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Acknowledgements

City of Albuquerque

Richard J. Berry, Mayor
Robert J. Perry, Chief Administrative Officer

City Council

Ken Sanchez, District 1, President
Isaac Benton, District 2
Klarissa Peña, District 3
Brad Winters, District 4
Dan Lewis, District 5
Rey Garduño, District 6
Diane G. Gibson, District 7
Trudy E. Jones, District 8, Vice-President
Don Harris, District 9

Environmental Planning Commission

Patrick J. Griebel, Esq., District 1
Moises A. Gonzalez, District 2
Victor Beserra, District 3
Peter D. Nicholls, District 4, Chair
Derek Bohannon, District 5
Maia J. Mullen, District 6
James A. Peck, District 7, Vice-Chair
Karen L. Hudson, District 8
Bill W. McCoy III, District 9

City and Technical Staff

Transportation Element

Richard Costales, COA Department of Municipal Development
Debbie Bauman, COA DMD
John MacKenzie, COA DMD

Russell Brito, COA Planning Department
Sara Mancini, COA City Council
Diane Dolan, COA City Council
Bruce Rizzieri, ABQ RIDE
Andrew de Garmo, ABQ RIDE
Lawrence Kline, ABQ RIDE
Tony Abbo, NMDOT
Priscilla Benavides, NMDOT
Terry Doyle, MRCOG
Richard Meadows, Bernalillo County
Jeanne Wolfenbarger, Bernalillo County
Chris Baca, Vector Engineering
Karen Aspelin, Vector Engineering
David Pennington, Parsons Brinckerhoff
Jim Heimann, Parsons Brinckerhoff
Mike Corlett, Planning Technologies
Martin Lewis, Planning Technologies
Paul Barricklow, Lee Engineering
Ajay Singh, Lee Engineering

Design Overlay Zone Element

Suzanne Lubar, COA Planning Director
Russell Brito, COA Planning/Urban Design & Development
Jessica Johnson, COA Planning Department/UDD
Carol Toffaleti, COA Planning Department/UDD
Michelle Gricius, COA Planning Department/AGIS
Josh Sammons, COA Planning Department/AGIS
and other staff of the Planning Department

Special Thanks to Officers, Members or Staff of:

Alban Hills N.A.
Las Casitas del Rio I & II H.O.As
La Luz del Sol N.A.
La Luz Landowners Assoc.
South West Alliance of Neighbors
Taylor Ranch Neighborhood Assoc.
Villa de Paz H.O.A.
West Mesa N.A.
West Side Coalition of N.A.s
Albuquerque West Side Chamber of Commerce
NAIOP NM Commercial Real Estate Development Assoc.
NMDOT District 3
Mid-Region Metropolitan Planning Organization
and other citizens, agency staff and development professionals who
participated in the planning effort

DRAFT

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Numbers after additions & deletions refer to Comments in August Matrix [1 - 222]
 [E] refers to EPC Comments; [S] refers to Staff Recommendation

1.0 Executive Summary

The Coors Corridor Plan (the Plan) aims to improve the transportation function of Coors Blvd. and Coors Bypass and to protect the scenic resources of the Corridor as it continues to develop with a mix of uses that better serve residents of the West Side.

Coors Blvd./Bypass forms the primary north-south thoroughfare on the city’s West Side. It intersects seven east-west roadways that cross the river and connect the West Side to other parts of the metropolitan area. A key purpose of the Plan is to improve conditions for all modes of transport in the coming years.

This Plan replaces the Coors Corridor Plan adopted in 1984. While much urban development has occurred within the Coors Corridor since the original plan was adopted in 1984, vacant land remains to be developed and opportunities for redevelopment are expected to increase over time. The Plan is the City’s most detailed planning and regulatory document for addressing and guiding future transportation and urban development within this important corridor.

Two specialized studies were completed to inform the Plan. The first addressed the scenic assets of the northern stretch of Coors Blvd. and the second the transportation function of the Corridor. More information on these studies can be found in the Appendix (see Chapter F Sections 1.3 and 1.4).

Coors Blvd. and Coors Bypass are currently part of the state highway system under the jurisdiction of the New Mexico Department of Transportation (NMDOT). [S] The transportation component of the Plan provides policies, regulations and project recommendations for the right-of-way of Coors Blvd. and Coors Bypass, which also affect some adjacent properties.

The Plan also includes policies and regulations that apply to site and building design on properties under City jurisdiction. These constitute a Design Overlay Zone (DOZ), but do not establish land uses or change

the underlying zoning on any property within the Plan area. In addition to general standards, more specific regulations help preserve views of the Sandia Mountains and bosque. Projects are also recommended to improve the appearance and walkability of the Corridor and the public’s enjoyment of views to the east.

2.0 Natural Setting

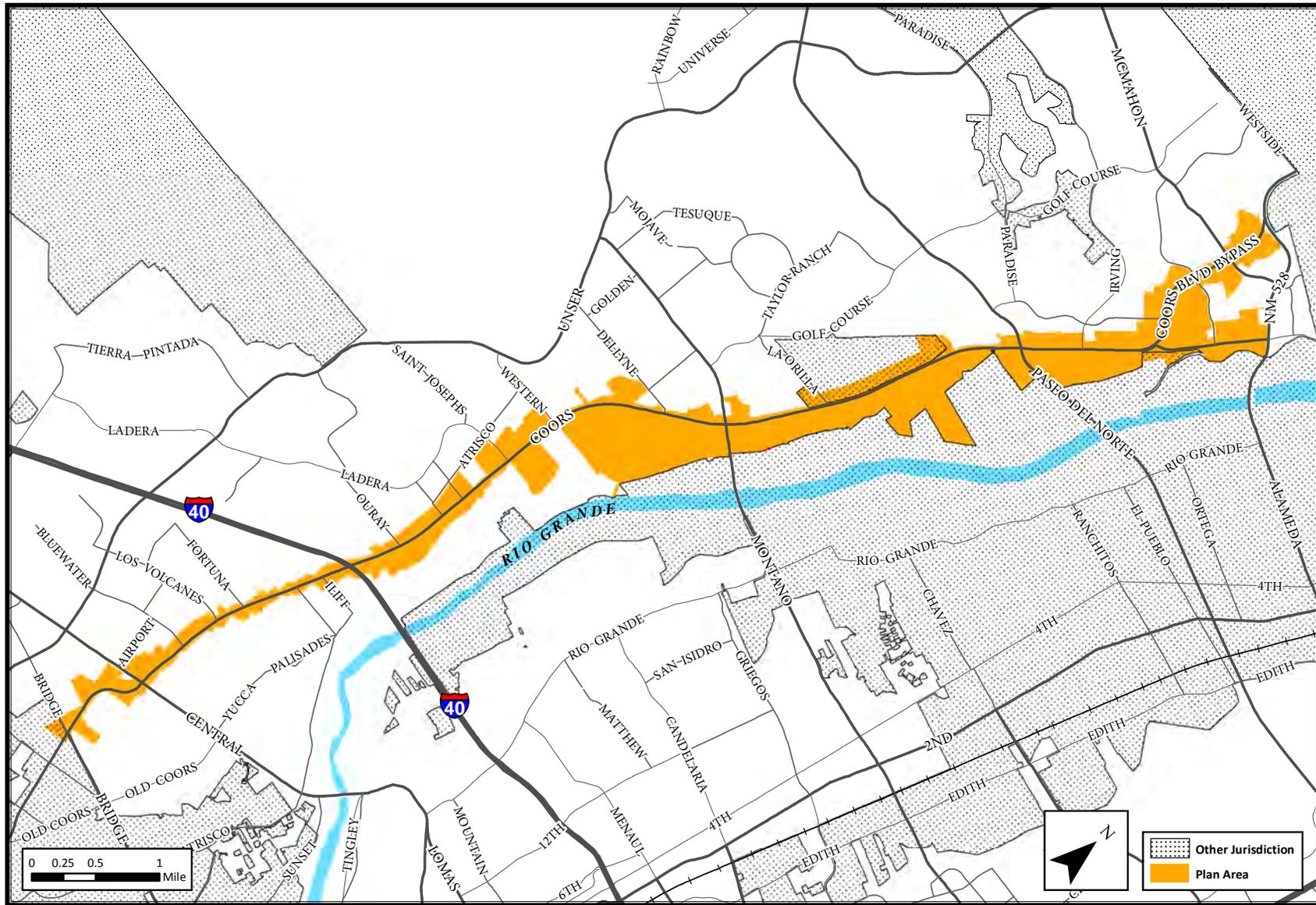
The Coors Corridor is located on the west side of the Rio Grande, and Coors Blvd. and Bypass are elevated above the historic floodplain. South of Western Trail/Namaste Rd. the roadway is located on the mesa top, while north of this divide it lies on a bench along the floodplain edge. In this area, the drop in elevation east of Coors Blvd. and its north/northeast orientation contribute to the dramatic views of the bosque and the Sandia Mountains.



The formation of the Rio Grande rift left behind a volcanic escarpment and dormant volcanic cones to the west, a verdant river valley running through its center, and the Sandia Mountains to the east. These features are primary way-finding elements within Albuquerque and create the views appreciated by residents on the West Side and everyone, including commuters and visitors, traveling along the Coors Corridor.

Arroyos drain the upland areas through the volcanic escarpment and mesa, and down into the valley where they flow into the Rio Grande. The diversion of water into constructed acequias or canals for the irrigation of fields dates from early historic times. Today, the ditches and the land

A. Introduction



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Map A-1: Overall Plan Area of the Coors Corridor

A. Introduction

inside the levees along the Rio Grande support the remaining mosaic of floodplain vegetation and many ditch banks have become informal recreational trails.

City Open Space areas preserve important natural and cultural resources within the Corridor and provide access points and interpretation opportunities, including at the Open Space Visitor Center and the Pueblo Montano Picnic Area.

3.0 Plan Vision and Goals [MOVED from A.6.0]

3.1 Plan Vision

To protect and enhance the transportation function and visual quality of the Coors Corridor as it develops and redevelops over time, for the benefit of the West Side community and regional mobility.[E]

The following Goals were derived from the 1984 Coors Corridor Plan and updated with input received from advisory committees, in public-meetings and smaller group discussions (see Chapter F Section 1.0 for information on planning process). They also reflect policies in higher-ranked plans.

3.2 Traffic Movement, Access Management, and Roadway Design

- i) Preserve the function and traffic performance of Coors Blvd./Bypass as this north-south arterial is critical to regional mobility.
- ii) Design and manage Coors Blvd./Bypass as a multi-modal facility to optimize its traffic- and person-carrying capacity.
- iii) Provide reasonable access for properties adjacent to Coors

Blvd./Bypass, while maintaining road safety and performance.

- iv) Design streetscapes in the public ROW of Coors Blvd./Bypass that enhance all users' experience of the Corridor.

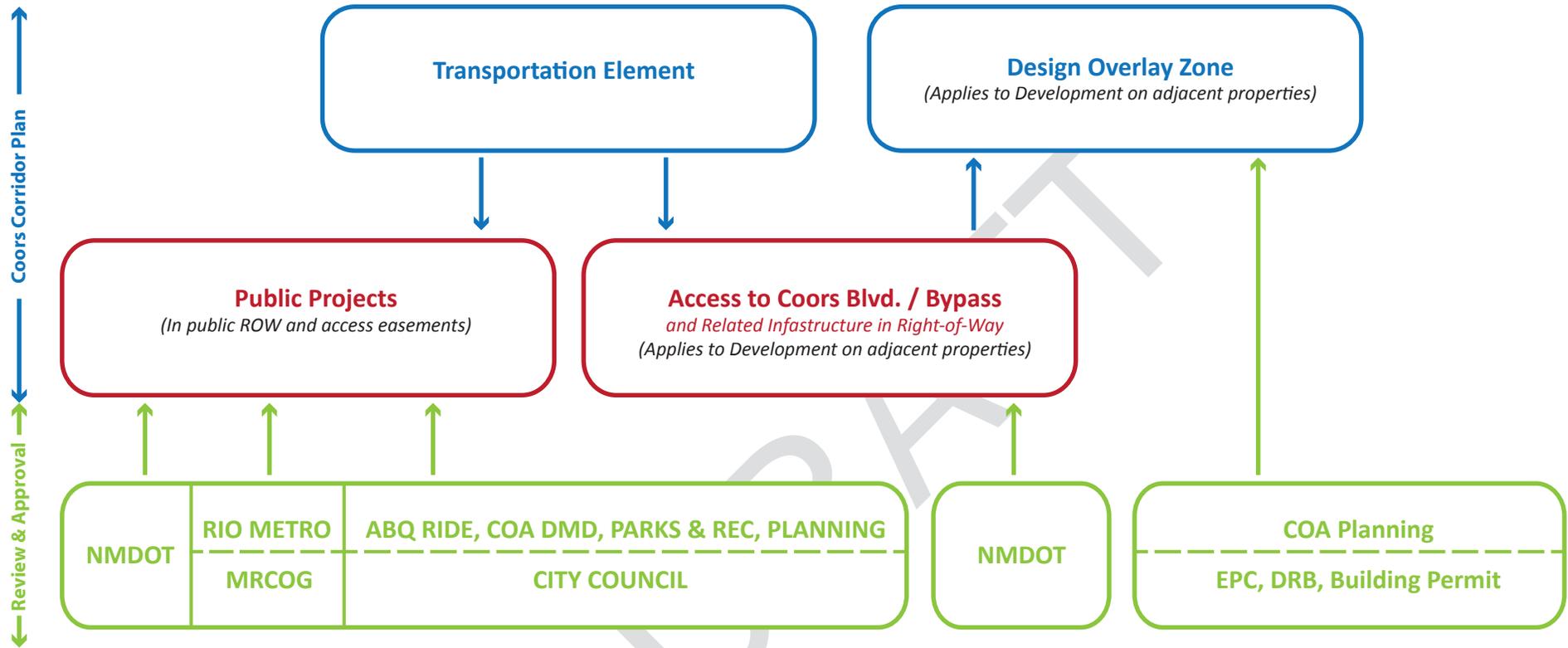
3.3 Environmental and Recreational Resources

- i) Protect the natural and rural features of the Plan area, including arroyos, ditches and riparian vegetation that support wildlife.
- ii) Help complete a system of multi-use trails across the Corridor that connect the bosque with the West Mesa.
- iii) Provide public access to existing trails and Open Space areas within and adjoining the Plan area.

3.4 Urban Design

- i) Integrate natural features and scenic qualities of the Coors Corridor into site and building design to achieve a balance between development and conservation.
- ii) Design development to reflect the natural topography of sites.
- iii) Protect views of the Sandia Mountains and the bosque as seen from Coors Blvd.
- iv) Encourage higher density development at appropriate locations along the Corridor, including in Activity Centers, in order to support transit use.
- v) Connect developments with the multi-use trail system to support local trips by non-motorized modes.

A. Introduction



NEW as of October 2014 [E]

Figure A-1: Plan Scope and Lead Agencies

4.0 Plan Scope [MOVED FROM A.7.0]

4.1 Transportation

- i) The transportation policies and guidelines of the Plan reflect the projected needs of all travel modes used in the Coors Corridor—motorized vehicles, bicycles and foot travel. Many trips, such as commuter and freight trips, begin and end outside the boundary of the Plan area. However, trip origins and destinations within the Corridor, including homes, shops, jobs and recreation, also impact traffic numbers and flows.
- ii) A significant number of regular, daily trips by private car have already shifted to transit. The Plan aims to reinforce this shift and mitigate projected traffic congestion on Coors Blvd. for the benefit of all road users by accommodating Bus Rapid Transit (BRT) in the ROW. Policies and guidelines of the Plan establish a ROW width sufficient to accommodate road space for all modes, and manage access and other aspects of development adjacent to Coors Blvd. and Coors Bypass that affect traffic movement and safety.
- iii) Three major roadway projects are proposed to address traffic congestion “hot spots” on Coors Blvd.: a flyover ramp onto eastbound Paseo del Norte; an interchange at Montaña Rd.; and a grade-separated, elevated roadway for northbound Coors Blvd. from Quail Rd. through Sequoia Rd. With adoption of the Plan, these public projects would be added to the metropolitan TIP roster in order to leverage state and federal funding for implementation.

4.2 Environmental and Recreational Resources and Urban Design

These Plan goals are realized through policies and regulations of a Design Overlay Zone and through project recommendations.

i) Design Overlay Zone

Design Overlay Zones (DOZ) are areas that deserve special design guidance, but do not mandate complete development control (see §14-16-2-28(F) of the Zoning Code). Like its predecessor, this Plan regulates development in the Coors Corridor through a DOZ. Its purpose is to integrate urban development with the transportation function of the arterial in a way that protects environmental resources within the area and the scenery that forms its backdrop.

The Coors Corridor DOZ applies to the properties within the mapped sub-area of the Plan and supplements the provisions of their underlying zoning. Additional View Preservation regulations apply to the eastern portion of the DOZ area north of Namaste Rd. The DOZ does not change the land uses allowed on individual parcels.

ii) Public Projects

In addition to major transportation projects, the Plan recommends streetscape and pedestrian improvements and the completion of primary multi-use trails throughout the Corridor, while potential public viewsites are identified in its northern portion. These projects would be pursued by City departments in conjunction with NMDOT, and other agencies as appropriate.

A. Introduction

5.0 Plan Area and Regulatory Sub-Areas [MOVED FROM A.3.0]

The overall Plan area encompasses 2,110 acres and the Corridor extends approximately 11 miles from Bridge Blvd. at its southern end to Alameda Blvd. at its northern end. Before meeting Alameda Blvd., the Corridor splits into two branches: Coors Bypass (the continuation of NM 45) and Coors Blvd. (NM 448). The northern Plan area includes both branches of Coors. (See Map A-1)

The width of the Plan area is generally limited to properties along Coors Blvd. and Coors Bypass. However, it expands to the edge of the Corrales Riverside Drain north of the alignment of Western Trail and Namaste Rd. in order to ensure that future development and redevelopment maintain a portion of the views to the Sandia Mountains and bosque.

5.1 The boundary of the Plan area follows parcel lines current as of the Plan's adoption. Future replatting of properties may affect the location of the boundary over time. The Plan's intent is for the boundary to be aligned with City parcel lines and therefore to encompass the entirety of City parcels that meet the criteria listed in Table A-1.

5.2 The total Plan area is divided into three regulatory sub-areas (see Map A-1 through Map A-3) according to the distinct conditions of each sub-area and how the Plan addresses these differences through policies, regulations and project recommendations:

- i) **Transportation (T)** - This sub-area indicated by a blue line follows the entire length of Coors Blvd. and Coors Bypass, but only encompasses properties that adjoin or have access to these roadways. It is where the transportation policies and requirements apply.
- ii) **Design Overlay Zone (DOZ)** - This sub-area follows Coors Blvd. only and extends from just north of Central Ave. to the northern boundary of the Plan area (see dashed red-line). The general development regulations apply throughout this sub-area.

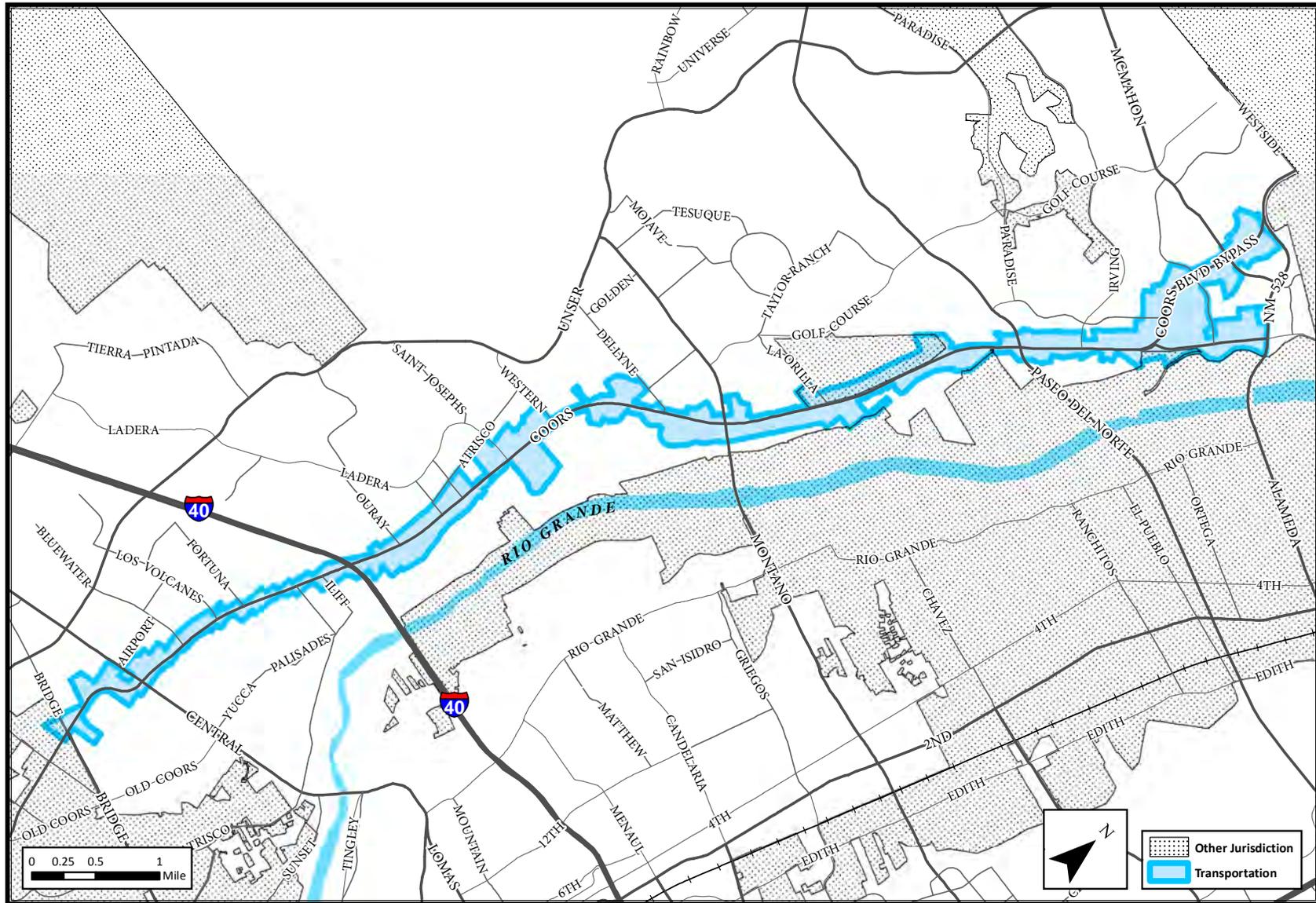
- iii) **View Preservation (VP)** - This sub-area, indicated by a green boundary, extends from Western Trail/Namaste Rd. to Alameda Blvd. and covers the area east of Coors Blvd. to the Corrales Riverside Drain. This is where the view preservation regulations apply, in addition to the DOZ regulations.

Note that these sub-areas overlap in some places and that properties may therefore be subject to one or more sets of policies and regulations.

Location South to North	Criteria for inclusion in Plan area	Regulatory Sub-Area
along Coors Blvd. - from Bridge Blvd. to Avalon Rd.	properties fronting, contiguous to or accessing Coors Blvd.	T
along Coors Blvd. - from Avalon Rd. to Western Tr. & Namaste Rd.	properties within City limits and fronting, contiguous to or accessing Coors Blvd.	T + DOZ
along/near Coors Blvd. - from Western Tr. & Namaste Rd. to Alameda Blvd.	Westside: properties within City limits fronting, contiguous to or directly accessing Coors Blvd.	T + DOZ
	Eastside: properties within City limits between Coors Blvd. and Corrales Riverside Drain	T + DOZ + VP
along Coors Bypass	properties fronting, contiguous to or accessing Coors Bypass	T
<i>T: Transportation</i> <i>DOZ: Design Overlay Zone (general design regulations)</i> <i>VP: View Preservation regulations (supplement DOZ)</i>		

Table A-1: Regulatory Sub-Areas within the Coors Corridor

A. Introduction



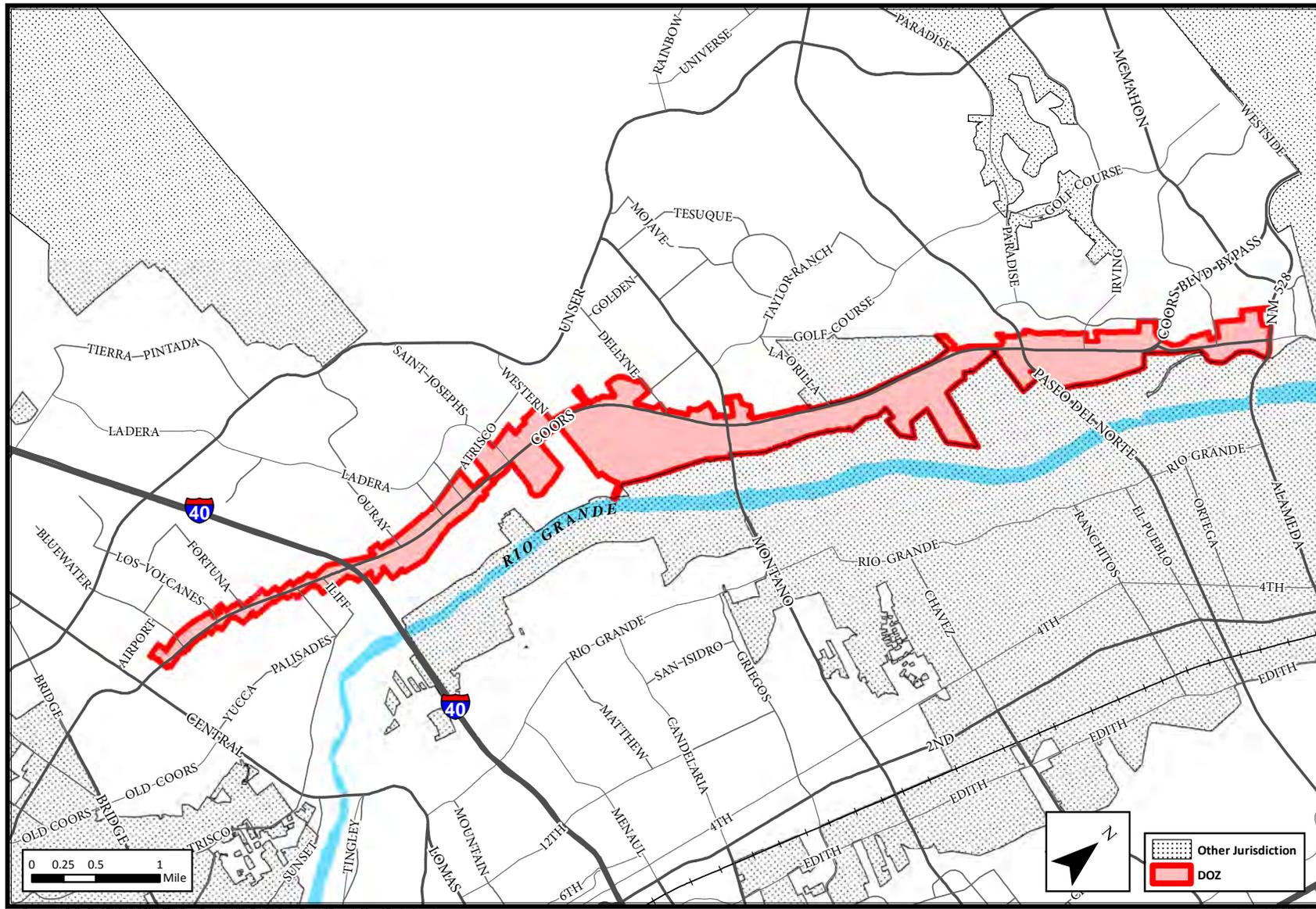
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Map A-1: Transportation Sub-Area

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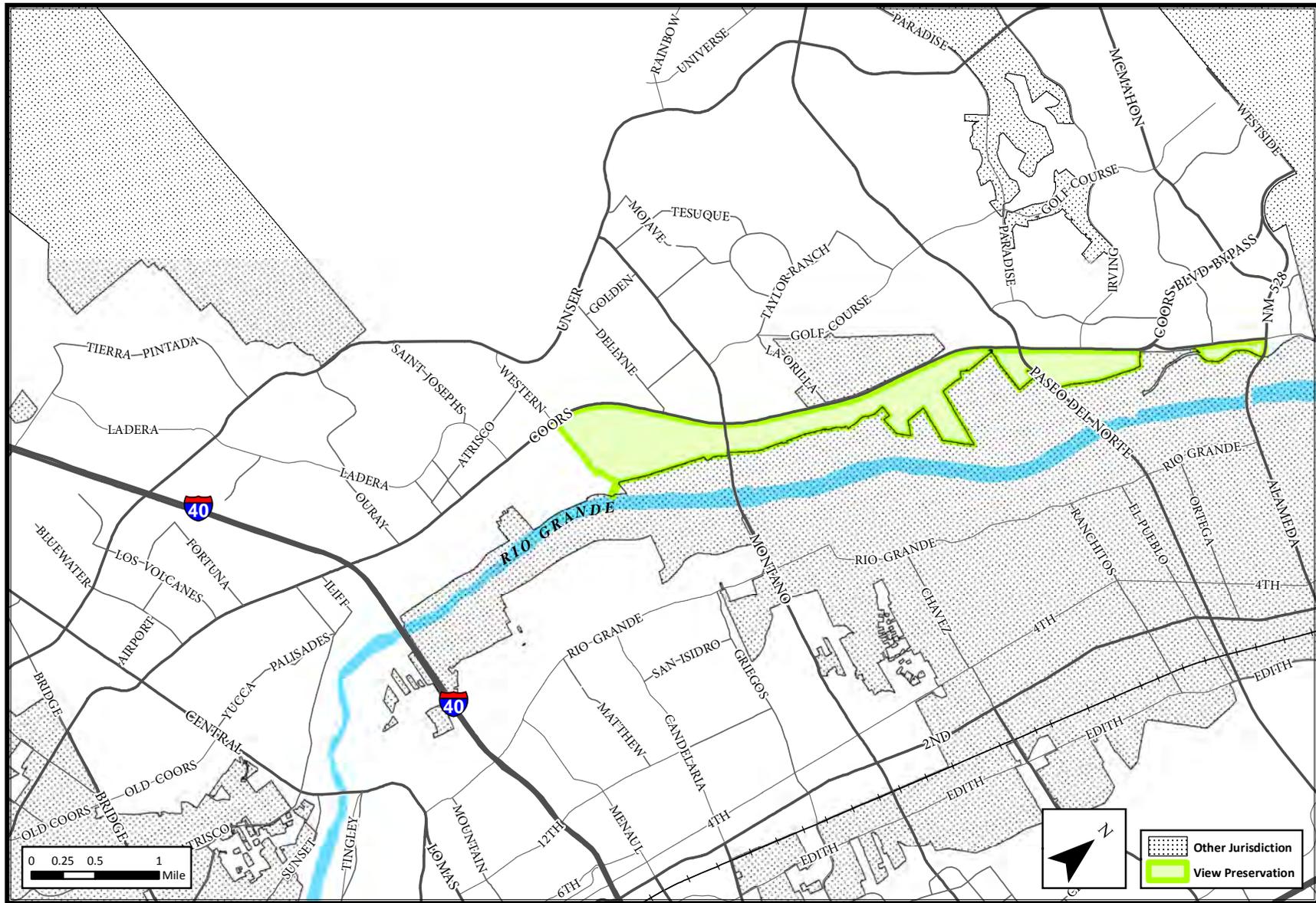


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Map A-2: Design Overlay Zone Sub-Area

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Map A-3: View Preservation Sub-Area

A. Introduction

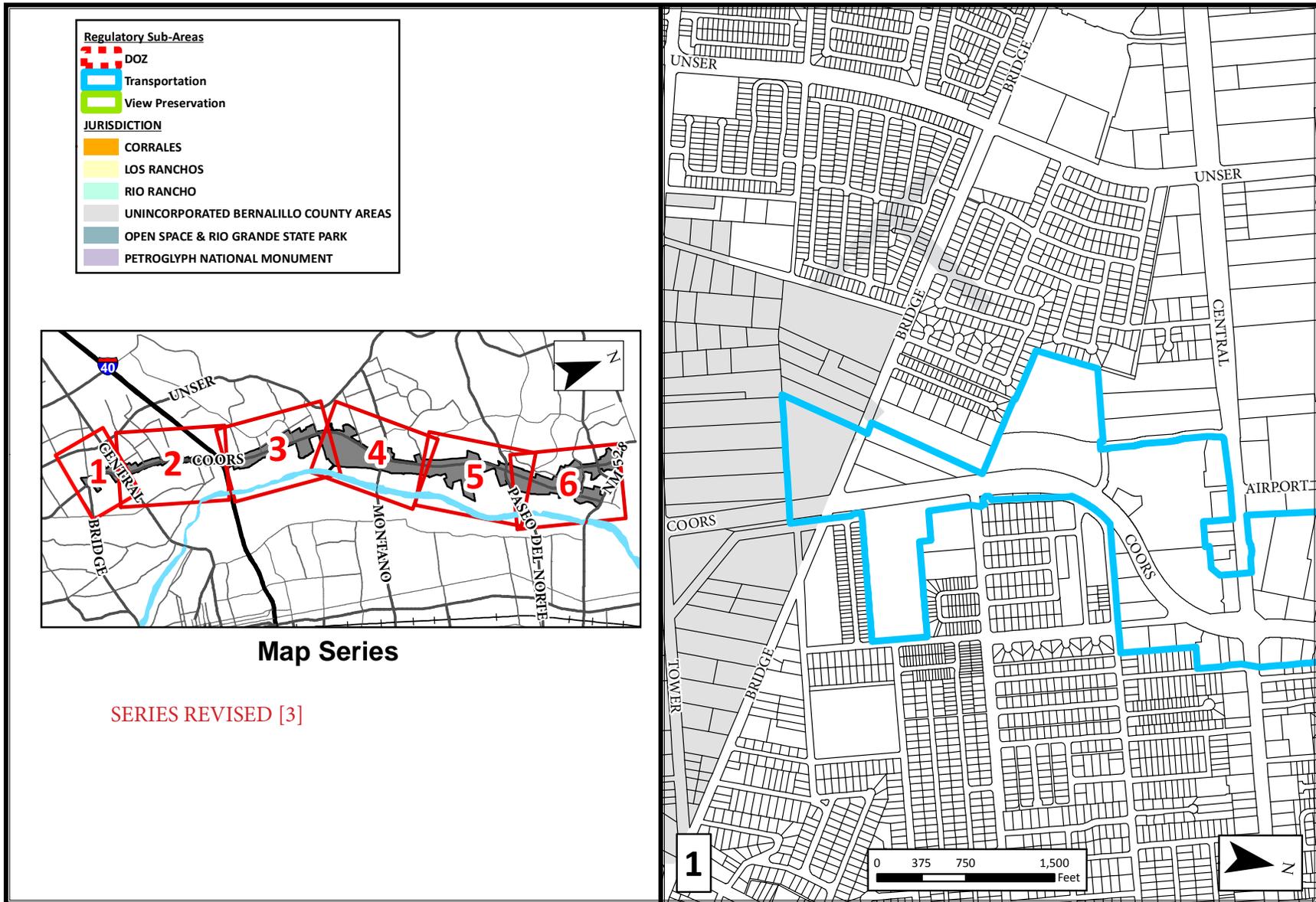
To provide more detail, many of the thematic maps in the Plan are presented as a series of maps, typically six, that cover the part of the Corridor pertinent to the theme. They move from south to north and the dividing lines between numbered segments are selected for practical reasons.

Calabacillas Arroyo, which were included in the 1984 Coors Corridor Plan. Some of these properties are now shown within the Transportation sub-area or are adjacent to the Design Overlay Zone sub-area. In addition, two parcels within Bernalillo County on the south side of Bridge Blvd. fall within the Transportation sub-area.

6.0 Jurisdictions [MOVED FROM A.5.0]

- 6.1 The Coors Corridor Plan area falls under the jurisdiction of several government entities and agencies (see Map A-4 through Map A-9):
- i) The public right-of-way of Coors Blvd. and Coors Bypass (collectively NM45 and NM448) is under the jurisdiction of the New Mexico State Department of Transportation (NMDOT). Other public roads are owned and operated by the City of Albuquerque or Bernalillo County.
 - ii) The Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) owns and/or manages several east-west arroyos that flow into valley drains or the Rio Grande.
 - iii) The Middle Rio Grande Conservation District controls and manages the network of irrigation ditches and canals that run between Coors Blvd. and the bosque.
 - iv) The Federal Bureau of Indian Affairs owns, and currently operates, the Southwest Indian Polytechnic Institute (SIPI) on a campus of approximately 165 acres located southeast of Coors/Paseo del Norte.
 - v) Properties that protect archaeological, cultural or natural resources and provide for public recreation are owned and/or managed by the State or City government.
 - vi) The City has jurisdiction over the majority of the privately-owned land within the Coors Corridor Plan area. The County has jurisdiction over several properties on the north and south side of La Orilla Rd. on the west side of Coors Blvd. and several parcels on the east side of Coors Blvd. north of the

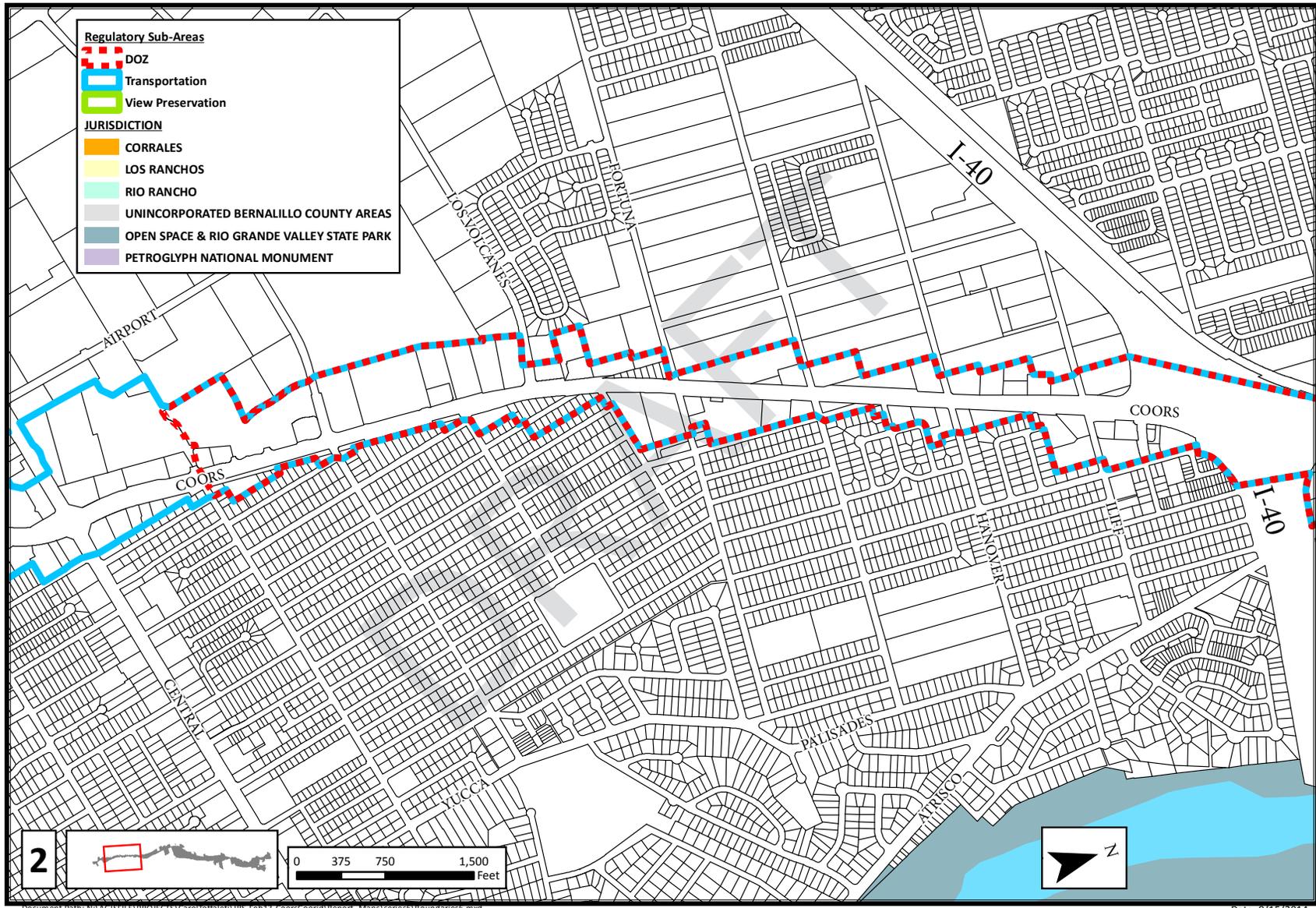
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Map A-4: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

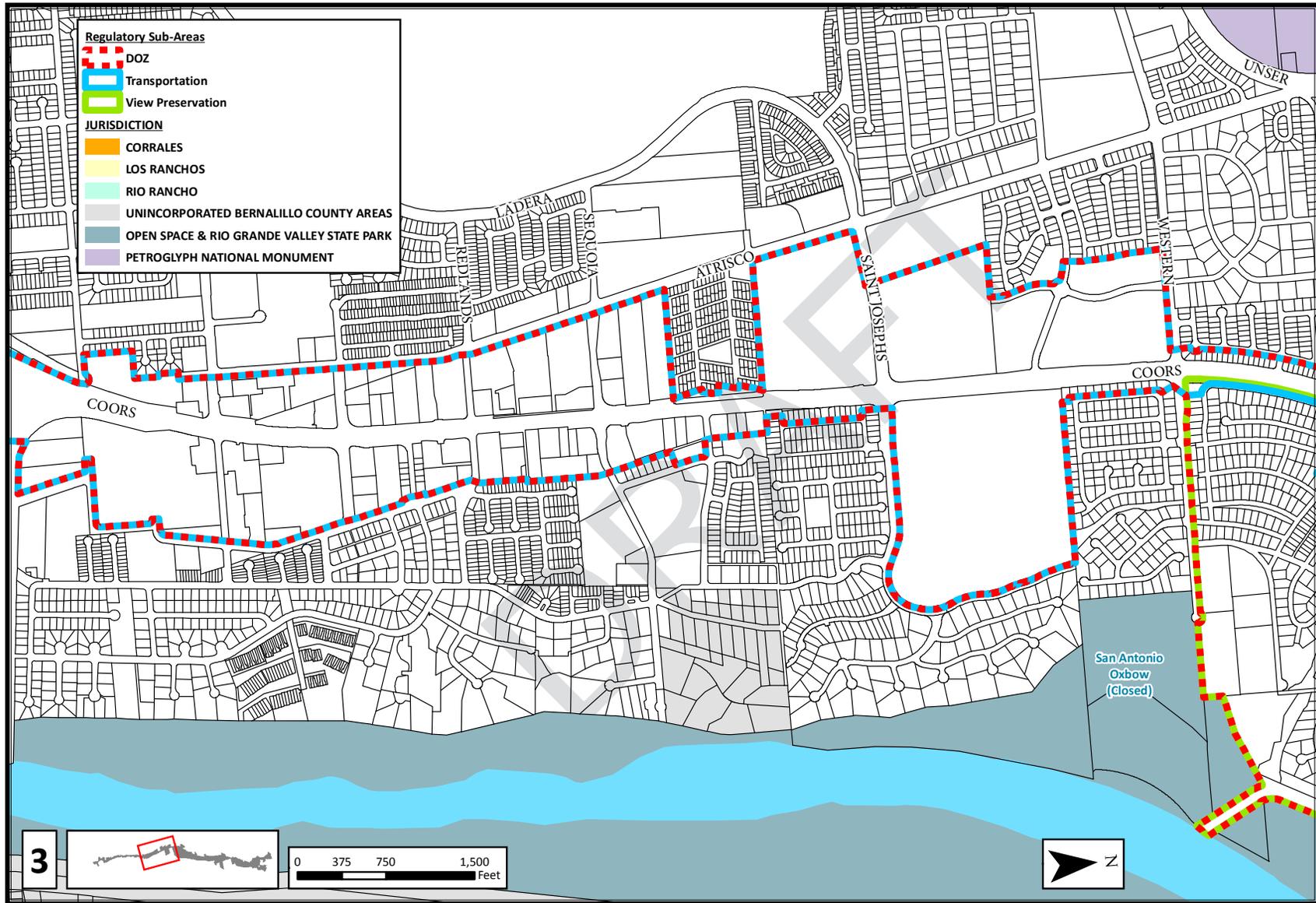
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Map A-5: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

A. Introduction



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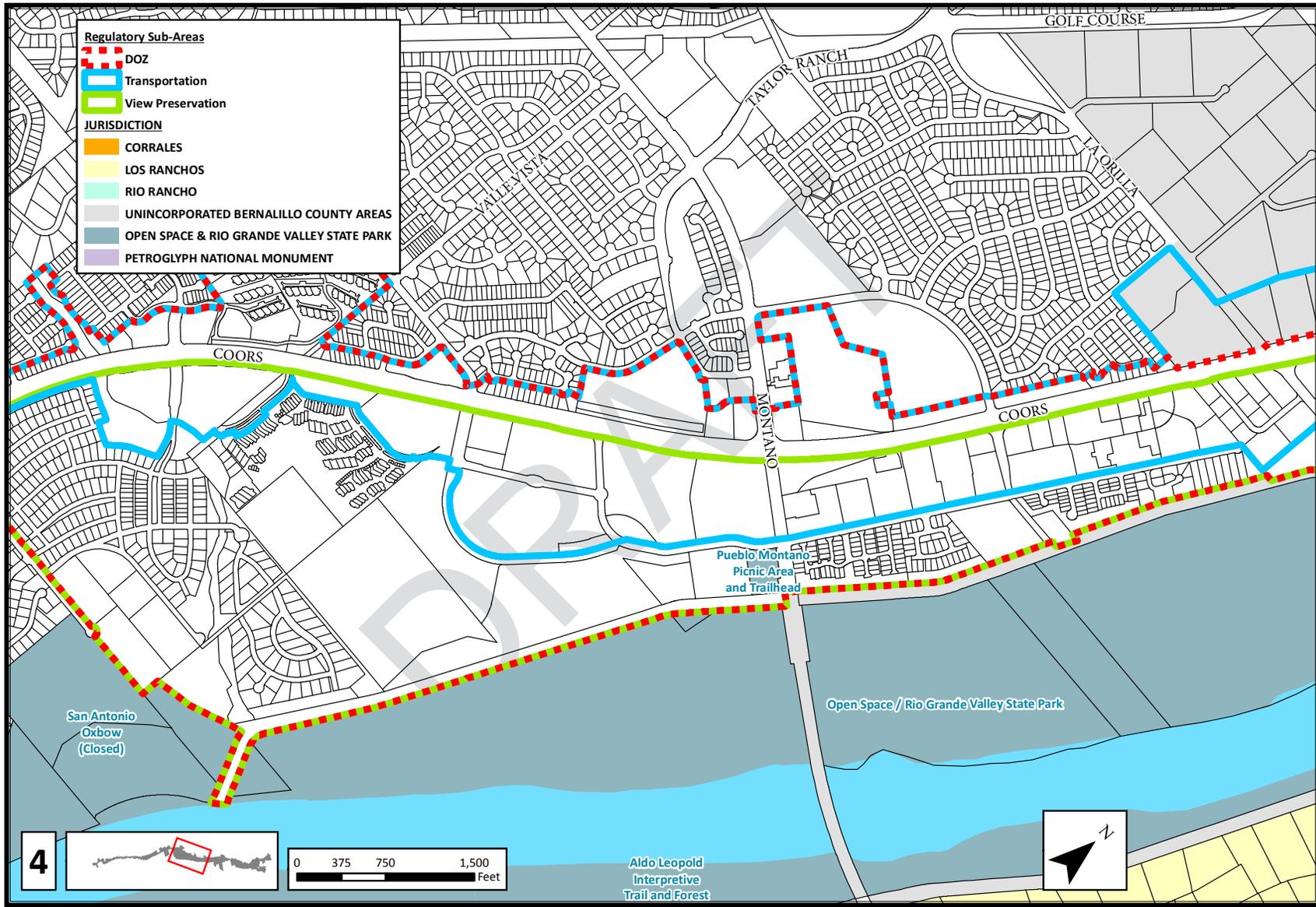
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Map A-6: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

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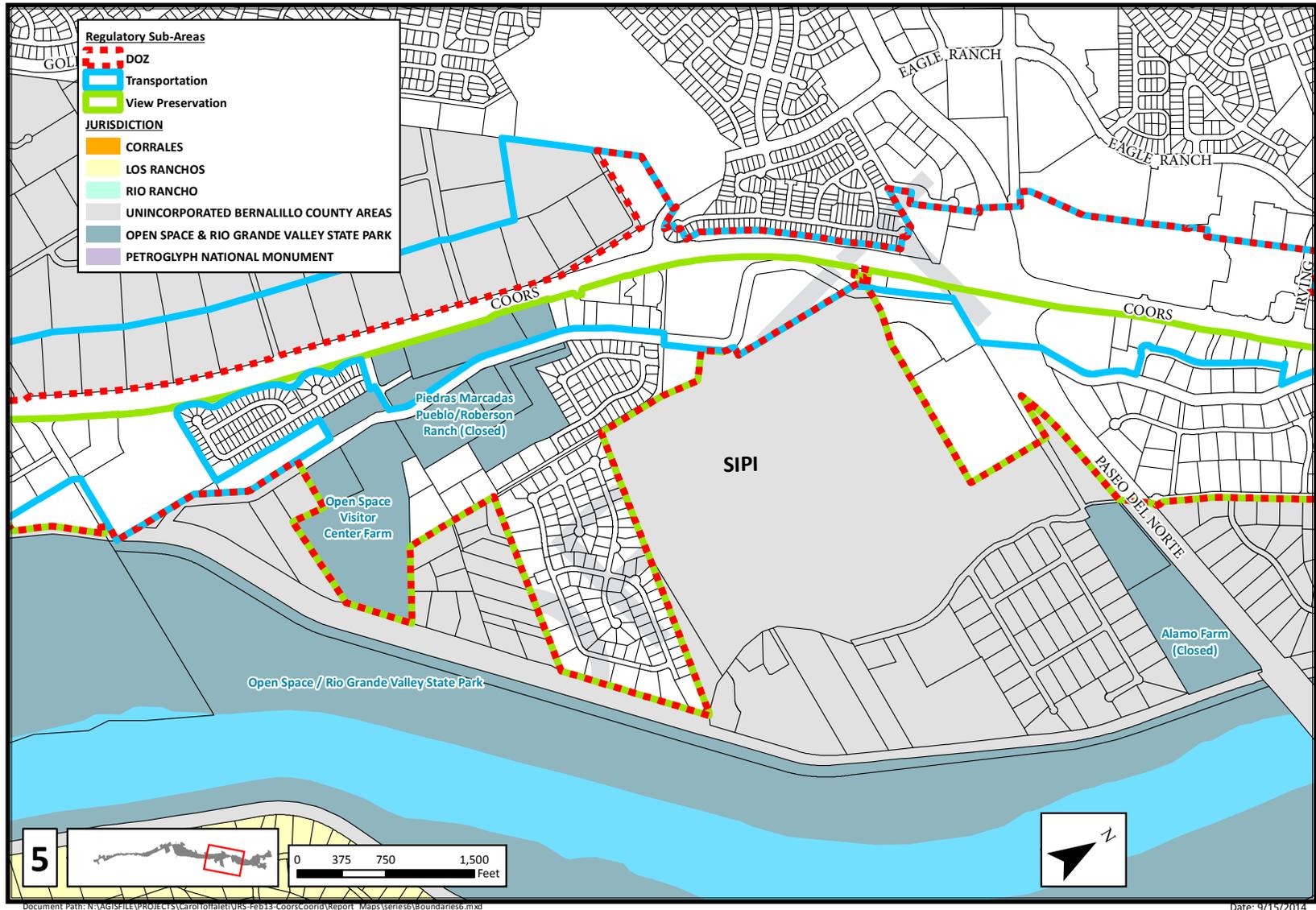
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Map A-7: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

A. Introduction

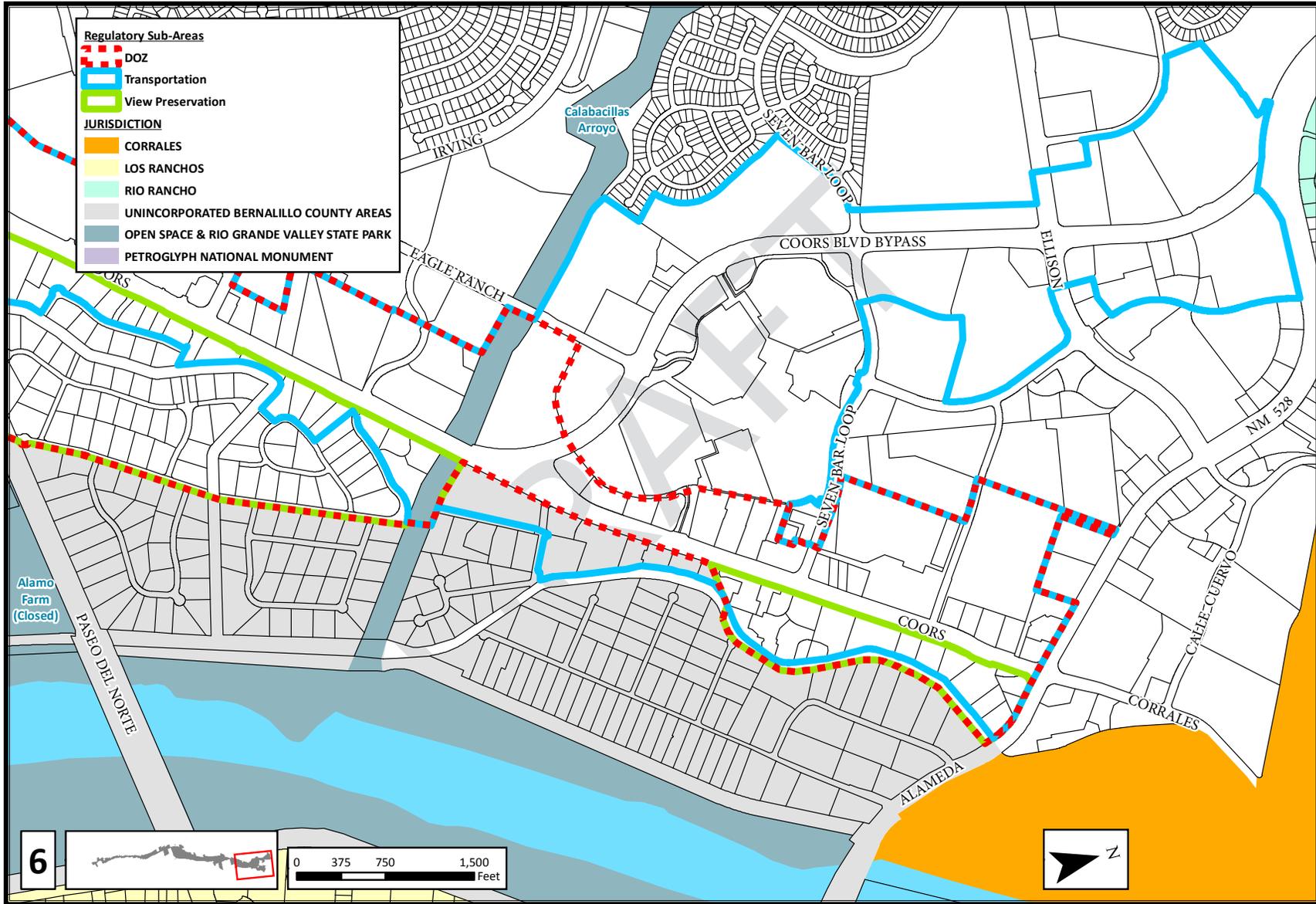


Map A-8: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

October 2014 EPC Red-Line

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Map A-9: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

October 2014 EPC Red-Line

A. Introduction

7.0 Conformance with Higher-Ranked Plans **[MOVED FROM A.4.0]**

The Coors Corridor Plan is a Rank 3 plan within the City’s three-tier hierarchy of plans. Rank 3 plans are the most detailed plans, which cover neighborhoods or corridors with common characteristics. Rank 3 plans are meant to be consistent with higher-ranked plans. However, their policies and regulations are also closely tailored to the conditions, assets, and opportunities specific to their plan area. The higher-ranked plans relevant to the Coors Corridor Plan are:

7.1 **The Albuquerque/Bernalillo County Comprehensive Plan (1988, amended through 2013)**

This is the Rank 1 plan that sets the basic long-range policy for the development and conservation of the City and unincorporated area of the County.

7.2 **West Side Strategic Plan (1997, amended through 2011)**

This Rank 2 area plan provides a framework to guide growth on Albuquerque’s West Side, one that reflects its position within the metropolitan area along with its own conditions and community values.

7.3 **2035 Metropolitan Transportation Plan**

A Metropolitan Transportation Plan (MTP) is adopted every five years by a Board comprised of locally elected officials from the counties and municipalities in the region, along with representatives of the New Mexico Department of Transportation (NMDOT). The MTP evaluates growth scenarios with a 20-year horizon and proposes an appropriate future transportation system for the entire Albuquerque Metropolitan Area.

7.4 Facility Plans

The following Rank 2 City plans focus on particular landscape features or infrastructure that are located within or next to the Coors Corridor Plan area and are addressed in its policies and regulations:

- i) *Major Public Open Space Facility Plan (1998/1999)*
- ii) *Bosque Action Plan (1993)*
- iii) *Facility Plan for Arroyos (1986)*
- iv) *Trails & Bikeways Facility Plan (1996)*¹
- v) *Albuquerque Comprehensive On-street Bicycle Plan (2000)*²
- vi) *Electric System, Transmission and Generation 2010-2020 (2012)*

These higher-ranked plans and their relevance to the Coors Corridor Plan are described in more detail in the Appendix (see Chapter F Section 3.0).

1 is being replaced by a consolidated city plan for off-street multi-use trails and on-street bikeways

2 see footnote 1