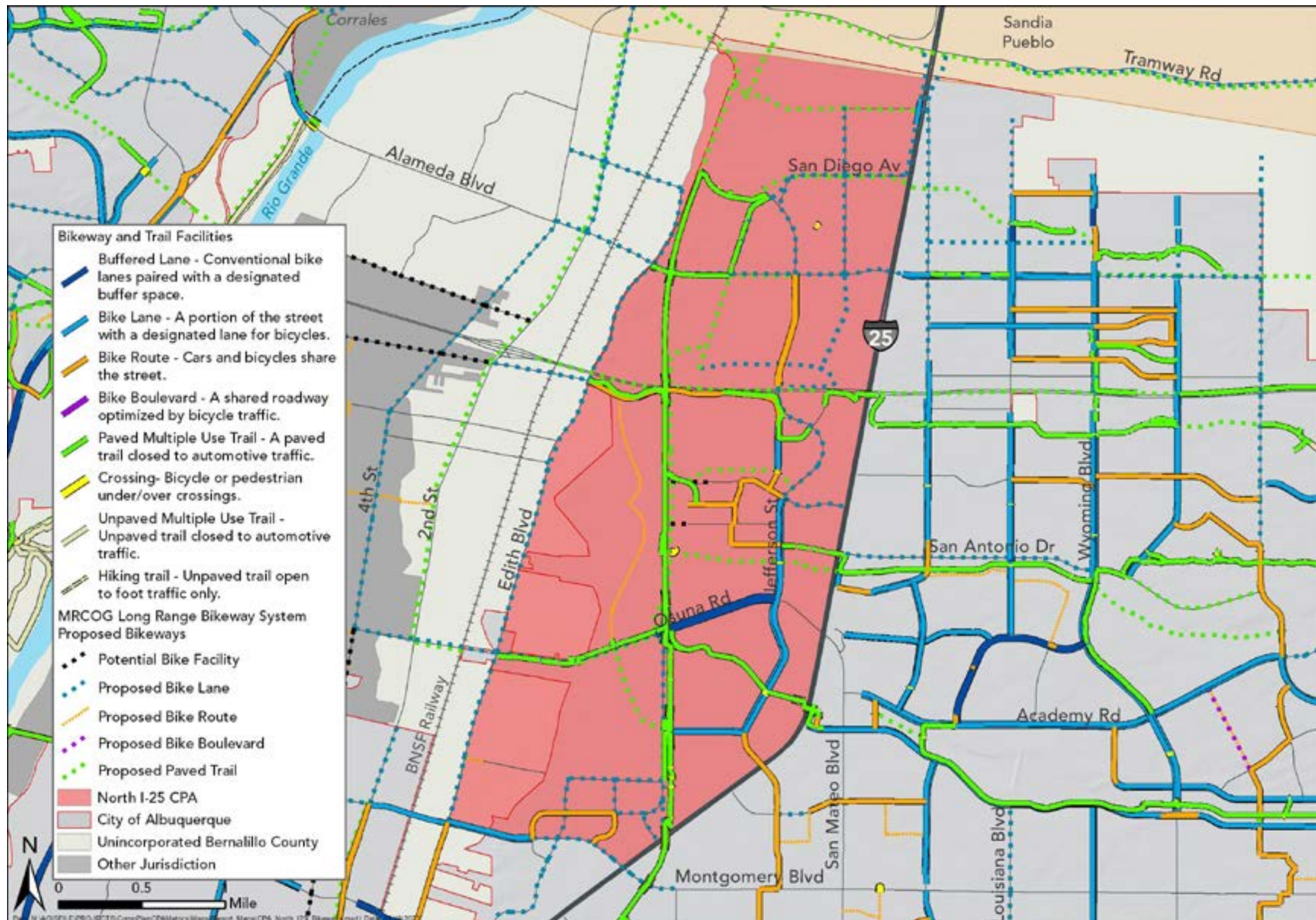
Of the North I-25 CPA Commuters, 84.1% of commuters drove by themselves to get to work every day in 2018, and another 7.3% carpooled with others. That same year, 1.4% of people worked from home and 3.9% took the bus or walked.



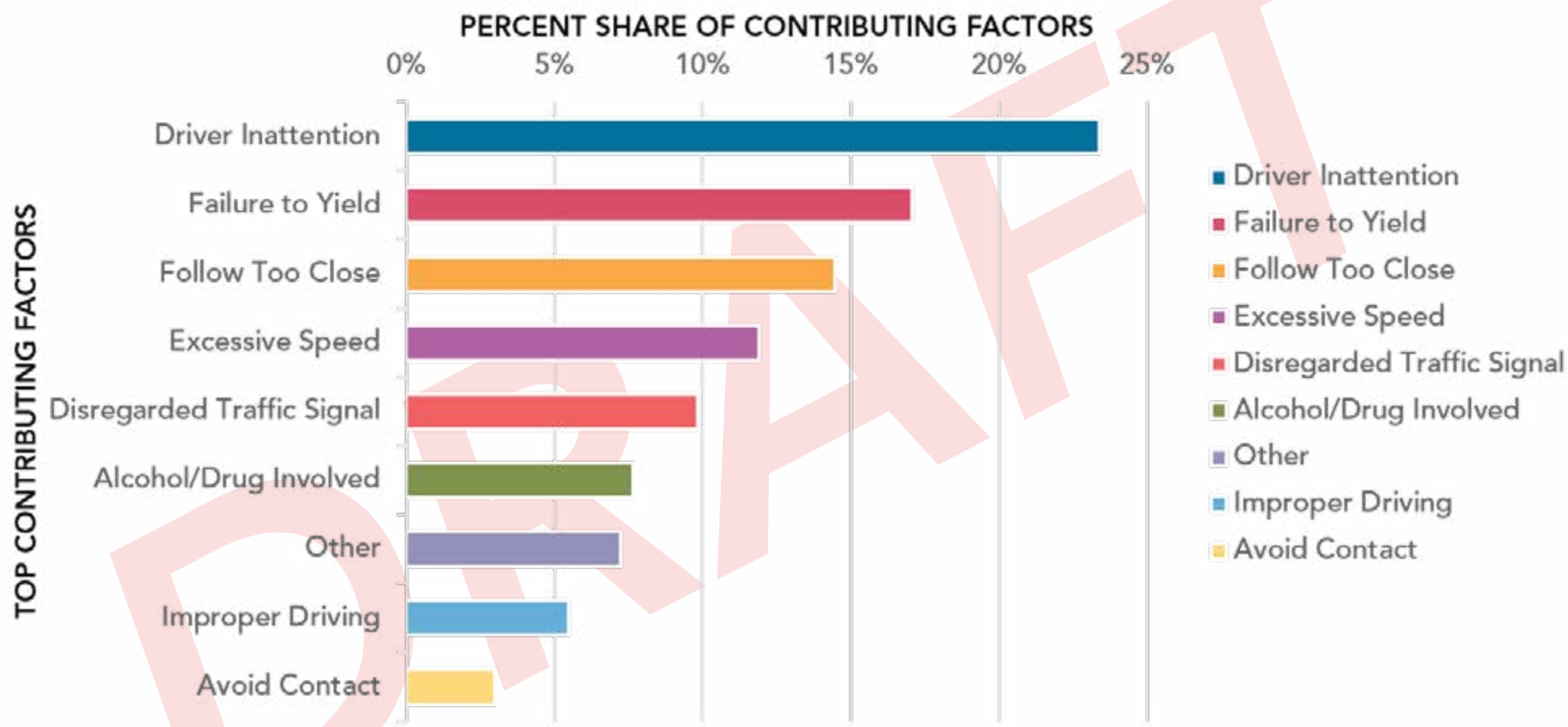
The bike network in the North I-25a CPA is largely made up of on-street bike facilities, with some multi-use paths connecting this area to other facilities in the city. This CPA has about 10 miles of bike lane, 13 miles of paved trail, and 5 miles of bike routes.



FIGURE 20. BIKEWAYS AND TRAILS IN THE NORTH WEST MESA



TOP CONTRIBUTING FACTORS FOR FATAL & INJURY CRASHES



A vast majority of car crashes within Albuquerque are due to driver inattention and error. The Vision Zero Initiative addresses traffic safety in the city. Visit cabq.gov/visionzero for more information, including the High Fatal and Injury Network (HFIN) for the Albuquerque Area.



FIGURE 21. TRANSIT IN THE NORTH I-25 CPA

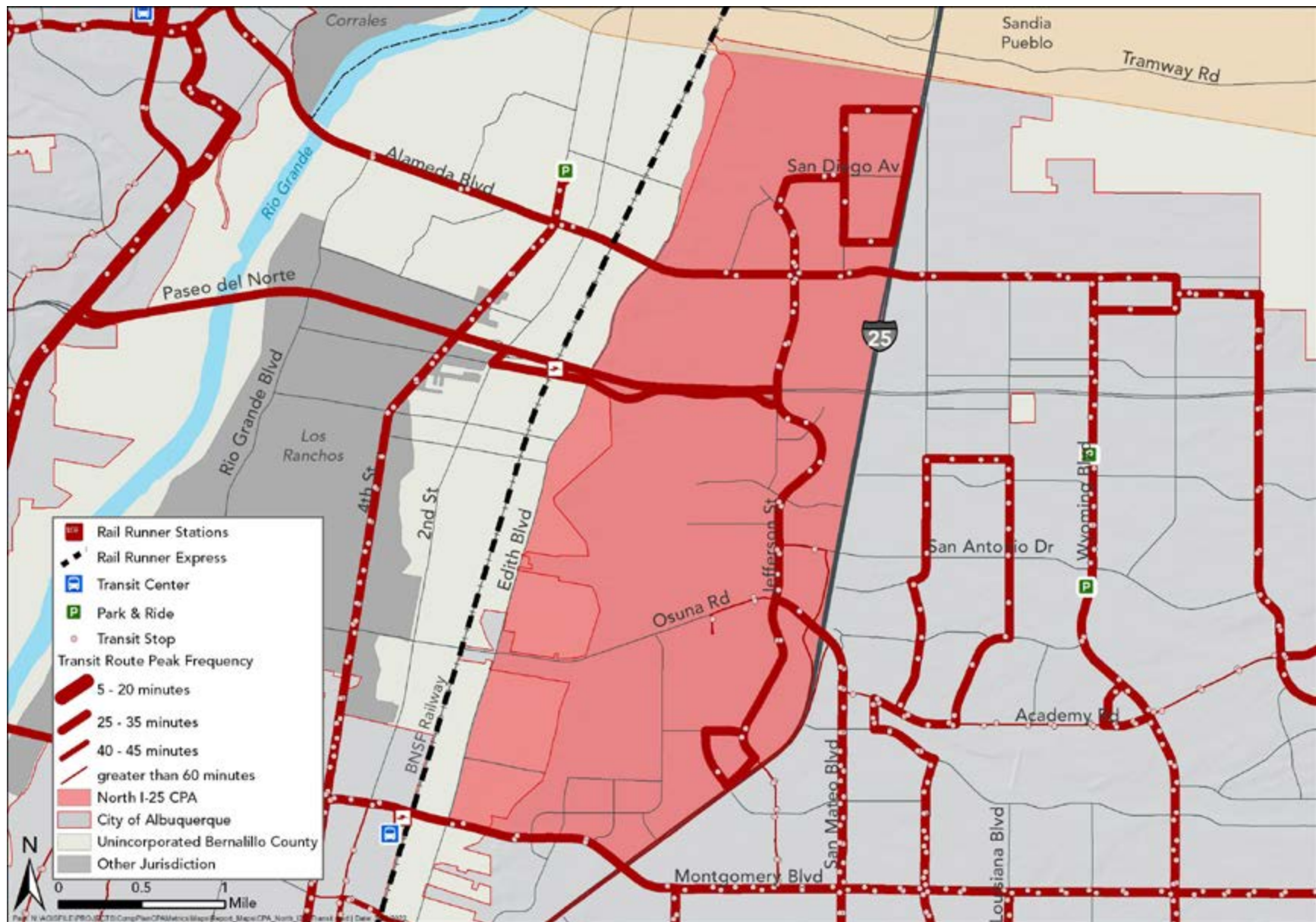
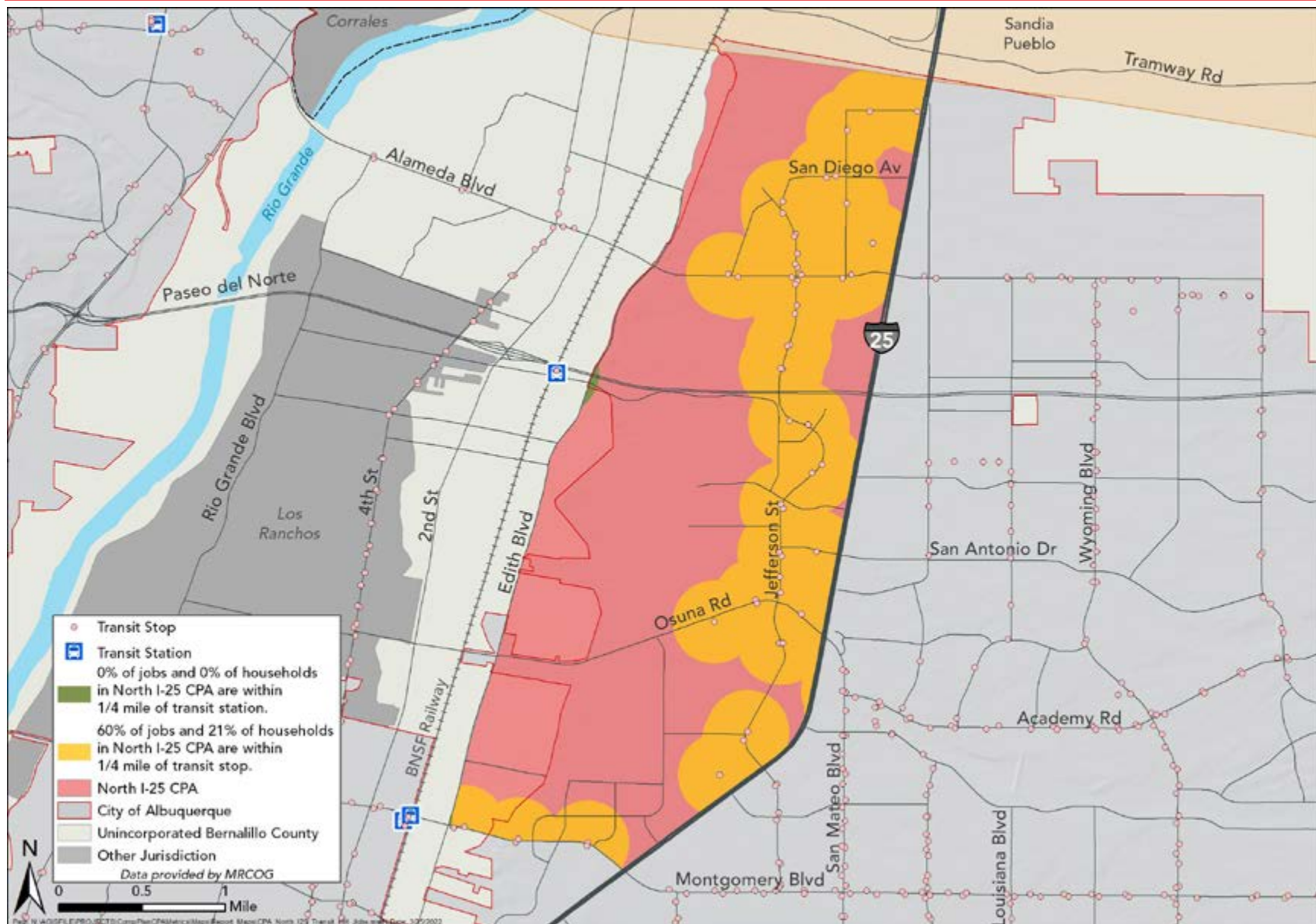



FIGURE 22. HOUSEHOLDS AND JOBS WITHIN 1/4 OF TRANSIT IN THE NORTH I-25 CPA


The proximity of transit services to residential and commercial areas impacts the efficiency of the transit network, making this an important factor for transit users. As of 2019, in the North I-25 CPA, 60% of households and 21% of jobs are within a ¼ mile, or 10-minute walk, of a transit stop that has high-frequency rapid transit service.



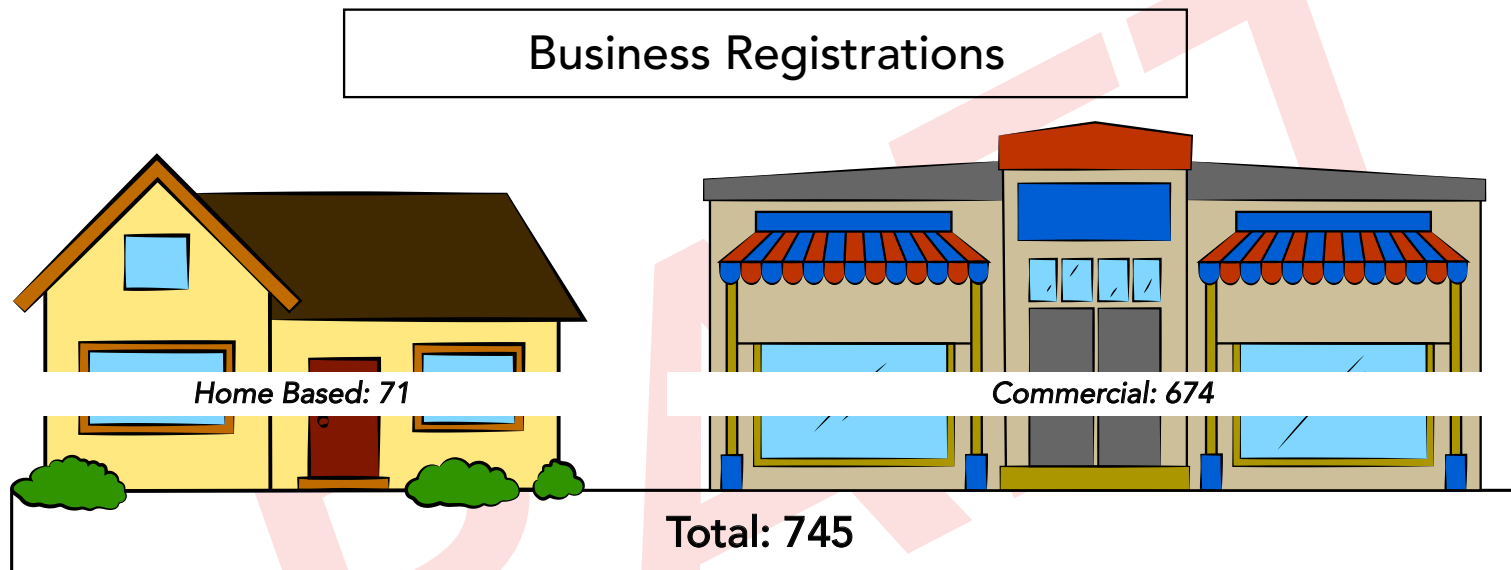
Urban Design Metrics

The map displays a grid of data points along North I-25. The points are represented by blue and green dots, each with a numerical value. The grid is organized into columns and rows, with the central column being the most prominent. The values range from 0 to 72. The map also shows surrounding streets and landmarks, including 'Paseo del Norte E' and 'San Pedro Dr NE'. A large red 'DRAFT' watermark is overlaid on the map.

Row	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
1	17	10	0	0	0	0
2	27	40	14	34	34	0
3	0	46	38	22	54	0
4	10	0	33	33	53	0
5	0	0	33	33	53	0
6	15	21	30	41	40	43
7	19	9	35	39	39	51
8	23	0	38	0	64	45
9	30	39	43	42	33	36
10	23	43	52	56	59	66



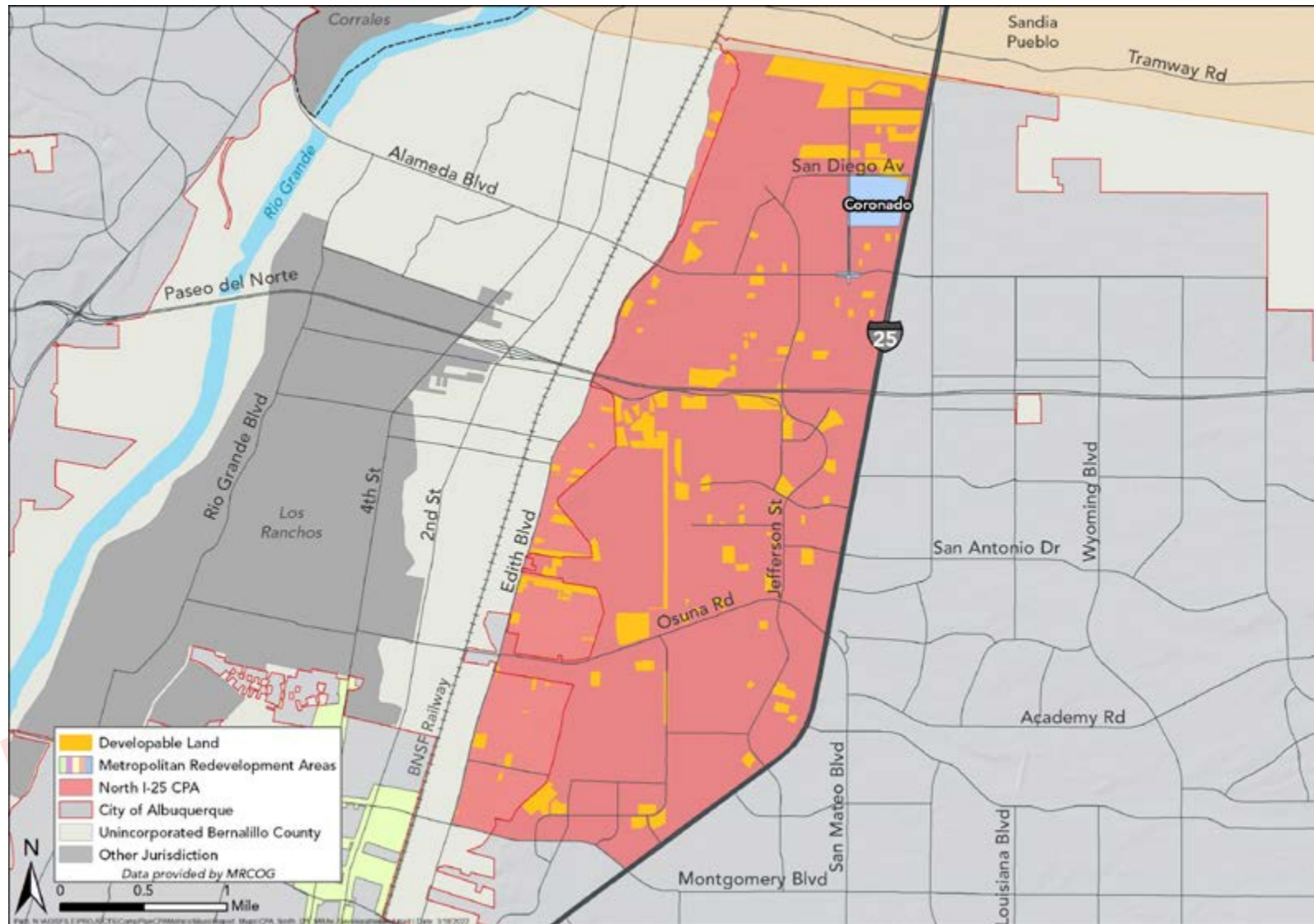
Economic Development Metrics



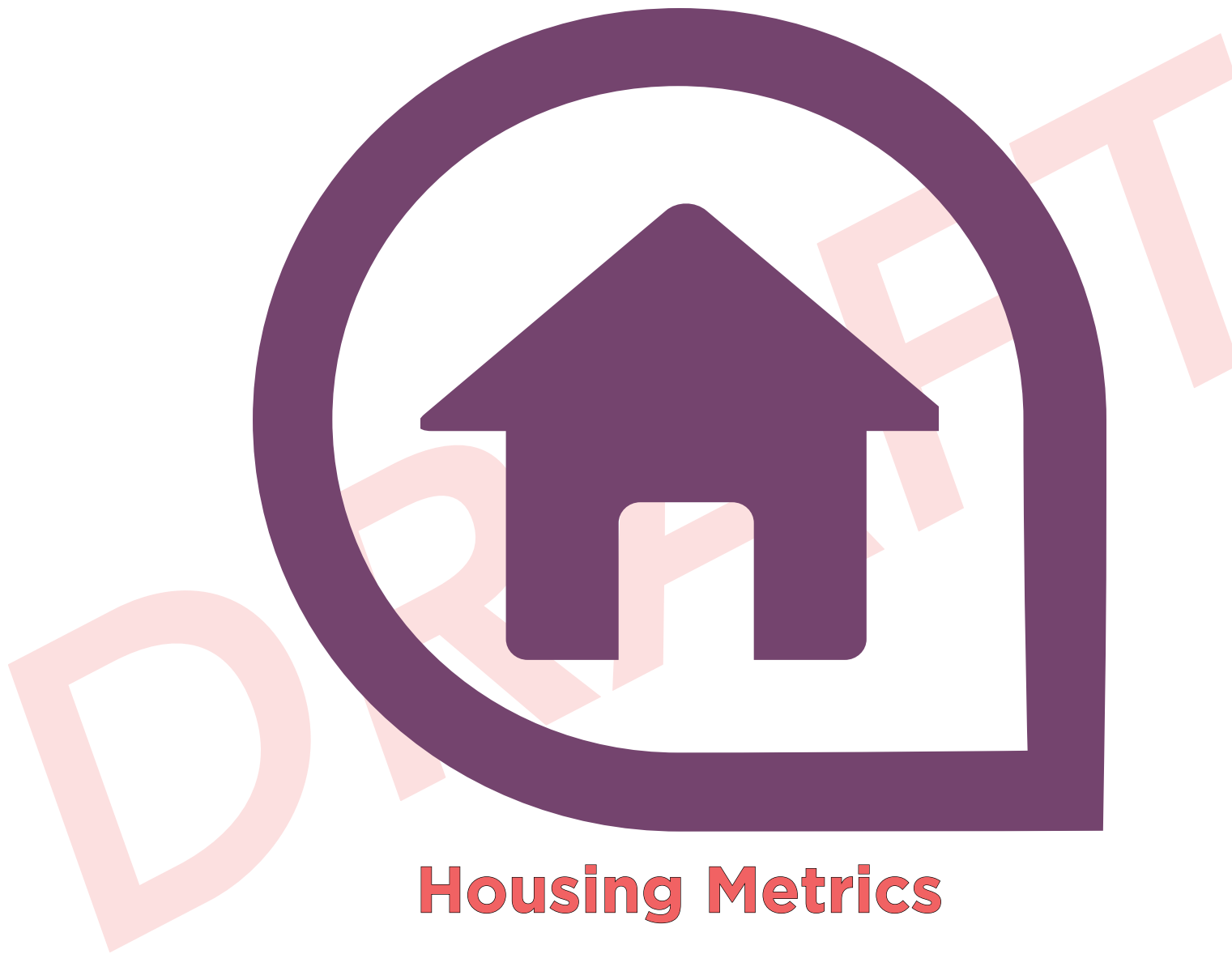
There are a number of different ways that the City can help support economic development. The City Economic Development Department, Chambers of Commerce, and local economic development groups support entrepreneurs, provide incubator space, and promote local areas as places to live, work, and play. The CABQ Small Business Office was established in 2019 to help entrepreneurs start, expand, or relocate their business in Albuquerque, New Mexico. See this [Economic Development Incentives map](#) for more information about some of these resources.



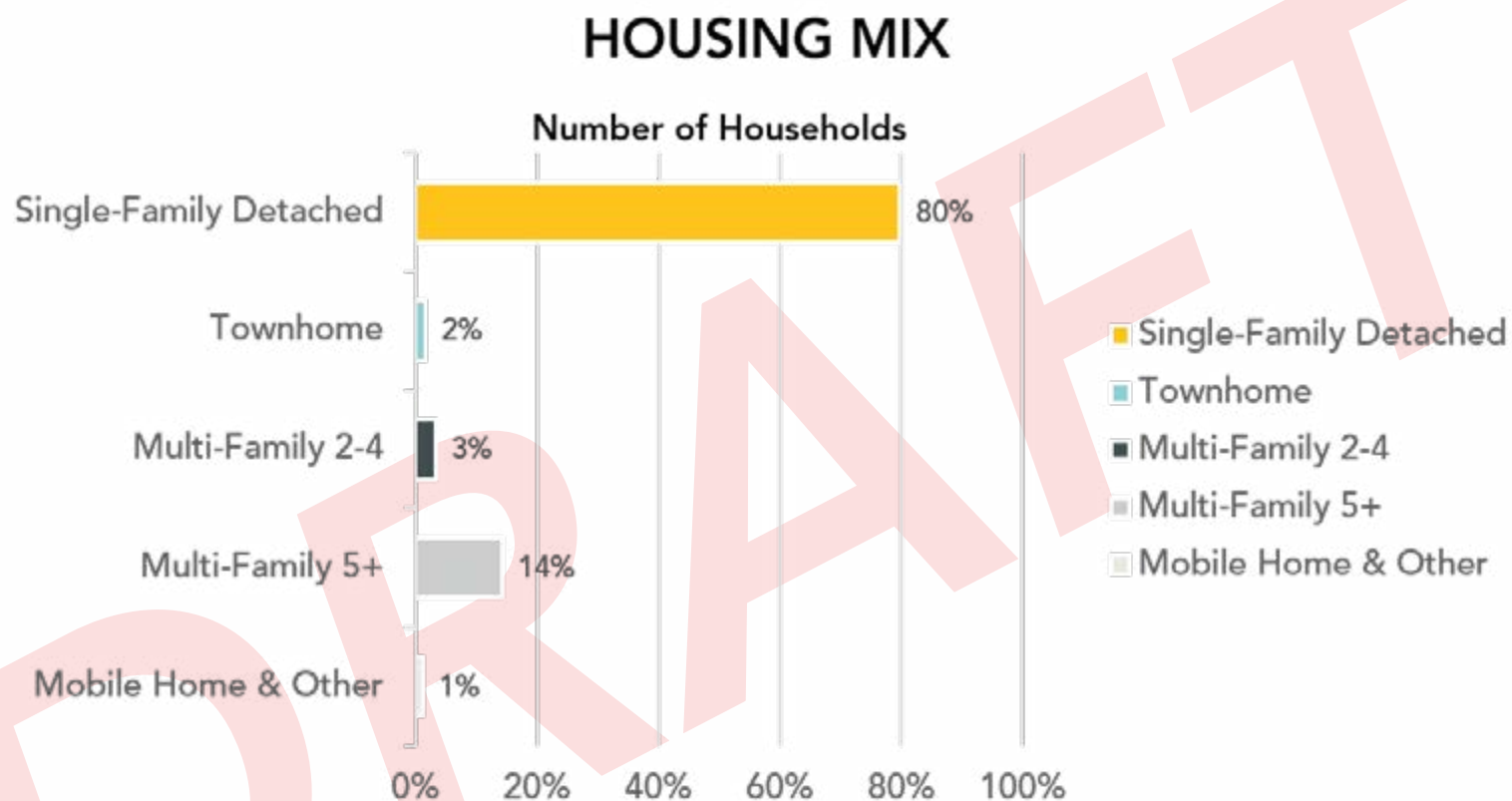
FIGURE 24. DEVELOPABLE LAND & METROPOLITAN REDEVELOPMENT AREAS IN THE NORTH I-25 CPA



The Metropolitan Redevelopment Agency (MRA) works to revitalize the metropolitan and commercial areas in the North I-25 CPA, lead collaborative public-private partnerships that result in catalytic change, invest in sustainable infrastructure, and provide opportunities for local residents and businesses to thrive. This map shows the boundaries of designated MRAs in the North I-25 CPA developable land.



Total Households: 3,996



Every CPA has a unique mix housing types and needs. Eighty percent (80%) of the 3,996 households in the North I-25 CPA are Single Family Detached residential and fourteen (14%) are dense multi-family development, the other 20% are small multi-family development, townhome or mobile home/other. Average Household size in the North I-25 CPA is 2.4 people.



Percentage of households below poverty:

10.6%

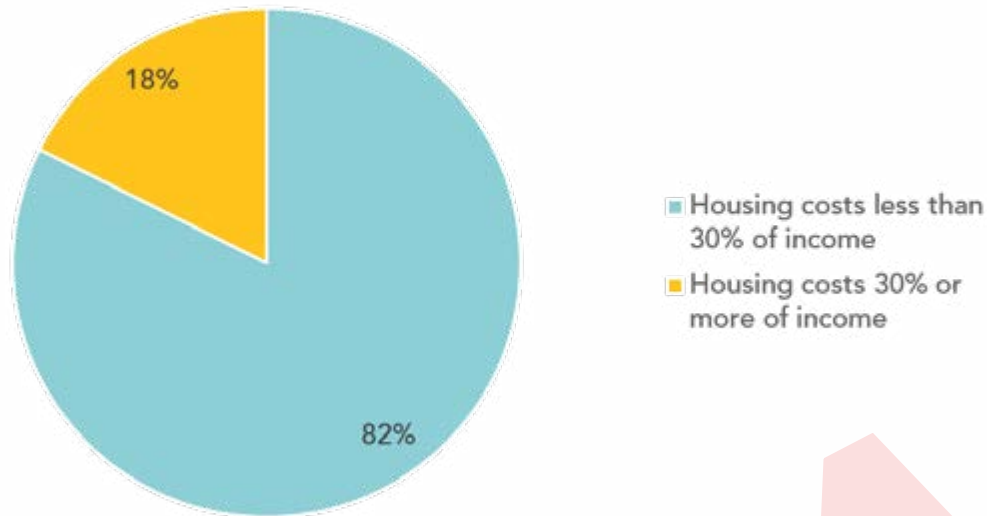
Jobs to Housing Ratio:

8.91

Average Household Size:

2.4

Housing Affordability for Owners



In the North I-25 CPA, there are at least

8 housing developments

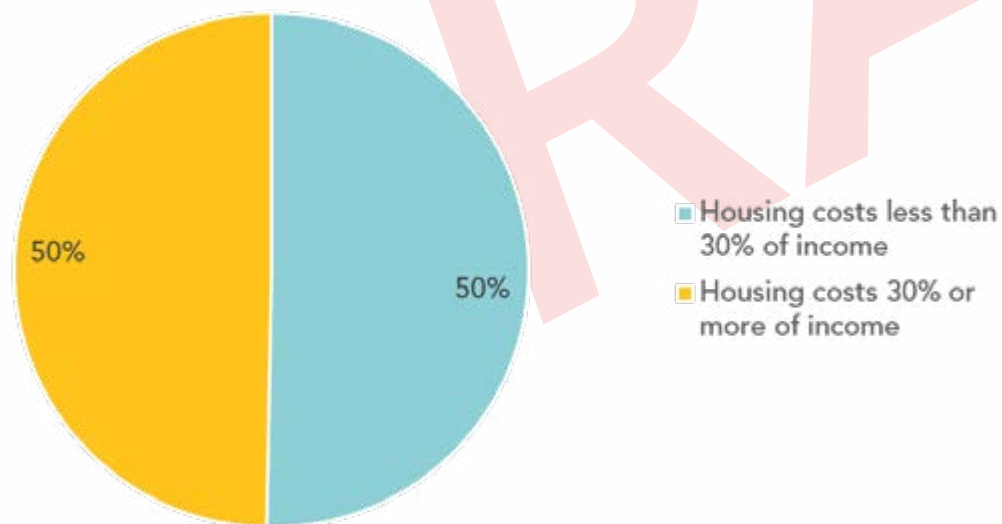
& 3 housing units managed by the MFA

Housing affordability is typically measured by the percentage of income that a household spends on housing. Households that spend more than 30% of their household income on housing are typically considered to be cost burdened.

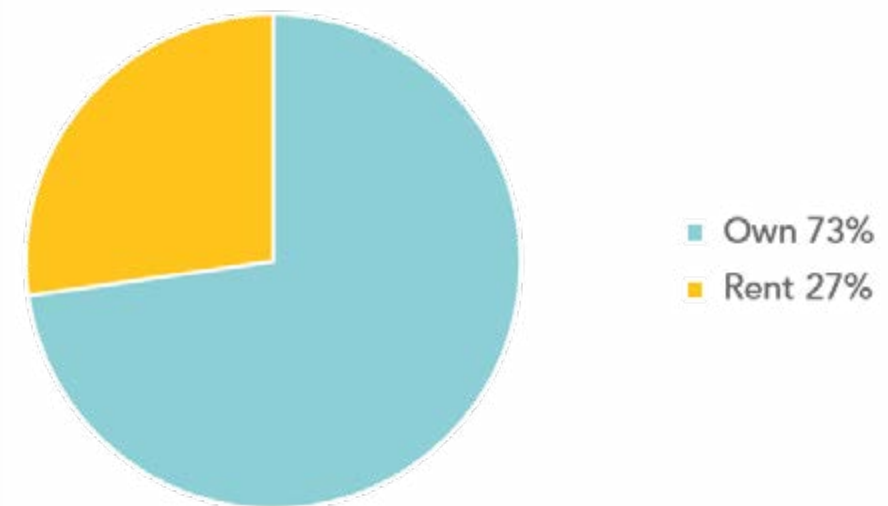
Based on this threshold, 82% of homeowners and 18% of renters in the North I-25 are cost burdened.

Most people at 73% own the homes in which they live in North I-25, with renters occupying about 27% of the housing.

Housing Affordability for Renters

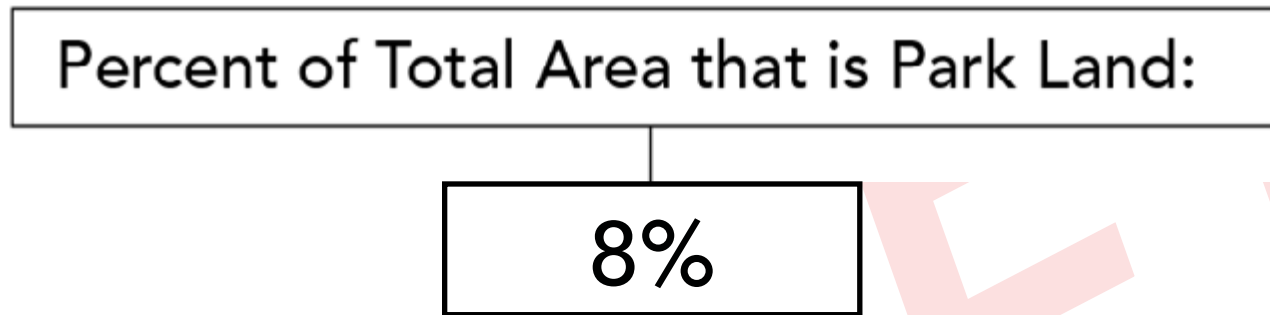


Households Renting vs Owning





Parks & Open Space Metrics



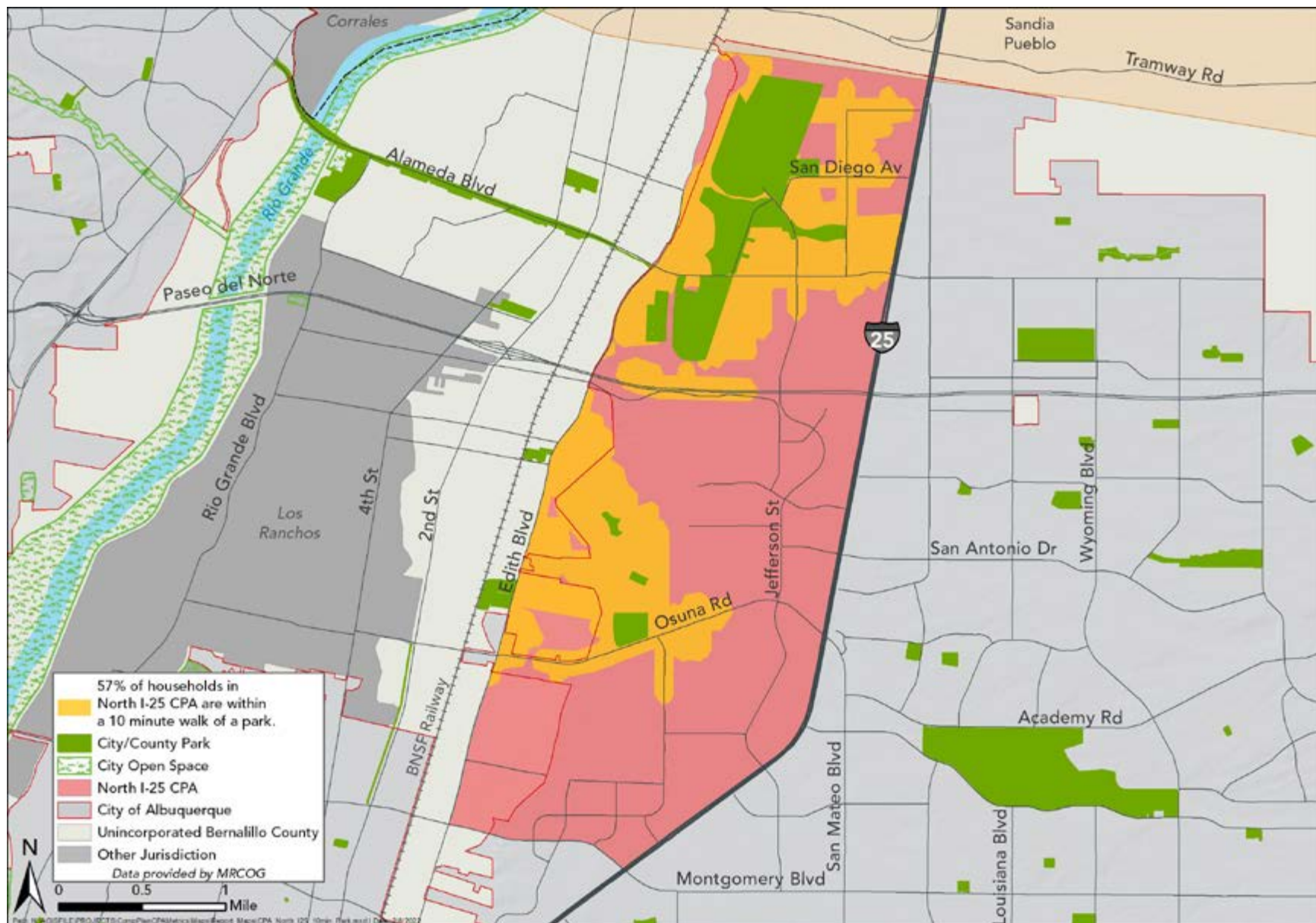
Park land acreage per capita:

Although there is a total of 427.56 acres of park land in the area.
 Minus Balloon Fiesta Park,
 there are 47.7 acres of park land per 1,000 residents.

There are approximately
 0 acres of open space per 1,000 residents in the North I-25 CPA



FIGURE 25. HOUSEHOLDS WITHIN 10 MINUTE WALK OF PARK IN NORTH I-25 CPA



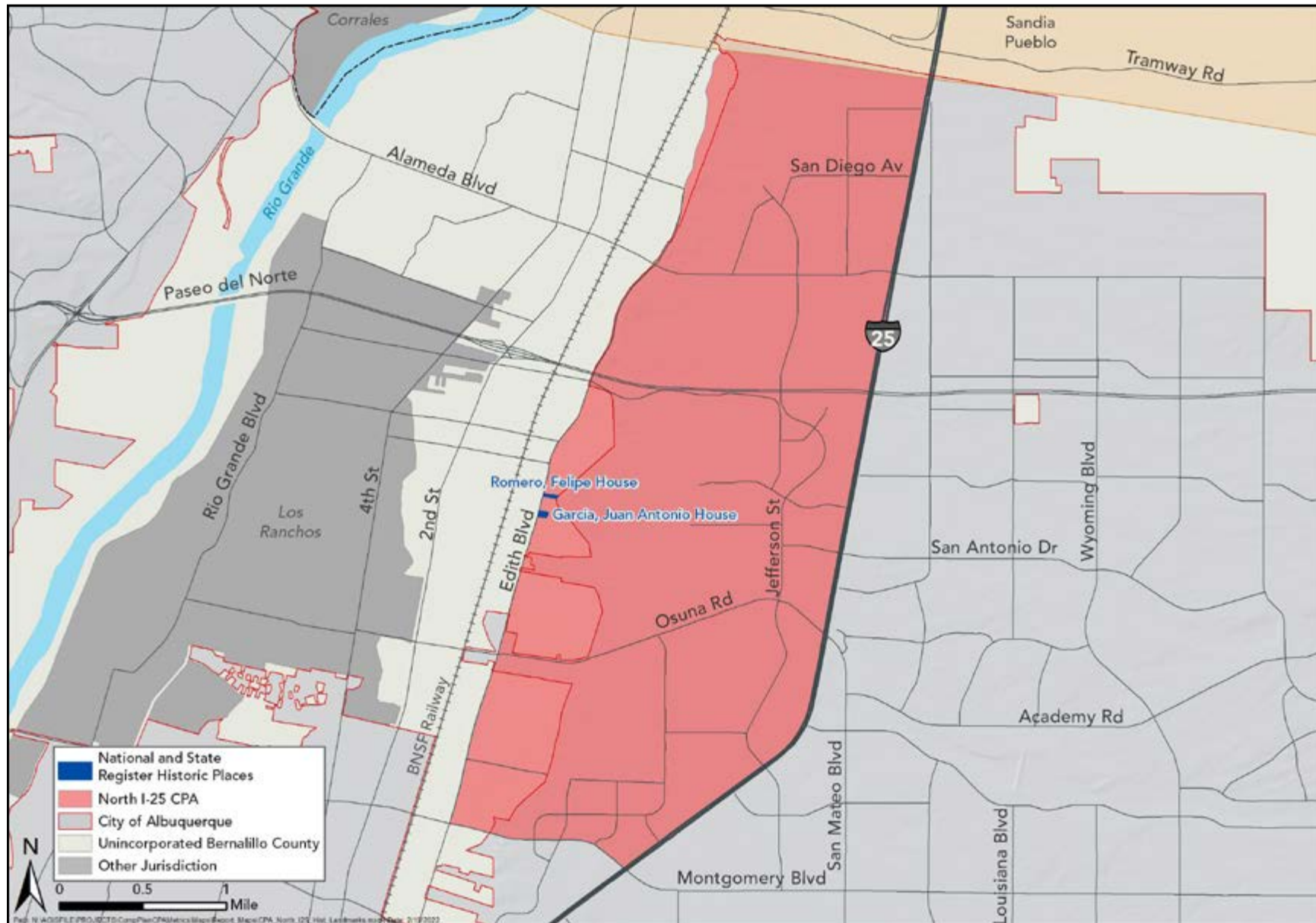
According to our 2019 baseline, 78% of households in the North West Mesa CPA are within a 10-minute walk to a park. A more in depth 2021 report released by the Trust for Public Land found that 90% of households within Albuquerque are within a 10-minute walk to a park.



Heritage Conservation Metrics



FIGURE 26. REGISTERED HISTORIC BUILDINGS, LANDMARKS, AND DISTRICTS IN THE NORTH I-25 CPA



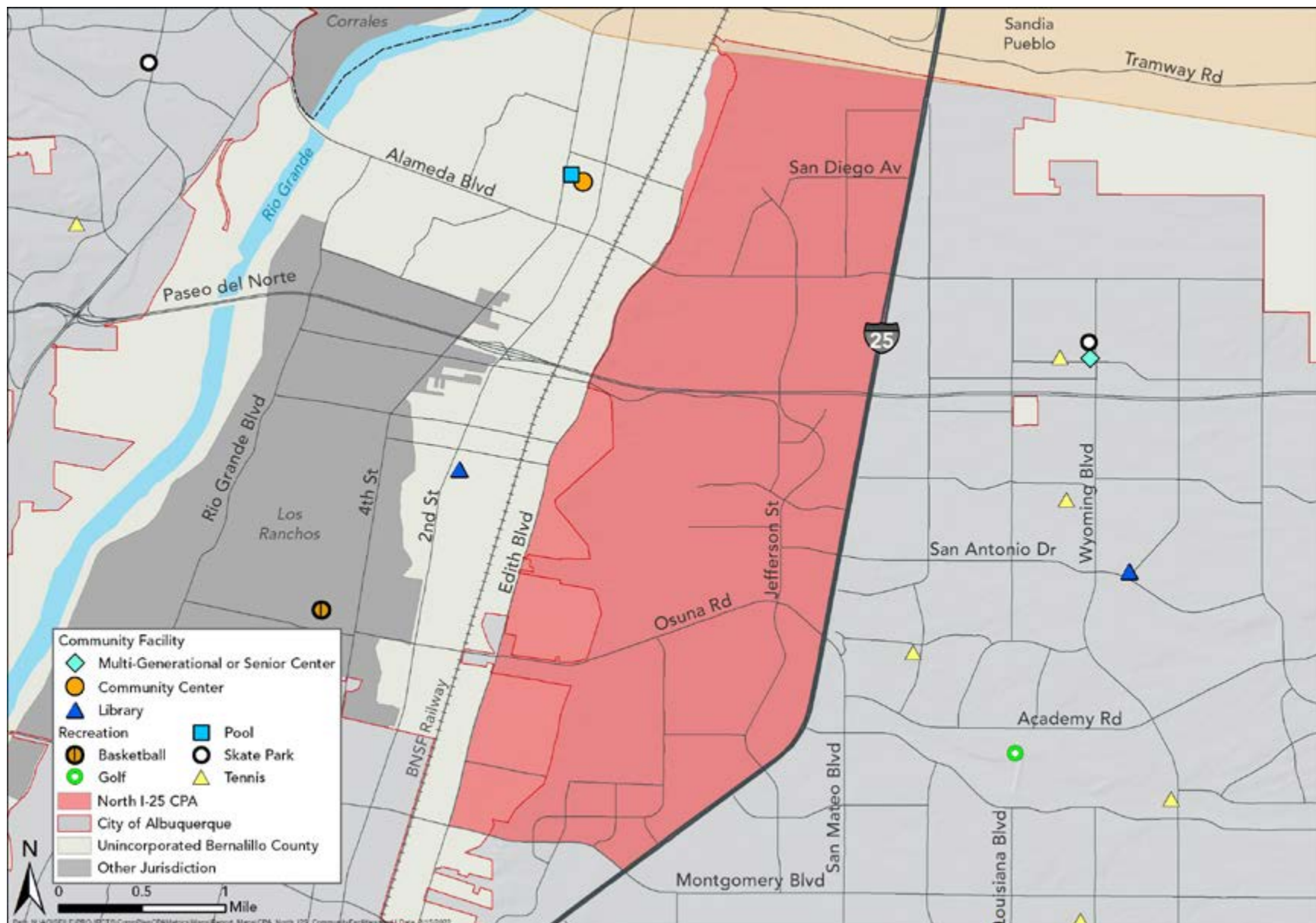
Albuquerque has a rich history - landmarks and historic places highlight key physical characteristics and important cultural resources in each CPA. There are two registered historic buildings in the North I-25 CPA.



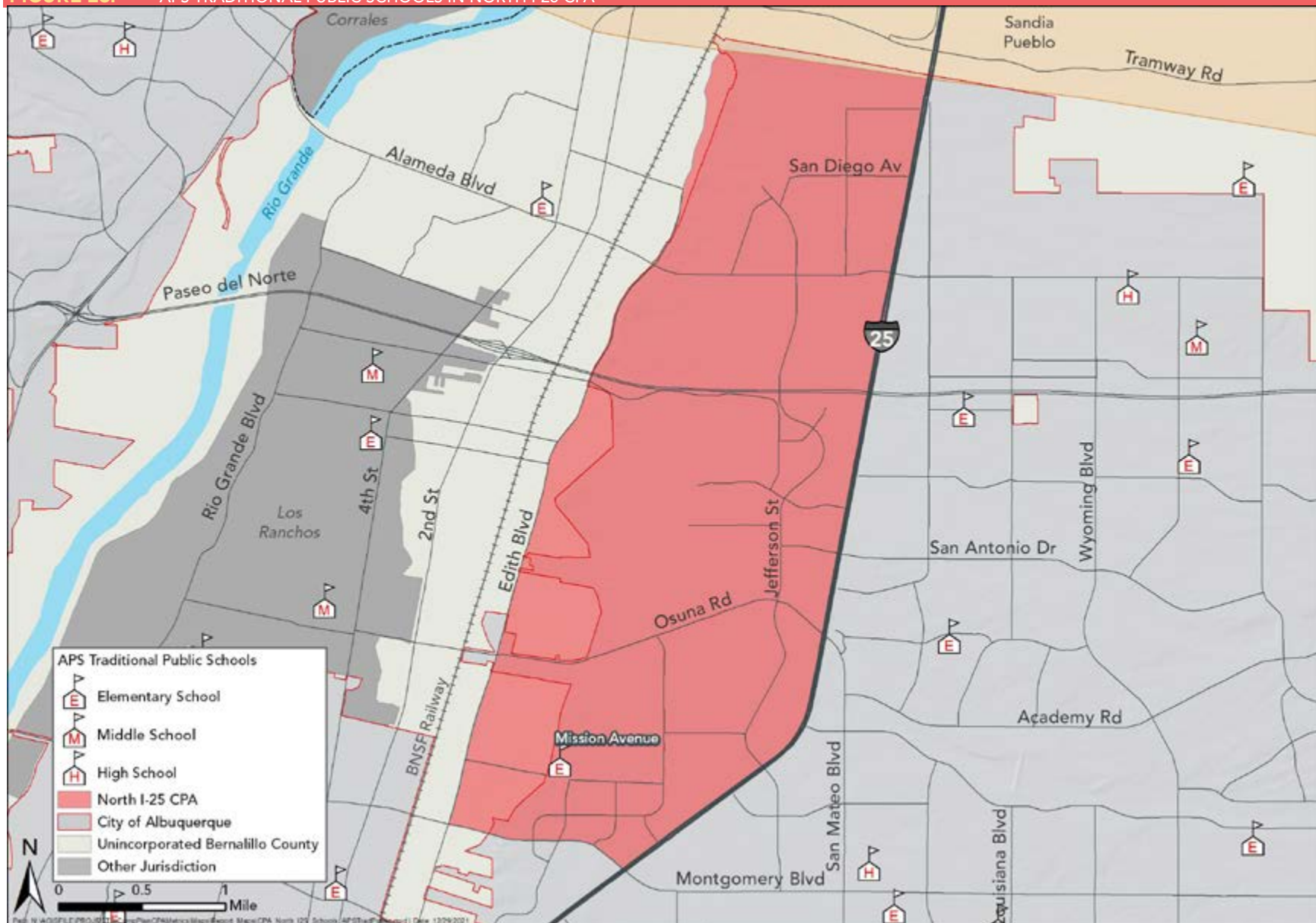
Infrastructure, Community Facilities & Services Metrics



FIGURE 27. HOUSEHOLDS WITHIN 10 MINUTE WALK OF COMMUNITY FACILITIES IN NORTH I-25 CPA



The facilities and services that serve a community impact quality of life and access to resources and community benefits. The North I-25 CPA has a mix of community centers, libraries, and other community and recreation facilities distributed nearby the CPA.


FIGURE 28. APS TRADITIONAL PUBLIC SCHOOLS IN NORTH I-25 CPA


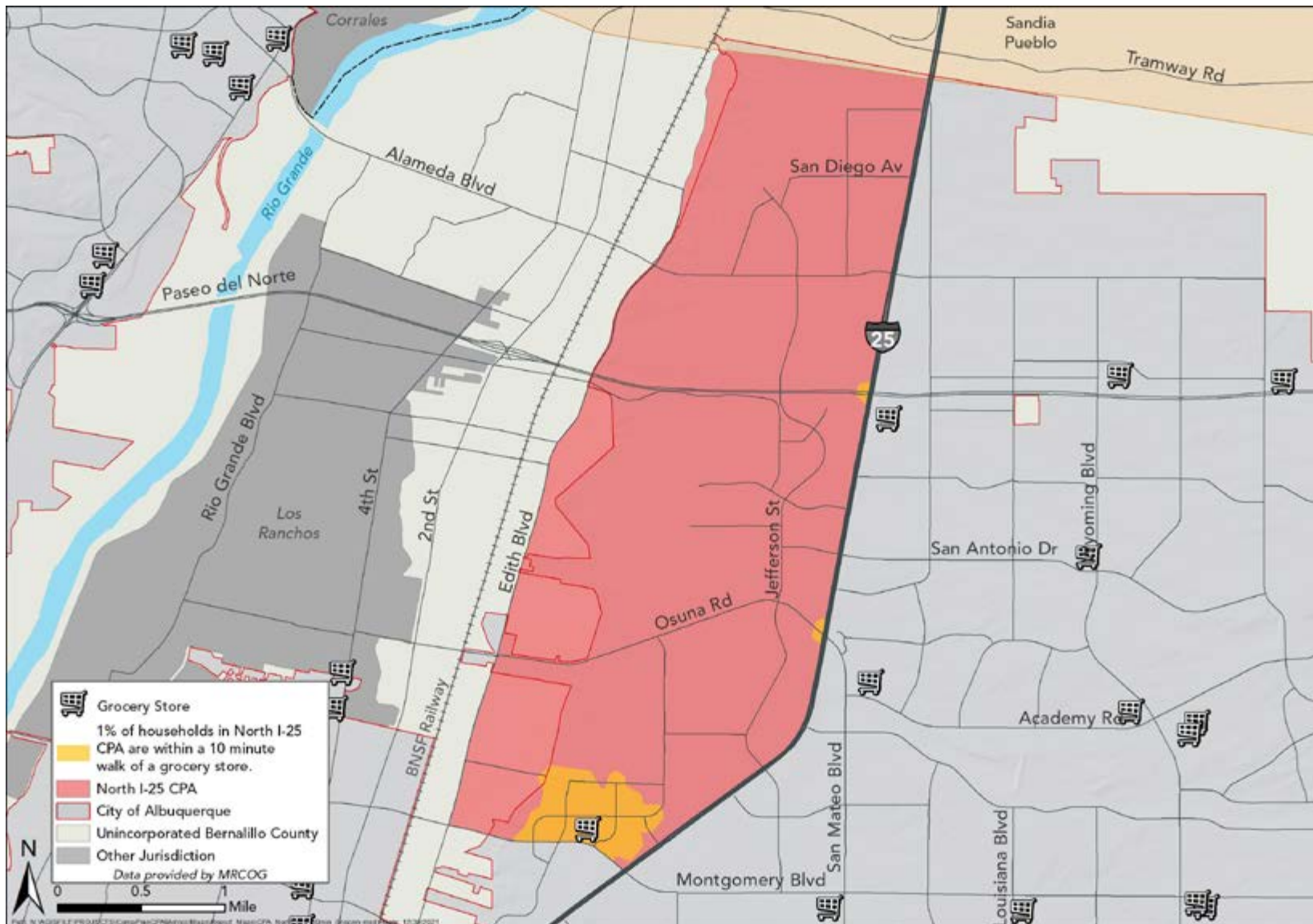
There are a total of one public (Albuquerque Public Schools) elementary school, and three charter elementary schools, zero middle schools, one private middle-high school, and two charter middle-high schools directly adjacent to the CPA. 1% of dwelling units within a 10 minute walk of a public school.



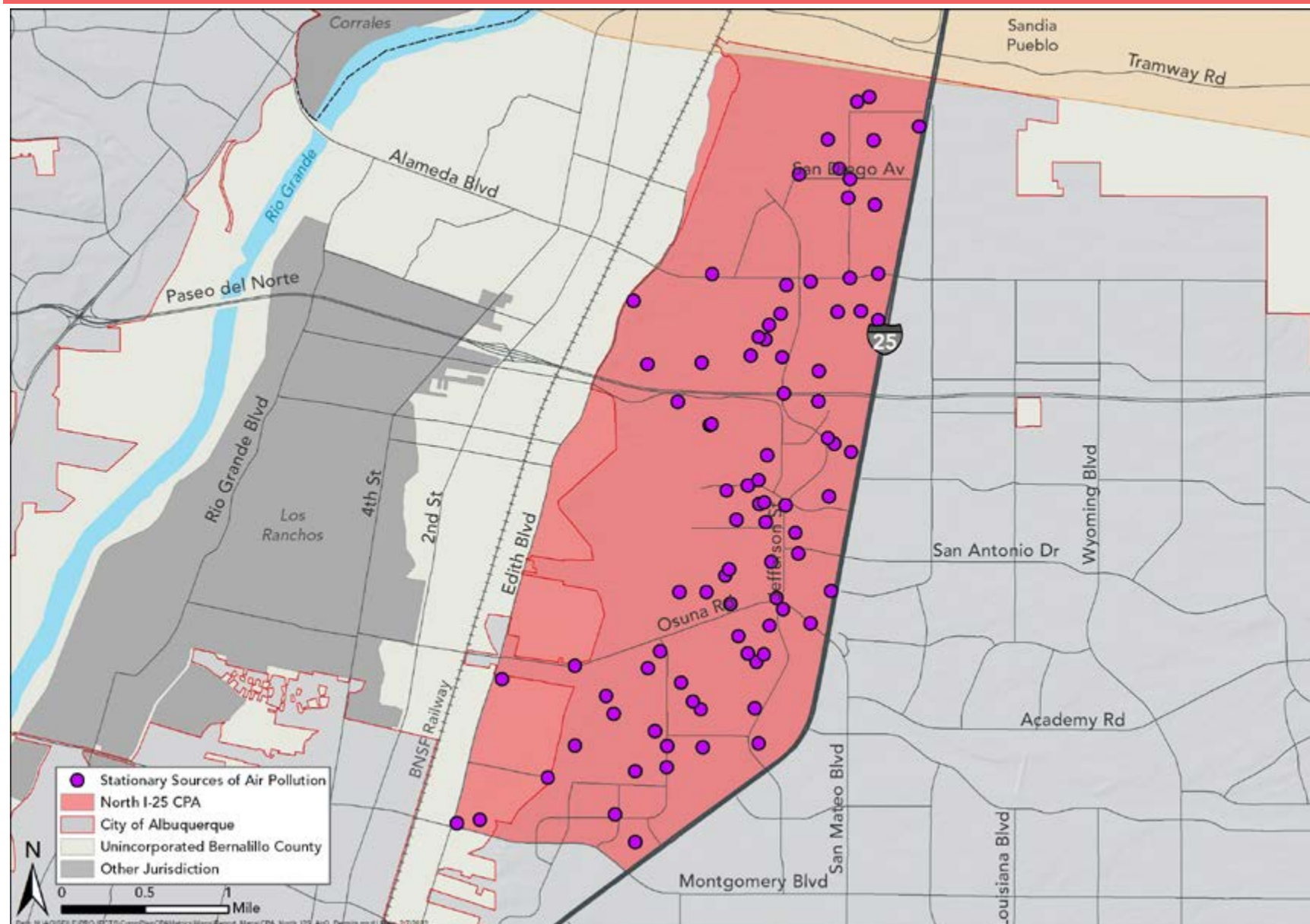
Resilience & Sustainability Metrics



FIGURE 29. HOUSEHOLDS WITHIN 10 MINUTE WALK OF GROCERY STORE IN THE NORTH I-25 CPA



Availability and access to grocery stores is a critical component in creating a sustainable and resilient built environment. One percent (1 %) of the households in this CPA are within a 10 minute walk of a grocery store. The distance from a person's household to their nearest grocery store influences the way in which they travel to get there and the number of trips they take to the grocery store over time. For folks who don't own or have access to a vehicle, this distance can greatly impact their routine.


FIGURE 30. NORTH I-25 CPA SOURCES OF AIR POLLUTION


The City tracks air quality permits, which represent stationary sources of air pollution, including factories, refineries, boilers, and power plants, that emit a variety of air pollutants. This is one indicator of potential community health risks. There are many other factors that may impact overall community health that are explored through the CPA assessment process.



The Public Engagement Process



Caption: *Tabling at Bass Pro Shop*

INTRO TO THE PUBLIC ENGAGEMENT PROCESS

The North I-25 Community Planning Area (CPA) Assessment began in August of 2025. The assessment process lasted approximately a year, during which the Long Range Team gathered community input from the public about a variety of topics. Community engagement methods included surveys, in-person tabling at various businesses and events, community and neighborhood association meetings, and focus groups. There are several phases of engagement throughout an assessment process, each of which builds upon the previous phase. Planning staff did outreach both online and in-person at events and locations throughout North I-25 to encourage community participation.

In addition to the website and activity-specific advertising, the Planning Department mailing list promoted different engagement and review opportunities.

Engagement Methods

- Surveys
- Tabling
- Focus groups
- Community meetings
- Public Events
- Online tools (Miro boards, project website, interactive maps)
- CPA mailing list
- Social media, flyers
- City department communications

Over 430 people received announcements at the beginning of the CPA process. During the final phase of the assessment, more than 160 people signed up for area-specific updates, which throughout the process received updated information and event announcements. Additionally, between 400 and 600 households received announcements about the Kick Off event, Priorities Survey, Phase 2 and 3 outreach, and the Phase 4 Open House through various social media outlets and email advertisements. People can join our email list and view previous newsletters [here](#).



Caption: *Long Range hosted park outreach event with live music*

ONGOING INPUT OPPORTUNITIES

Anyone can provide input and feedback for a CPA assessment process at any time, through on-going, city-wide surveys, and independently led self-guided activities found on the project website. Planning staff engages in ongoing review and analysis of public comments.

Between April 2025 and April 2026, the Pre-Assessment Survey received 38 responses from North I-25 residents. Those results are located in Section 1.4 of this report.

Responses to the Pre-Assessment Survey are viewable online [here](#). The Long Range team received 19 responses prior to the kick-off of the North I-25 CPA assessment. Most of the respondents shared dissatisfaction when it came to housing in the North gateway, agreeing that the availability is limited, but that the area felt safer than other areas of Albuquerque.

Each of these on-going opportunities were available and regularly reviewed by staff throughout the first phase of the CPA Assessment. In the fall of 2025, the formal assessment process moved to engaging local residents on additional Comprehensive Plan elements such as Community Identify, Urban Design, Transportation and Economic Development, etc.



PHASE 1: ASSETS AND ASSETS & OPPORTUNITIES

The North I-25 CPA Assessment officially kicked off in August of 2025, and was held simultaneously with a kickoff for the Near North Valley CPA Assessment. The in-person kickoff event and subsequent Block Party events introduced the process to the public, and garnered input on Assets & Opportunities within the CPA.

As part of Phase I, the Long Range Planning Team also attended other events and tabled in popular places, to reach a broader audience in the area. All assets and opportunities posted by community members are viewable [here](#). At tabling events, it was not always possible to collect demographic information, although the opportunity to do so was always made available. However, we can share the locations where outreach was conducted by Planning Staff:

Outreach locations

- *Balloon Fiesta Park*
- *Eastdale Little League Park*
- *Paseo de Estrella Park*
- *Rudolfo Anaya North Valley Public Library**
(* Notes outreached multiple times)
- *Bernardo Trails Park**
- *Vista Del Norte Park**
- *Roadrunner Food Bank*
- *Roadrunner Food Pantry*
- *Mission Avenue Elementary School*
- *Trifeca Coffee**
- *Oak Tree Cafe**
- *Wildflower Park*
- *CNM Workforce Training Center*
- *Bass Pro Shop*
- *Health Leadership High School*
- *Satellite Coffee*
- *7601 Jefferson Business Suites*
- *Explore Academy Middle/High School*
- *Girl Scouts of NM*
- *Sandia Preparatory Private School*

PHASE II: SPECIAL TOPICS

After analyzing hundreds of Phase I comments, the Planning Team identified several topics and themes that required more clarification and input from local residents. Below are a few examples of engagement efforts conducting during Phase II of the assessment process.

PHASE III: FOCUS GROUPS

CPA Focus Group sessions are conversations between community residents and representatives of various city departments and agencies, organized specifically around priorities and issues derived from analyzing outreach and engagement data. The Planning Department hosted two focus groups specific to North I-25 and three focus grouped combined with Near North Valley to further understand the community's needs and concerns. Staff from City Departments, agencies, partners, and other institutions were present to answer questions about services and resources the community had prioritized during engagement efforts. Another goal of the Focus Group portion of the process is to develop actions and policy recommendations for the assessment report. About 40 community members attended across all 3 focus groups hosted. Below is a list of city departments, agencies and partners that served as subject matter experts, followed by a breakdown of the themes discussed at each Focus Group session.

» **Balloon Fiesta + Economic Development**

The first focus group, virtually held on April 14, 2026, highlighted concerns about the effects and impacts of Balloon Fiesta Park events to the community and economic development, more specifically the community discussed ways of communication for local residents and business to either take advantage of or avoid the area when special



Caption: *Tabling at Rudolfo Anaya North Valley Library*



events occur. Separately, it has come to the Planning Department's attention that there is not business association within the CPA. This focus group brought together partners from across City departments to discuss existing programs and potential solutions. To see the public comments and meeting notes, go to the Miro board [here](#).

» **Housing, Public Safety, & Security**

On April 17th, 2026, we teamed up with the North I-25 CPA for our first focus group to discuss community identity within the context of the Westside. This CPA Focus Group webinar centered on Housing, Security, and Public Safety projects and programs within both the Near North Valley and North I-25 Community Planning Area (CPA) boundaries. The presentations from the Long-Range CPA team and other City of Albuquerque departments were organized based on input collected from residents across both planning areas, gathered a few months earlier. The goal of this session was to inform policy recommendations and action items for the CPA Assessment Report, based on public engagement data. To see the public comments and meeting notes, go to the Miro board [here](#).

» **Transportation, Infrastructure, and IDO Regulations**

Focus Group 2, held on April 21st, 2026, This CPA Focus Group webinar centered on Transportation, Infrastructure, and IDO Regulations projects and programs within both the Near North Valley and North I-25

Community Planning Area (CPA) boundaries. The presentations from the Long-Range CPA team and other City of Albuquerque departments were organized based on input collected from residents across both planning areas, gathered a few months earlier. The goal of this session was to inform policy recommendations and action items for the CPA Assessment Report, based on public engagement data. To see the public comments and meeting notes, go to the Miro board [here](#).

» **Parks, Facilities, & Open Space**

North Valley and North I-25 Community Planning Area (CPA) boundaries. The presentations from the Long-Range CPA team and other City of Albuquerque departments were organized based on input collected from residents across both planning areas, gathered a few months earlier. The goal of this session was to inform policy recommendations and action items for the CPA Assessment Report, based on public engagement data. To see the public comments and meeting notes, go to the Miro board [here](#).

PHASE IV: ACTIONS AND POLICIES

Following the focus groups, the Long Range team planned an Open House on June 24th for both the North I-25 CPA and the Near North Valley CPA to gauge the community's support for proposed policies and actions. The North I-25 CPA Assessment Report includes recommended Policies

that will guide decision-making around Transportation, Land Use, Infrastructure, Economic Development and Urban Design that will be incorporated into the Comprehensive Plan over time. The Report also includes Actions which are tangible measures that build upon community assets. Actions are achieved through coordination with community members, organizations, and governmental partners. We presented Actions and Policies at the joint Open House, held on June 24, 2026 at the Los Duranes Community Center. We received feedback in the form of dot voting, written comments, and conversations. This feedback was incorporated to the best of the teams ability into the report document presented to the Environmental Planning Commission (EPC).

Agencies and Partners

- CABQ Parks and Recreation Department
- CABQ Youth & Family Services Department
- CABQ Arts & Culture Department
- High Desert Playback
- CABQ Department of Municipal Development
- Transportation Planning & Technical Services
- CABQ Solid Waste Department
- CABQ Transit Department
- CABQ Planning Department Division of Urban Design & Development
- CABQ Department of Economic Development
- New Mexico Department of Transportation
- Mid-Region Council of Governments
- Albuquerque International Balloon Fiesta, Inc.



CITY OF ALBUQUERQUE

COMMUNITY PLANNING AREA ASSESSMENT

NORTH I-25