

A. Introduction

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).

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.

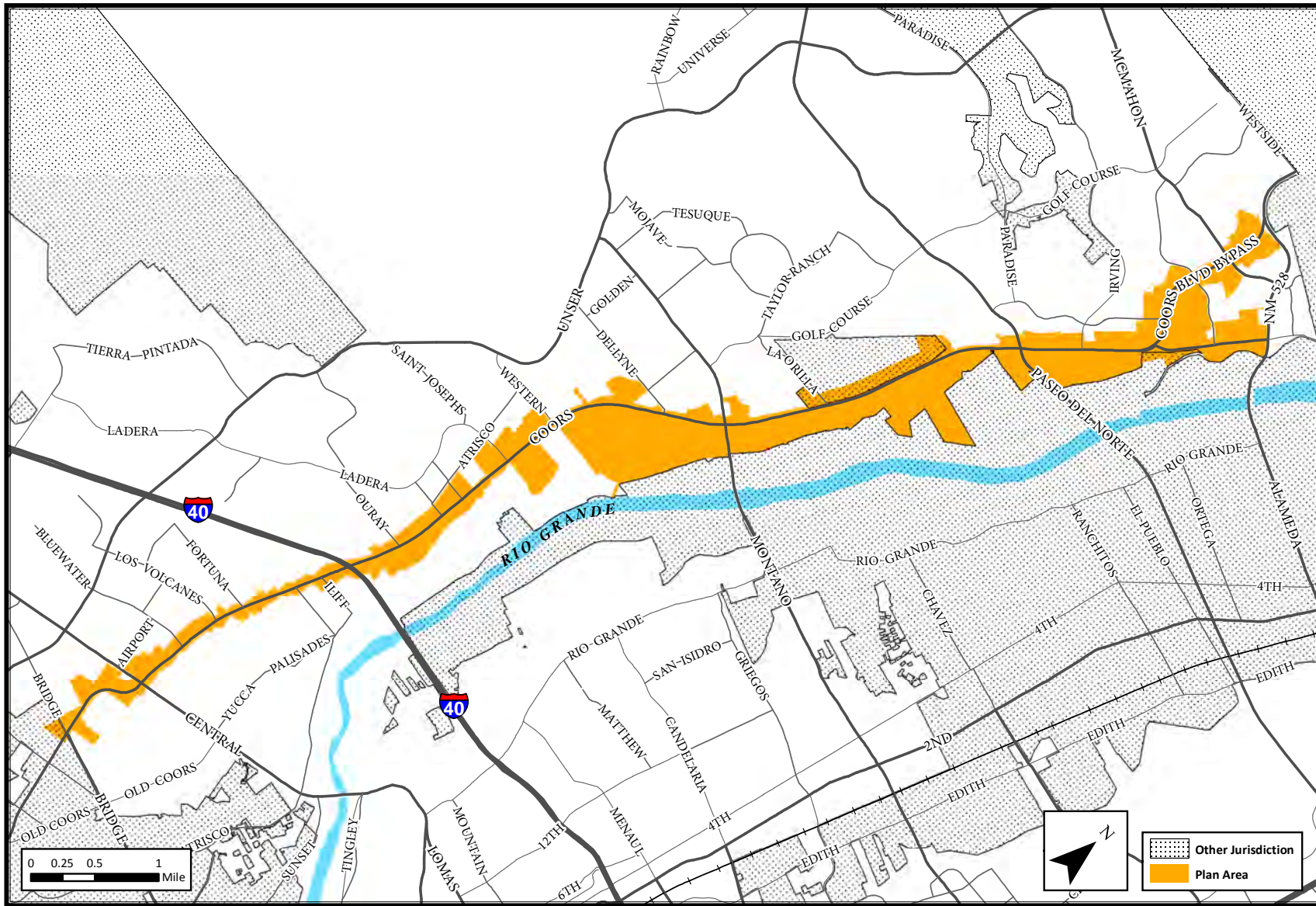
The formation of the Rio Grande rift left behind a volcanic escarpment and dormant volcanic cones to the west, a verdant river valley running through its center, and the Sandia Mountains to the east. These features are primary way-finding elements within Albuquerque and create the views appreciated by 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 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 Montañño Picnic Area.

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

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3.0 Plan Area

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.

- 3.1 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.
- 3.2 The total Plan area is divided into three regulatory sub-areas (see Map A-2 through Map A-4) 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.

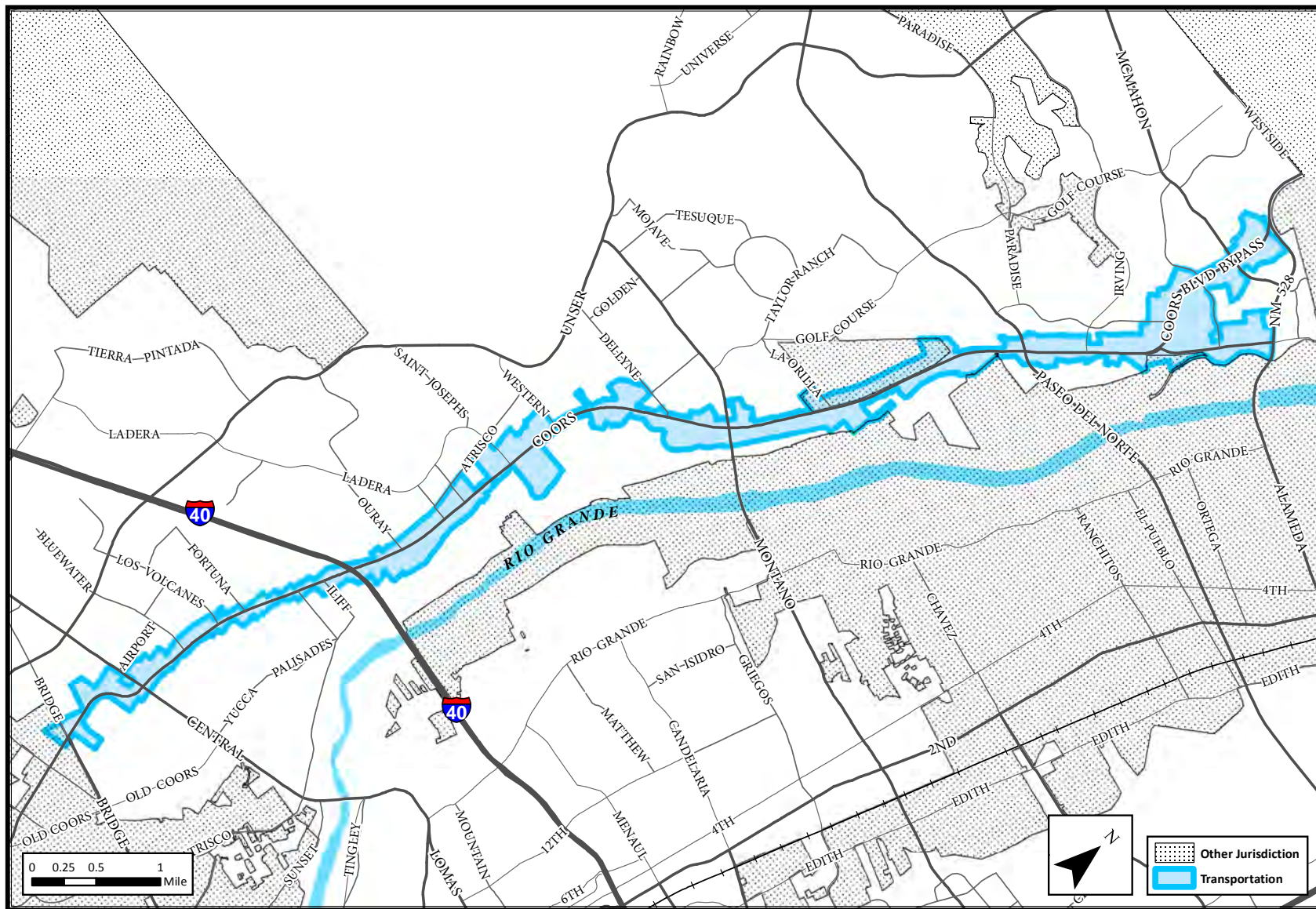
- iii) View Preservation (VP) - This sub-area, indicated by a green boundary, extends from Western Trail/Namaste Rd. to Alameda Blvd. and covers the area east of Coors Blvd. to the Corrales Riverside Drain. This is where the view preservation regulations apply, in addition to the DOZ regulations.

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

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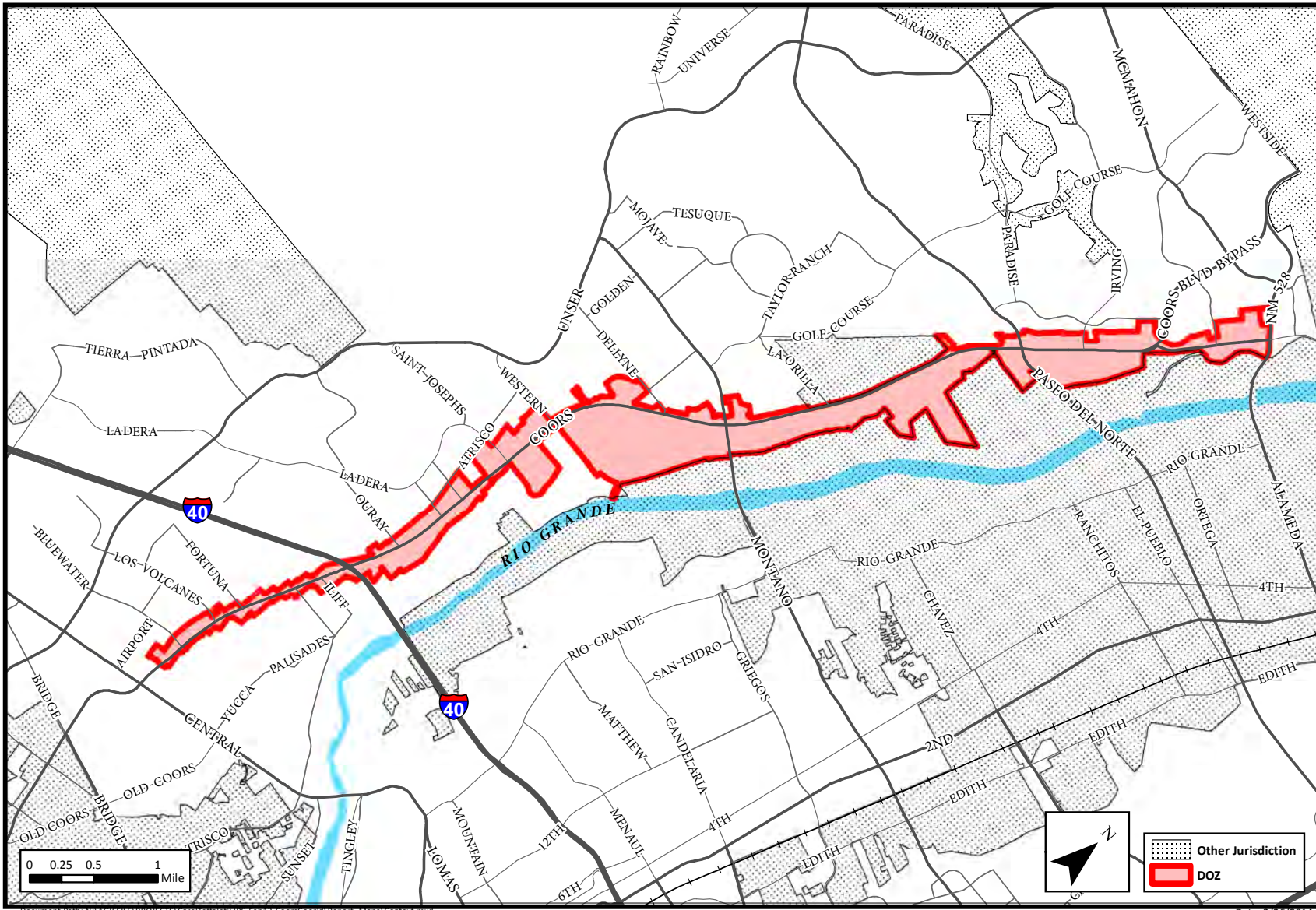


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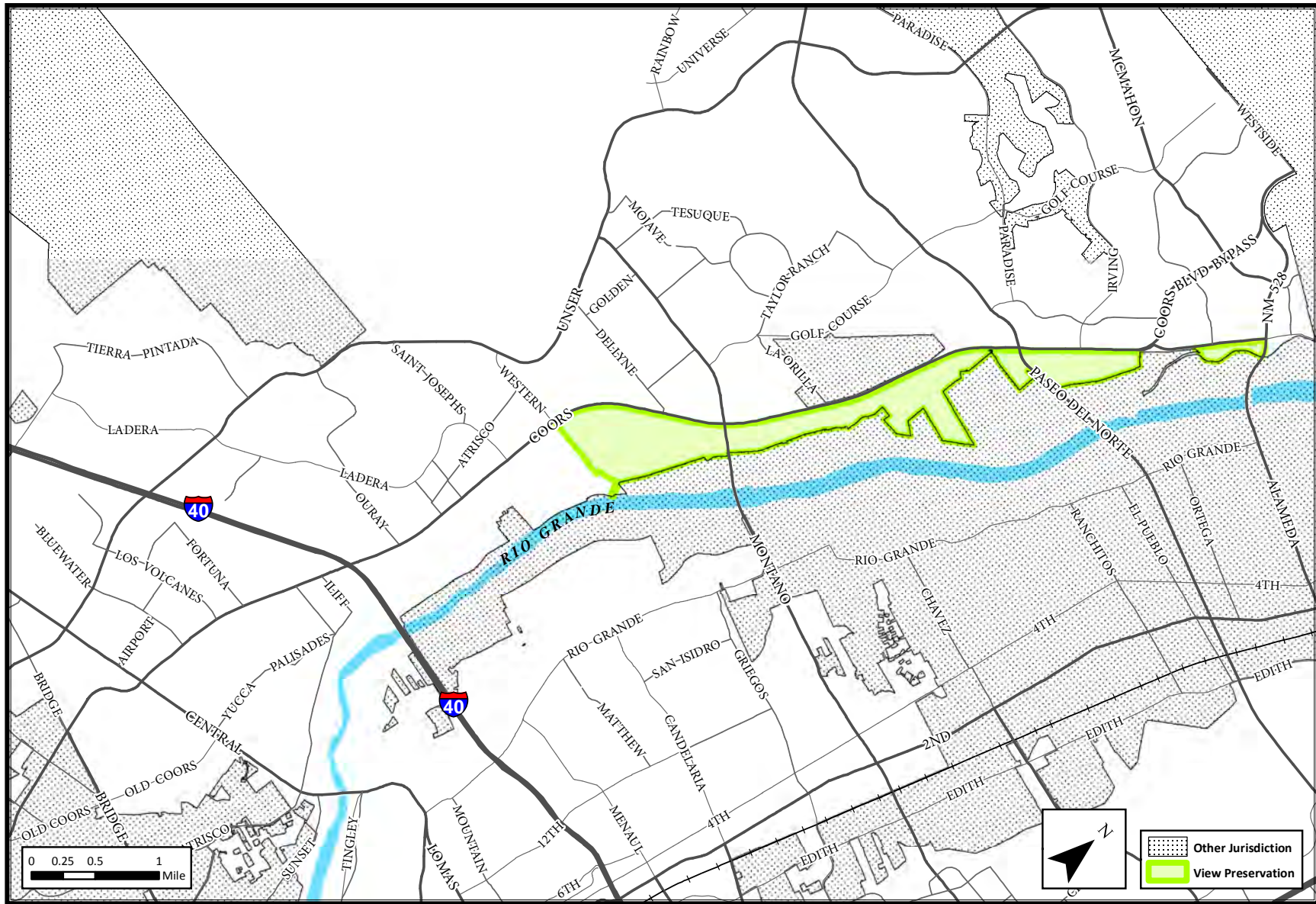
Map A-2: Transportation Sub-Area

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Map A-3: Design Overlay Zone Sub-Area

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Map A-4: View Preservation Sub-Area

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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.

4.0 Conformance with Higher-Ranked Plans

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:

4.1 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.

4.2 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.

4.3 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.

4.4 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).

5.0 Jurisdictions

5.1 The Coors Corridor Plan area falls under the jurisdiction of several government entities and agencies (see Map A-5 through Map A-10):

- 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.

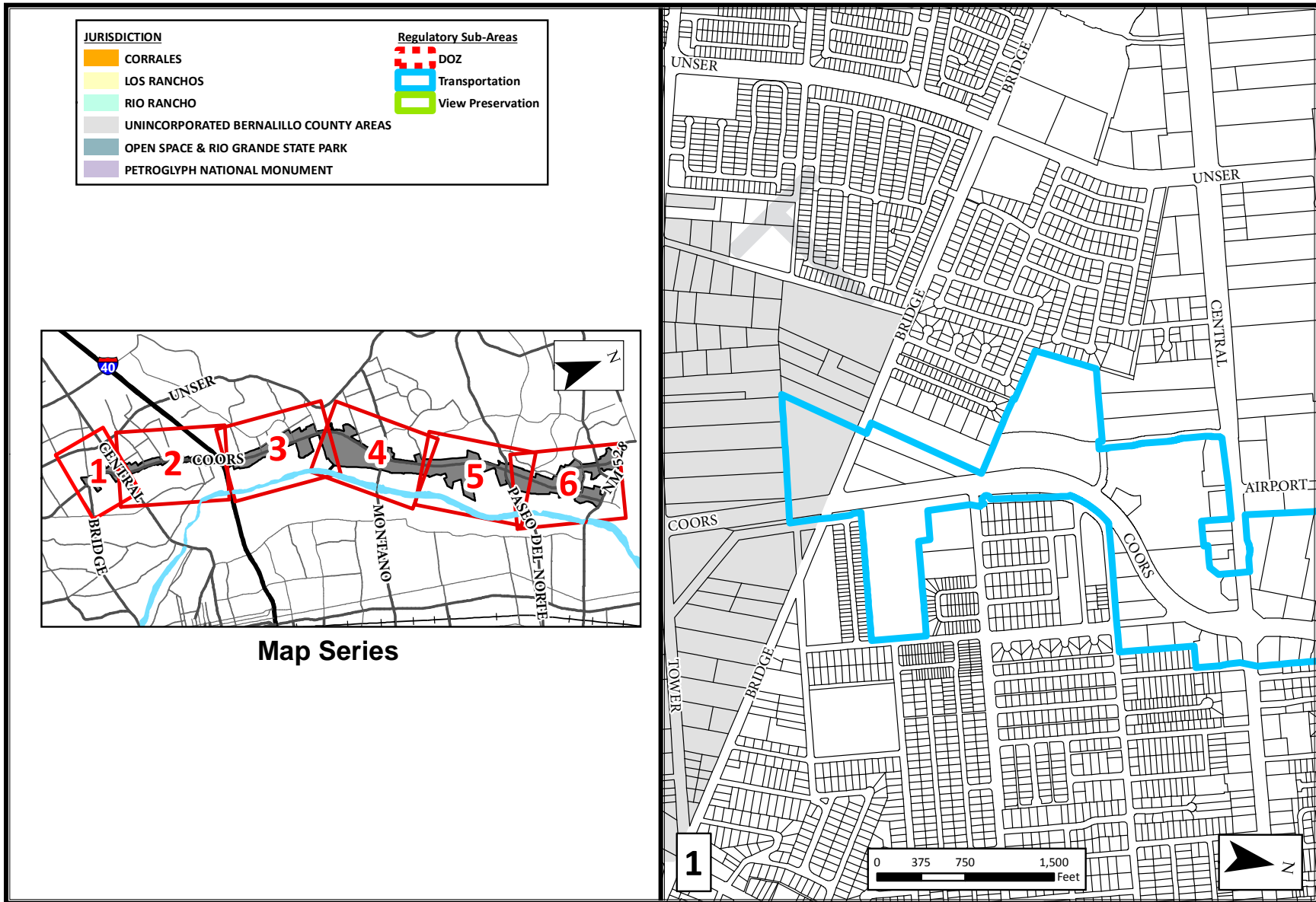
¹ is being replaced by a consolidated city plan for off-street multi-use trails and on-street bikeways

² see footnote 1

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- 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 Federal, 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 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.

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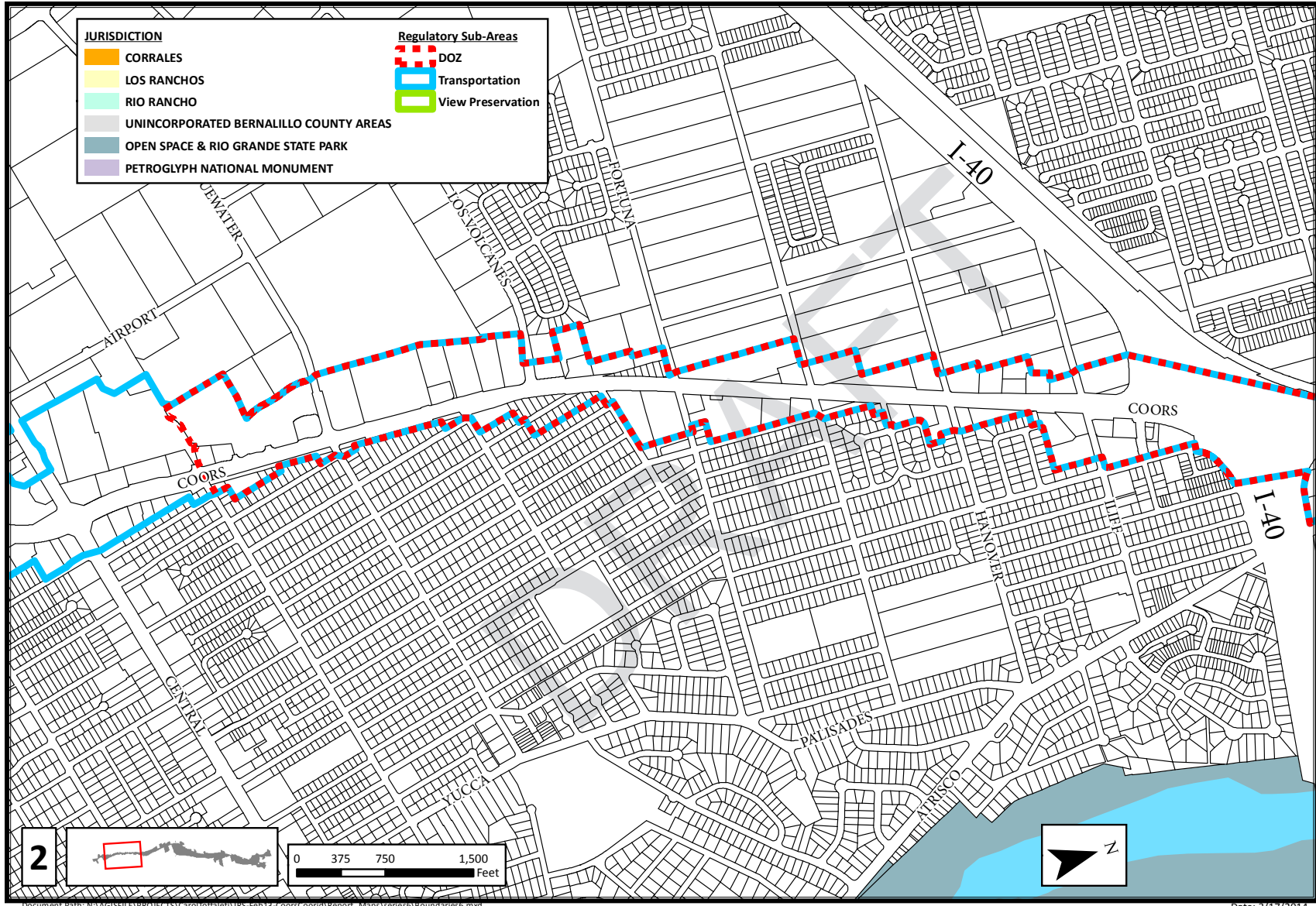


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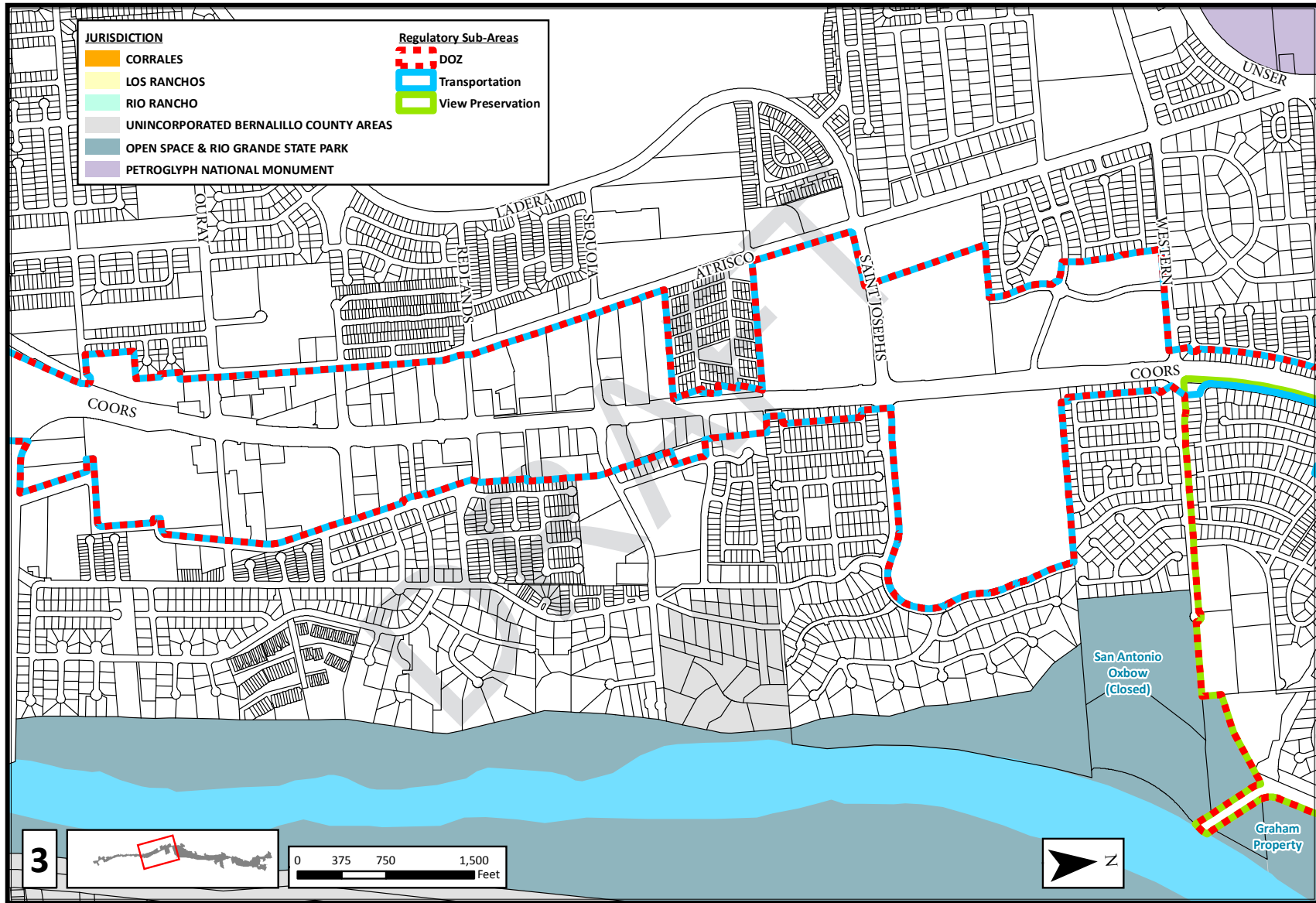
Map A-5: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

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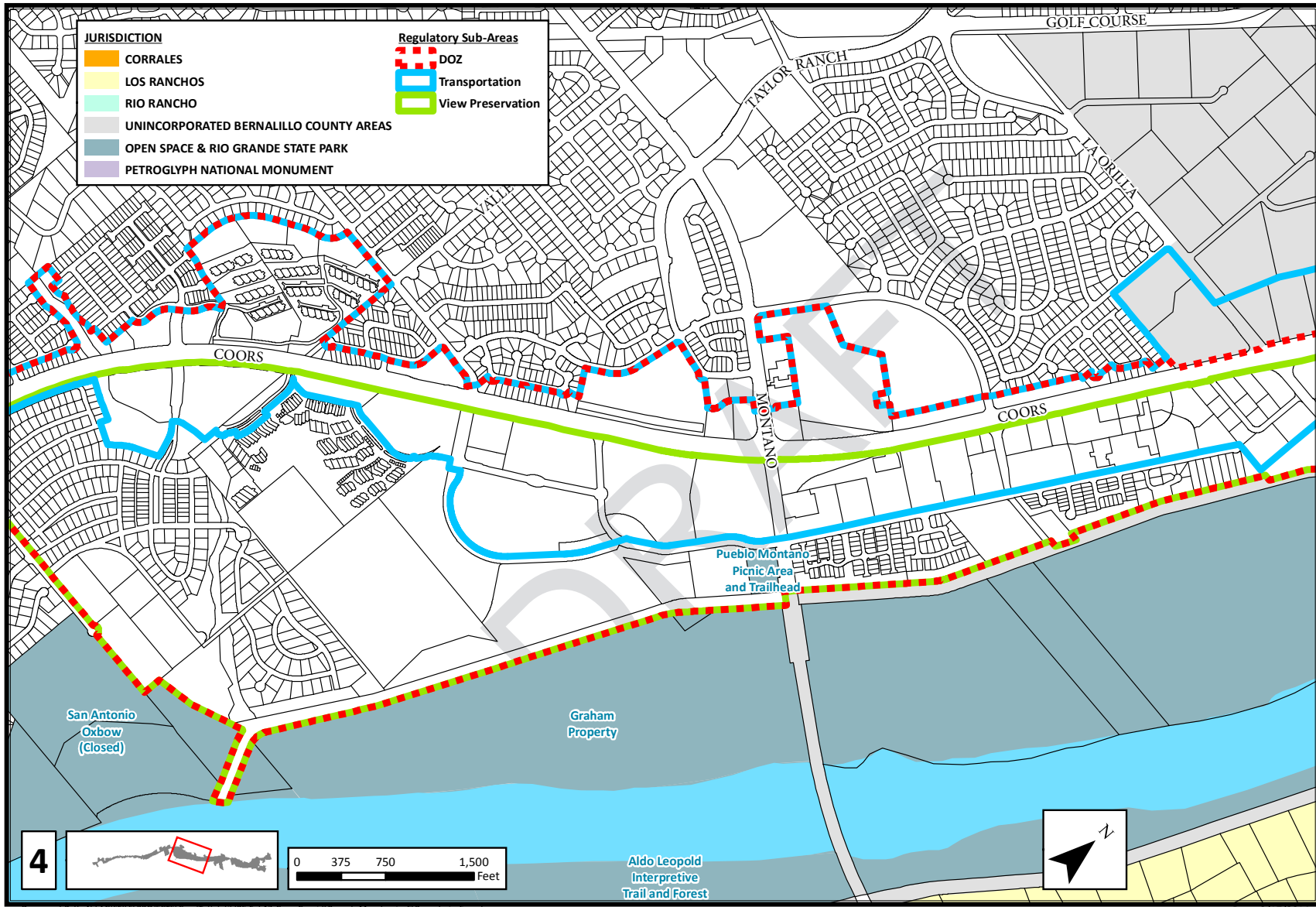
Map A-6: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

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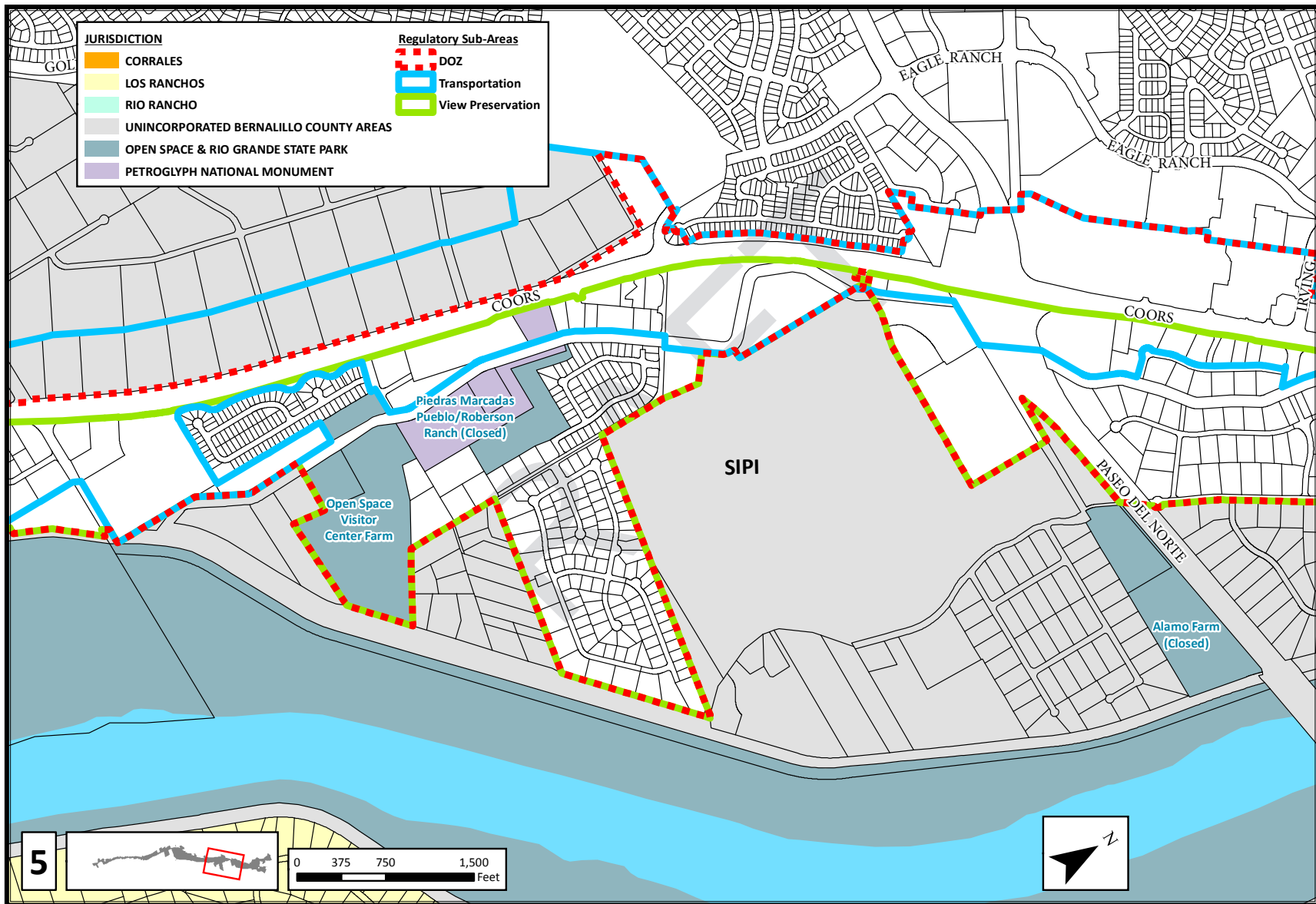
Map A-7: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

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

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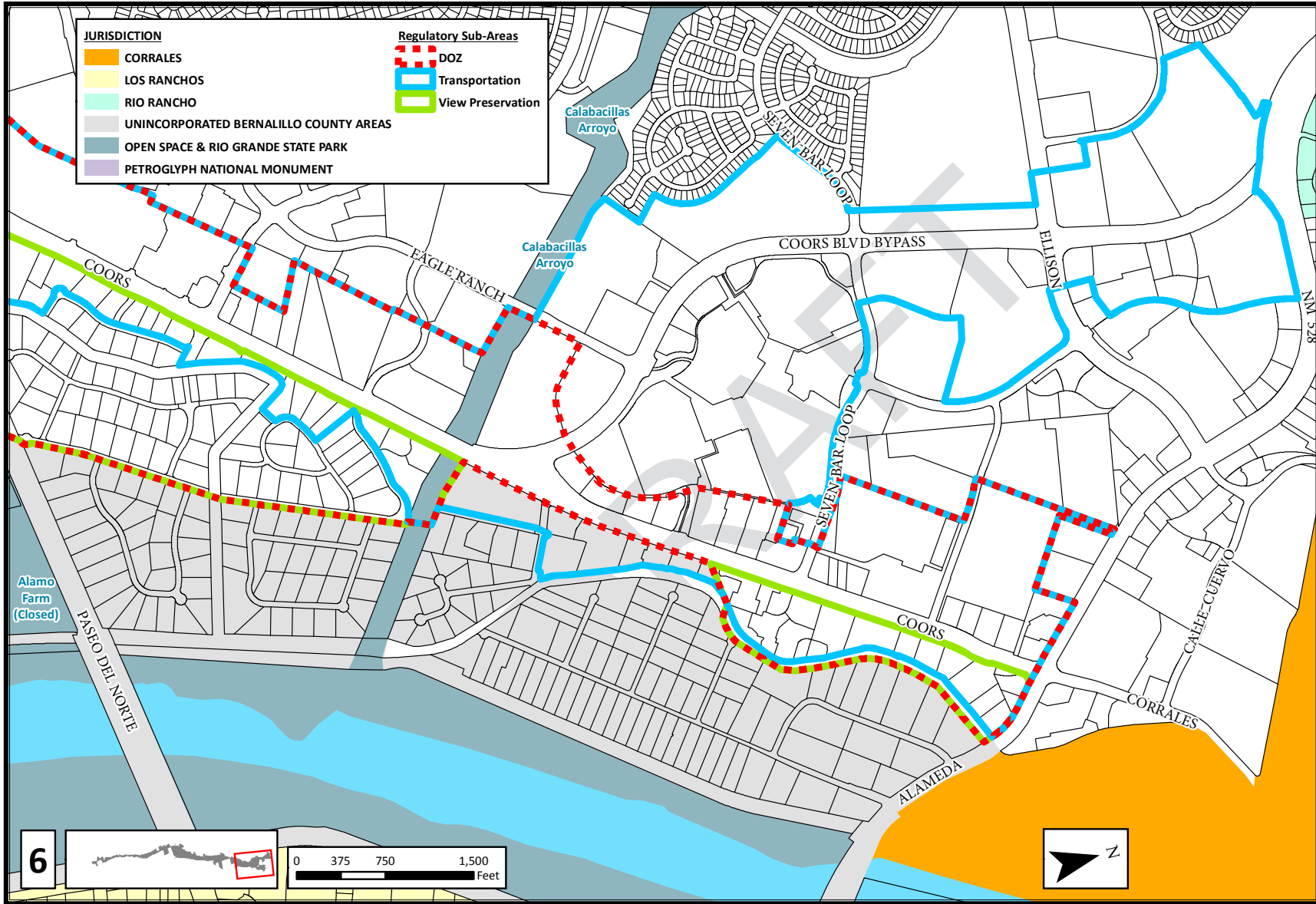


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Map A-9: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

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Map A-10: Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan

A. Introduction

6.0 Plan Goals

The following Goals were derived from the goals and policies in 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.

6.1 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.

6.2 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.

6.3 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.

7.0 Plan Scope

7.1 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 Montañó Rd.; and a grade-separated, elevated roadway for northbound

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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.

7.2 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.

B. How to Use This Plan

1.0 Plan Organization

Chapter A provides a general orientation to the Plan, including its purpose and broader policy context.

Chapter B details administrative processes, including the review and approval of development projects, and includes a glossary.

Chapters C and D contain the Plan's policies, regulations and Transportation projects.

Chapter E sets out the other public projects for the Plan area.

Appendix F provides background information for the Plan and supplementary maps and figures.

2.0 Applicability

2.1 Interpreting the Plan. The Plan goals (see Chapter A, Section 6.0) express the broad intent of the Plan. The policies in Chapters C and D provide further guidance for developing land and undertaking public projects in the Plan area.

2.2 Policies and Regulations. Private and public sector actions that further policies and comply with regulations realize the intent of the Plan over time. To determine which policies and regulations apply to a parcel or area, follow these steps:

- i) Locate the parcel or area on the maps (see Map A-5 through Map A-10) to determine which regulatory areas apply: the Transportation sub-area, the Design Overlay Zone (DOZ) and/or the View Preservation sub-area. It may fall within one, two or three of these areas.

Note: The Plan area maps are current as of 2013 and are

included for the sake of convenience. The official map of the plan area available from the City Planning Department/AGIS is the most current, as it reflects any replatting and amendments that occurred after the Plan's adoption.

- ii) **Transportation.** Locate the parcel or area on the figures in Chapter C (see Figure C-13 through Figure C-21). Each Figure covers a segment of approximately one mile of the Corridor, from south to north, and illustrates the location of the main recommendations. A table corresponding to each figure provides more detail on the recommendations and specifies requirements that are pertinent to adjacent property-owners and developers (see Table C-1 through Table C-9). For a complete picture and to understand the intent and rationale for individual recommendations, read the corresponding Policies, e.g. Policy 3 - Transit about Bus Rapid Transit lanes and Policy 6 about Median Openings and Minor Intersections. In addition, Figure C-3 through Figure C-6 illustrate typical cross-sections of ROW for Coors Blvd. and Coors Bypass.
- iii) **DOZ.** All the regulations contained in this section potentially apply to development.
- iv) **View Preservation.** This sub-set of the DOZ regulations only applies to development in the corresponding View Preservation sub-area of the Plan.

Note: The DOZ regulations apply to properties under City jurisdiction only (e.g., they do not apply to Albuquerque Public Schools, State and Federal land). The DOZ does not establish the land uses allowed on a parcel. See the underlying zoning for that information in the public AGIS Map Viewer or consult Zoning Services in the City Planning Department.

2.3 Terminology. Provisions of the Plan are activated by the following terms "shall", "will" or "must" when required, i.e. mandatory; "should" or "encouraged" when recommended; "discouraged" when

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the measure or element is to be avoided; and “may” when they express guidance or offer options.

2.4 Relationship to Other Plans and Codes

- i) Overlapping sector development plans. Five Rank 3 plans have overlapping boundaries with the Plan area as of its adoption. (See AGIS Map Viewer). However, only the Seven-Bar Ranch SDP includes design guidelines that may need to be considered alongside the design regulations in the Coors Corridor Plan. The sector development plans are:

- a. *Seven-Bar Ranch Sector Development Plan*
- b. *Riverview Sector Development Plan*
- c. *University of Albuquerque Sector Development Plan*
- d. *East Atrisco Sector Development Plan*
- e. *West Route 66 Sector Development Plan*

For a short description of the five sector development plans, see Chapter F Section 3.5. The plan documents are available from the City Planning Department, including on the Publications webpage.

- ii) Zoning Code. Regulations of the underlying zoning district and general zoning regulations may apply. (See AGIS Map Viewer and Zoning Code.)

Where a provision of the DOZ, including its View Preservation regulations, conflicts with applicable regulations of an overlapping sector development plan or of another section of the Zoning Code, the provision of the DOZ prevails and has the force of law. Where the DOZ is silent, other applicable regulations apply, and the most restrictive prevails.

- iii) Atrisco Business Park Master Development Plan. This private master plan applies to properties west of Coors Blvd. between Avalon Rd. and Fortuna Rd. Approved in 1992, it has since

been amended, including deferring to the Coors Corridor Plan for (landscaped) setbacks and signage along Coors Blvd. The master development plan is administered by the DRB.

- iv) Other City codes and ordinances may apply to development proposals, such as the Water Conservation Landscaping and Water Waste Ordinance, Street Tree Ordinance, Subdivision Ordinance and Drainage Ordinance. Consult the Planning Department for assistance.

2.5 Zone Changes

Requests to change the zoning of a parcel within the Plan area follow standard procedure for City review and approval. Applicants will be expected to address any applicable goals and policies of this Plan in their justification for a rezoning, along with those of other relevant plans.

3.0 Review and Approval

3.1 Development

An initial meeting with the City Planning Department’s Pre-Application Review Team (PRT) is strongly encouraged to identify the land development issues related to a particular site and land use and the appropriate review and approval process (see Pre-Application forms at [Planning webpage](#)). Redevelopment of a site may be also considered “development.” Possible processes are as follows:

- i) Transportation sub-area. The owner of the Coors Blvd./Bypass ROW (currently NMDOT) has authority to review and approve development proposals for conformance with the policies and requirements in Chapter C of the Plan. Note that the NMDOT has broad authority to determine which changes to a property put an application under its purview. In addition to rezoning and new land development or construction,

B. How to Use This Plan

possible triggers for NMDOT review include a change in ownership or land use, alterations to a site layout, and building expansion.

- ii) DOZ, including View Preservation sub-area.
 - a. Development proposals on sites zoned SU-1 go to the Environmental Planning Commission (EPC) for site development plan approval per standard procedure. Any site subdivision (replatting) or development phasing can be handled at the Development Review Board (DRB) in conjunction with sign-off of the EPC site development plan. Minor and major amendments to approved site development plans follow the procedures set out in the SU-1 section of the Zoning Code.
 - b. Development proposals for shopping center sites (as defined in Zoning Code) and for any site of 5 acres or more that is not being developed solely for single-family residential uses are reviewed and approved by the EPC. At minimum, the application shall include a site development plan for subdivision, with references to the design regulations in the Plan and supplementary design standards as appropriate. A Site Development Plan for Building Permit for the first phase shall be approved and reviewed by the DRB with public notification. Subsequent phases may go to Building Permit. Amendments to the governing site development plan for subdivision shall follow the procedure for shopping center sites in §14-16-3-2(C) of the Zoning Code.
 - c. Development proposals that require subdivision (replatting), phasing or infrastructure go to the DRB. If the proposal also requires prior EPC approval, DRB sign-off on the EPC site development plan can be combined with other matters under the DRB’s purview. NMDOT will review development with infrastructure related to Coors

Blvd./Bypass or other state roads (see Section B.3.1.i).

- d. Applications that include conditional uses or other special exceptions to the underlying zoning of the site go to the Zoning Hearing Examiner (ZHE) prior to EPC, DRB or Building Permit.
- e. Development proposals that are not subject to EPC go to the Design Review Team (DRT) prior to DRB or building permit for administrative approval by the Planning Director or his/her designee.

Note: Infrastructure necessary to serve a development, including measures to mitigate traffic impacts, shall comply with requirements of the Plan and other applicable Codes. The infrastructure shall be implemented with developer contributions, and the relevant City department or agency will oversee their implementation.

3.2 Public Projects

- i) Roadway Projects. The ROW owner (currently NMDOT) has the authority to pursue the major roadway projects recommended in Chapter of the Plan, from feasibility through design and construction, subject to standard procedures that relate to decision-making, notification and funding.
- ii) Bus Rapid Transit or other premium transit service. This type of project would be pursued by Rio Metro or ABQ RIDE (the City Transit Department) following a similar process used for other potential BRT routes in the metropolitan planning area. One example is the Paseo del Norte High Capacity Transit Study initiated in 2012 by Rio Metro. Such an undertaking involves many steps, including a preliminary feasibility study, public input, environmental and engineering analysis and the securing of funds for design, construction, operation and maintenance.

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- iii) Streetscape and Pedestrian-Oriented Improvements along Coors Blvd. The City will identify and prioritize these improvements, and pursue implementation in coordination with the NMDOT (see Chapter E. Section 2.0).
- iv) Public Viewsites. The City will coordinate the provision of public viewsites north of Western Trail/Namaste Rd. within the ROW of Coors Blvd. with NMDOT (see Chapter E. Section 3.0).
- v) Multi-use trail network. As part of the City’s program to complete the designated trail network, trail segments and grade separated crossings within the Coors Corridor Plan area will be given due priority, based in part on their contribution to improving non-vehicular travel options on the West Side. Multi-use trail facilities will also be incorporated in roadway projects recommended in this Plan where appropriate, such as at the intersection of Coors Blvd. and Paseo del Norte. (See Chapter E Section 4.0).

3.3 Planning and Zoning Authority

The transportation element of the Plan applies to private properties under City of Albuquerque jurisdiction. Albuquerque City Council is the ultimate authority over Planning and Zoning matters pertaining to properties within their jurisdiction.

The Board of County Commissioners is the ultimate authority over Planning and Zoning matters within unincorporated Bernalillo County, including the adoption of land use and transportation plans. Given the small area of the County that now remains within the general area of the Coors Corridor Plan, Bernalillo County has chosen not to adopt the goals and standards set forth in the updated Plan. However, Bernalillo County staff has participated in the development of the transportation and design overlay zone elements

of the Plan and has determined the Plan is consistent with and would be addressed by applicable adopted plans, regulations, and standards in Bernalillo County for transportation and design.

4.0 Exceptions and Deviations

Exceptions and deviations to policies and regulations of the Plan are available to property-owners and developers, depending on the type of application and which regulations apply:

4.1 Transportation Policies. The owner of the Coors Blvd./Bypass ROW (currently NMDOT) has authority to review and approve exceptions and deviations to the policies and requirements in Chapter of the Plan for development within the Transportation sub-area.

4.2 Exceptions to Design Overlay Zone, including the View Preservation regulations

- i) Construction that conforms with approved, current site development plans and building permits.
- ii) Building additions that equal less than 25% of the existing square footage, except:
 - a. Development on premises governed by an approved site development plan shall continue to be subject to the procedure for SU-1 plans (see §14-16-2-22(A) SU-1 Special Use in the Zoning Code);
 - b. Additions shall not intrude on the landscape buffer/set-back required on Coors Blvd.
 - c. Additions on premises in the View Preservation sub-area shall meet its regulations for structure height and mass.

B. How to Use This Plan

Area	Applicable Regulations	Minor Deviation – Planning Director	Major Deviation – EPC
DOZ sub-area	Dimensional standards in General Regulations	≤25% deviation	>25% – 50% deviation
	Non-dimensional standards in General Regulations	Planning Director (Administrative Approval or EPC)	
VP sub-area	Non-dimensional standards in VP Regulations	Planning Director (Administrative Approval or EPC)	
VP sub-area, North of Paseo del Norte	Dimensional standards in VP regulations	≤25%	>25% – 50%
VP sub-area, South of Paseo del Norte	Dimensional standards in VP regulations	Not applicable	≤25%

Table B-1: Process for Deviations to DOZ and VP Regulations

4.3 Deviations to Design Overlay Zone, including the View Preservation Regulations

- i) Minor: The Planning Director or his/her designee may approve, or choose to refer to the EPC, the following:
 - a. A deviation from non-dimensional standards or a deviation of 25% or less from any dimensional standard in the General Development Regulations.
 - b. A deviation from non-dimensional standards, i.e. relating to trees, in the View Preservation Regulations.
 - c. A deviation of 25% or less from dimensional standards, i.e. structure height and mass, in the View Preservation Regulations for properties north of Paseo del Norte only.
- ii) Major: The following shall be reviewed by the EPC via the site development plan approval process, regardless of the underlying zoning:
 - a. A deviation of over 25% to 50% from any dimensional standard in the General Development Regulations.
 - b. A deviation of over 25% to 50% from any dimensional standard in the View Preservation Regulations for properties north of Paseo del Norte.
 - c. A deviation of 25% or less to the dimensional standards in the View Preservation Regulations for properties located in the area between Western Trail/Namaste and Paseo del Norte.

B. How to Use This Plan

- iii) In order to justify a Deviation, the applicant must:
 - a. Provide a written statement detailing how the deviation still meets the intent of the Plan, including its goals and policies.
 - b. Demonstrate at least one of the following:
 - The site is unique in terms of physical characteristics and requires the deviation in order to be developed. They may include but are not limited to slope, drainage, safety issues or site constraints.
 - The development will provide a significant number of new jobs and/or serve as a catalyst to attract further employment to the Plan area, in designated Activity Centers in particular.
 - The development will provide a needed service for the community, as identified in a City plan or a needs assessment or market study acceptable to the City.
 - The development will support the use of transit, e.g. through provision of a stop/station or a park & ride in close proximity to a Rapid Ride stop or BRT station.
 - The proposal includes a public amenity, such as public art or a public viewsite, that is not otherwise required by the Plan or the City. (See recommended locations for public viewsites in Map E-1 through Map E-3.) Improvements do not need to be publicly owned, but shall be accessible or visible in perpetuity to the public. They shall be implemented by the developer and maintained by the property-owner per agreement with the City.
 - The project will preserve a historic building, structure, or archaeological site.
 - c. Detail how the proposed development relates to its surroundings, including but not limited to any adjacent Major Public Open Space and residential neighborhoods.

- iv) All applicants seeking deviations shall attend a meeting with the Pre- Application Review Team (PRT) or Design Review Team (DRT) before submitting the request for deviation.
- v) In coming to a decision, the EPC or Planning Director or his/her designee shall consider whether the project is of a comparable quality and design as otherwise required by the Plan and will enhance the area.

5.0 Amending the Plan

- 5.1 Changes to the text or graphics shall be per the amendment and sector development plan procedures in §14-16-4-1 and §14-16-4-3 of the Zoning Code. Changes to the transportation policies and regulations in Chapter will require consultation with the NMDOT and any other stakeholder agencies, as appropriate.
- 5.2 The City or other government stakeholder may request changes to the boundary of the plan area and regulatory sub-areas so that the scope and intent of the Plan are upheld. For example, the City may consider that a new or amended site development plan, a replat or an annexation means that land currently outside the Plan area should be included within it so that development is subject to the Plan's policies and regulations.

6.0 Glossary

- **ADA:** Americans with Disabilities Act
- **AMAFCA:** Albuquerque Metropolitan Area Flood Control Authority
- **AMPA:** Albuquerque Metropolitan Planning Area
- **BRT:** Bus Rapid Transit
- **CAC:** Community Activity Center

B. How to Use This Plan

- **CCP:** Coors Corridor Plan
- **COA:** City of Albuquerque
- **CWB:** Concrete Wall Barrier, term for a roadside safety barrier used to protect vehicles from obstacles and/or steep slopes and may also be used to control access.
- **DPM:** Development Process Manual, the City of Albuquerque document that compiles development procedures and design criteria.
- **DRT:** Design Review Team, consisting primarily of planners from the City Planning Department, that provides information to applicants on City site design standards and, when appropriate, checks compliance of final drawings.
- **EPC:** (City of Albuquerque) Environmental Planning Commission
- **FHWA:** Federal Highway Administration
- **MAC:** Major Activity Center
- **MRCOG:** Mid Region Council of Governments
- **MRGCD:** Middle Rio Grande Conservation District, which owns and/or is responsible for the area's network of irrigation canals and ditches.
- **MTP:** Metropolitan Transportation Plan
- **NMDOT:** New Mexico Department of Transportation
- **Open Space vs. open space:** When capitalized, refers to City-owned lands that are managed by the Parks and Recreation Department/ Open Space Division (sometimes jointly with other agencies e.g. with the National Park Service) for one or more of the following purposes:
 - Conserve natural and archaeological resources
 - Provide opportunities for outdoor education
 - Provide a place for high and low impact recreation
 - Define the edges of the urban environment.

The majority of Open Space lands are designated Major Public Open Space in the Comprehensive Plan and shown as such on AGIS Map Viewer.

When lower case, is a generic term for any outdoor ground-level area that satisfies visual and psychological needs of the community for light and air, regardless of ownership or management. The quantity and design of open space on development sites is regulated by the underlying zoning and applicable regulations in this Plan.

- **PRT:** Pre-Application Review Team, consisting of City Planning Department staff from different divisions and other Departments as appropriate.
- **PUE:** Public Utility Easement
- **Public ROW:** Area of land deeded, dedicated to or acquired by the City, County or State for the movement of people, goods and vehicles or the conveyance of public utilities and drainage. See also definitions in the Zoning Code §14-16-1-5 and Subdivision Ordinance §14-14-1-6, as appropriate.
- **RMRTD:** Rio Metro Regional Transit District (a.k.a. Rio Metro), the regional transit provider for Bernalillo, Sandoval and Valencia counties and manager of the New Mexico Rail Runner Express train between Belen and Santa Fe. Governed by MRCOG, with a separate Board of Directors.
- **SIPI:** Southwest Indian Polytechnic Institute
- **TIP:** Transportation Improvement Program, a short-term program to fund transportation projects. All projects within the Albuquerque Metropolitan Planning Area that receive federal highway or transit funding must be in the TIP. Updated bi-annually, it sets the schedule for improvements to the region's transportation system over the next six years.
- **VP:** View Preservation

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