

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

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 C 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 3.0) 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-4 through Map A-9) 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 B-13 through Figure B-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 7 about Median Openings and Minor Intersections. In addition, Figure B-3 through Figure B-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 the measure or element is to be avoided; and "may" when they express guidance or offer options.

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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

- i) **Step 1 - Any location in the Plan area.** 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:
- ii) **Step 2 - Proposals in the 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. 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, possible triggers for NMDOT review include

Red = proposed additions ~~Struck-out~~ = proposed deletions

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Potential Transportation Requirements	Review & Approval NMDOT	Review and Approval City of ABQ
	Site on Coors Blvd./Bypass	Site on City street
Access driveway permit	√	√
Auxiliary lane	√	√
Median opening	√	√
Signal	√	√
Curb and gutter	√	√
Sidewalks	√	√
Bicycle lanes	√	√
Landscape strip	√	√
Right-of-way dedication	√	√
Road drainage	√	√
Traffic Impact Study/Assessment	√	√
Internal circulation		√
Pedestrian connections from site to sidewalks		√
Trail segments & connections		√

NEW as of October 2014 [E]

Table B-1: Review and Approval of Development - Potential Transportation Requirements

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a change in ownership or land use, alterations to a site layout, and building expansion. NMDOT typically holds an initial scoping meeting with an applicant. Access driveway and landscaping permits may be required. (See Table B-1) [E]

- iii) Step 3 - Proposals in the DOZ, including the 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. If EPC delegates approval of subsequent Site Development Plans for Building Permit, the first application at minimum will be heard by the DRB with public notification. A Site Development Plan for Building Permit for the first phase shall be approved and reviewed by the DRB with public notification. [8] 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.ii).
- 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. Deviations to the general regulations of the DOZ shall be controlled by Chapter D Section 4.3. Special exceptions to the View Preservation regulations are not allowed. [7, 10]
- 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 C of the Plan, from feasibility through design and construction, subject to standard procedures that relate to decision-making, notification and funding.

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- 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.
- 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 Exemptions ~~Exceptions~~ [S] and Deviations

Exemptions 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 exemptions and deviations to the policies and requirements in Chapter C of the Plan for development within the Transportation sub-area.
- 4.2 **Exemptions ~~Exceptions~~ [S] 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

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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.

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., e.g. relating to trees, in the View Preservation Regulations.
 - c. A deviation of 25% or less from dimensional standards, e.g. 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.

- d. A request for several deviations if it includes structure height or setback.
- iii) The following deviations are not allowed:
 - a. A deviation to base allowable structure height (see Chapter D Section 4.2).
 - b. A deviation to dimensional standards of over 50%. [S]
- iv) Application Requirements for a Deviation. In order to justify a Deviation, the applicant shall comply with the following:
 - a. Attend a meeting with the Pre- Application Review Team (PRT) or Design Review Team (DRT) before submitting the request for deviation. [moved - S]
 - b. Provide a written statement detailing how the deviation still meets the intent of the Plan, including its goals and policies.
 - c. Demonstrate at least one of the following:
 - The site is unique in terms of its **inherent [S]** physical characteristics and requires the deviation in order to be developed. They may include but are not limited to slope or drainage, ~~safety issues or site constraints.~~[S]
 - 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 **within 660 ft. of** ~~in close proximity to~~ [16] a

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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%
* No deviations allowed to base allowable structure height (see Chapter D Section 4.2) [S]			

Table B-2: Process for Deviations to DOZ and VP Regulations

- 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.
- d. Detail how the proposed development relates to its sur-

- v) roundings, including but not limited to any adjacent Major Public Open Space and residential neighborhoods.
- 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

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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
- **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. **Adopted every five years by a MRCOG 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 Albuquerque Metropolitan Planning Area. [22]**
- **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~~ **[21]** 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.

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- **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. [23, pending]
- **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