



April 2014 EPC Draft

COORS CORRIDOR PLAN

Environmental Planning Commission Hearing July 10, 2014

EPC role:

review Plan based on City plans and ordinances
and make a recommendation to City Council

Please keep in mind

* The policies, regulations and project proposals in the Plan are calibrated to strike an appropriate balance between protecting the transportation function of the Corridor and its scenic resources and encouraging development.



* The transportation component is currently advisory to the State since NMDOT controls Coors Blvd. and Coors Bypass



Why update the 1984 Plan?

- For consistency with higher-ranked plans that have been amended or adopted since 1984, including:

- Activity Centers and Transportation Corridor policies in the Comprehensive Plan
- Design policies in the West Side Strategic Plan
- Long range bikeway and trails systems



Why update the 1984 Plan?

- To avoid duplicating current regulations in the Zoning Code, including:
 - Building and site design regulations
 - Walls and fences
 - Sign regulations

An aerial photograph of a city corridor, showing a mix of residential, commercial, and industrial buildings, roads, and green spaces. The image is semi-transparent, allowing the text to be overlaid clearly.

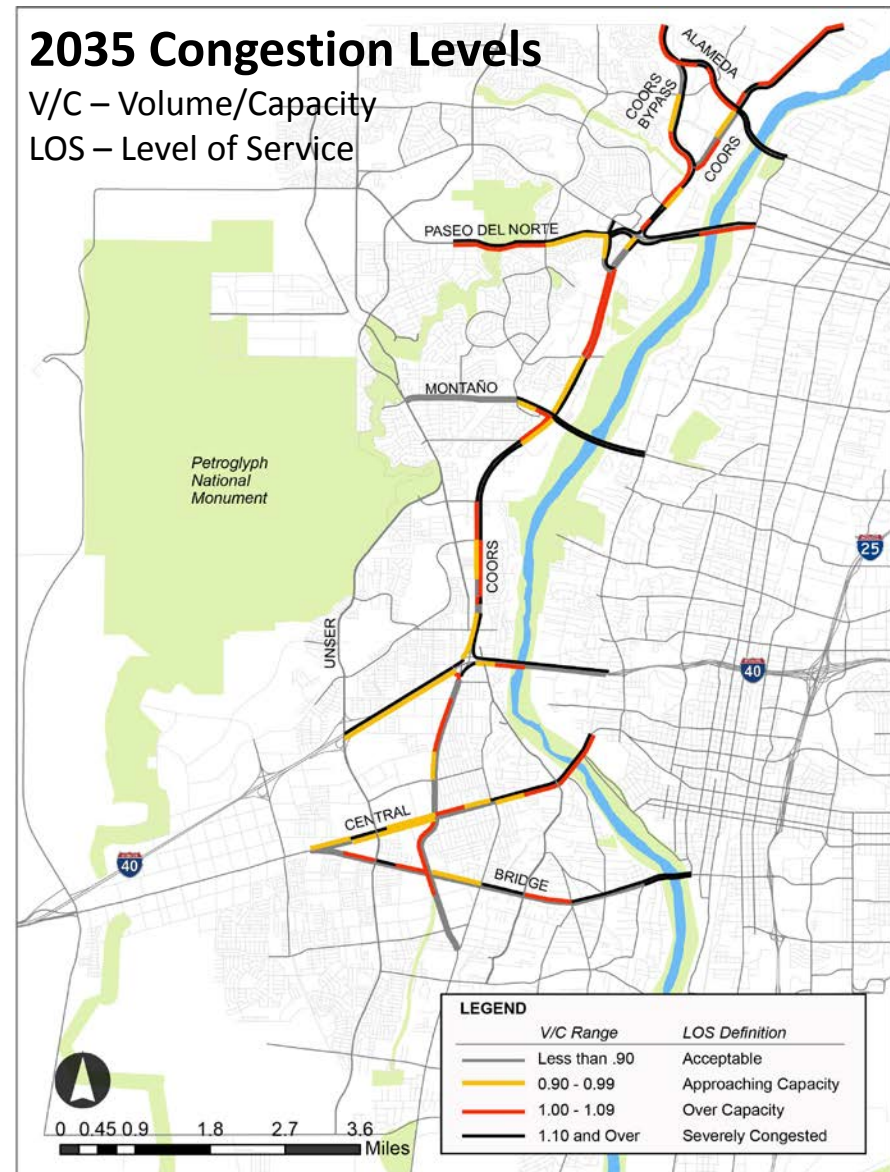
Why update the 1984 Plan?

– Reflect current conditions in the Corridor:

- The majority of the land is developed or approved for development
- No need to include existing single-family neighborhoods unless they access or adjoin Coors Blvd./Bypass
- Focus on design of infill development and redevelopment

Why update the 1984 Plan?

- Coors Blvd. and Bypass are critical for **regional and local** movement of people and goods
- Coors Blvd. is a major north-south arterial and connects to 6 river crossings
- Forecast traffic is worse than existing. In 2035, Coors is mostly red (over capacity) or black (severely congested)



Why update the 1984 Plan?

- Transportation modeling found that no matter how many lanes were added, Coors filled up
- Study addresses
 - The best use of the rights-of-way of Coors Blvd. and Coors Bypass
 - How to increase their traffic- and person-carrying capacity



Why update the 1984 Plan?

- Enhance the appearance of the Corridor for the benefit of users and to encourage investment and reinvestment



- Enhance public enjoyment of views to the Sandia Mountains and of the area's natural setting and recreational amenities

Plan Aims

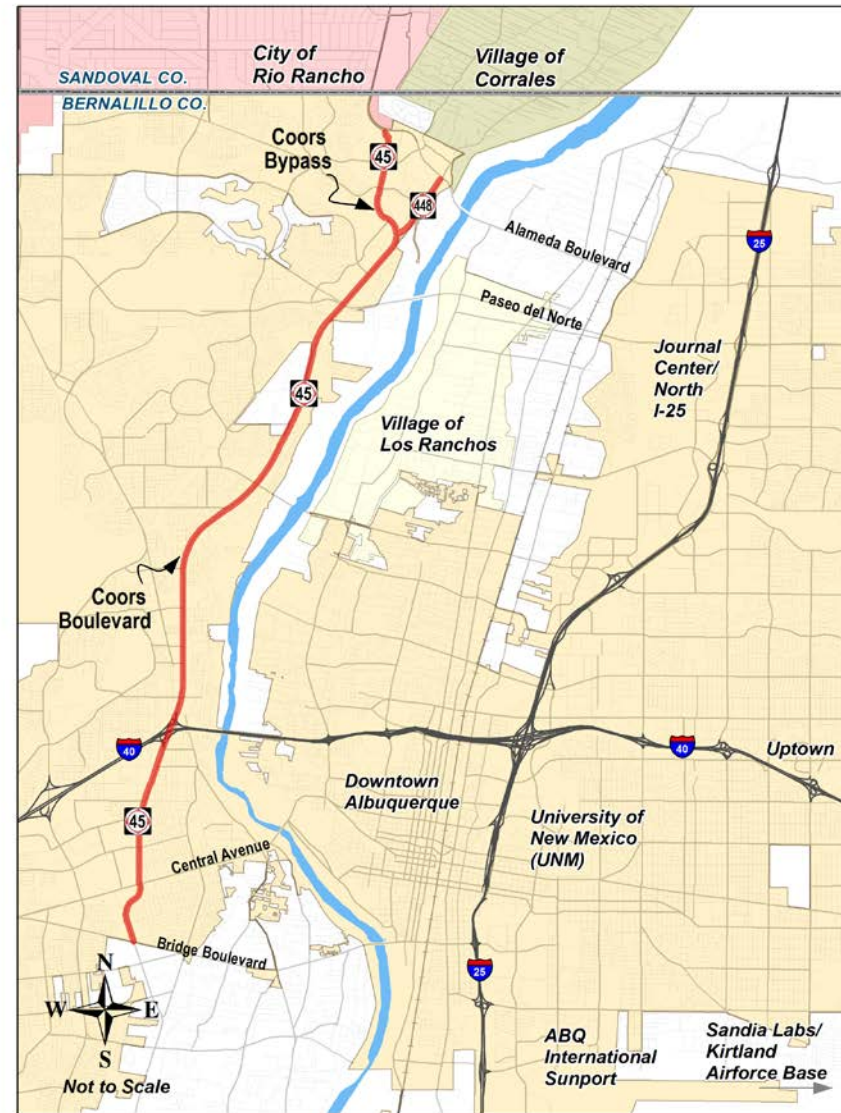
- Preserve the transportation function of Coors Blvd. and Coors Bypass
- Protect the scenic and recreational resources of the Corridor
- Allow the Corridor to develop and redevelop with a mix of uses that better serve residents of the West Side





Plan Overview

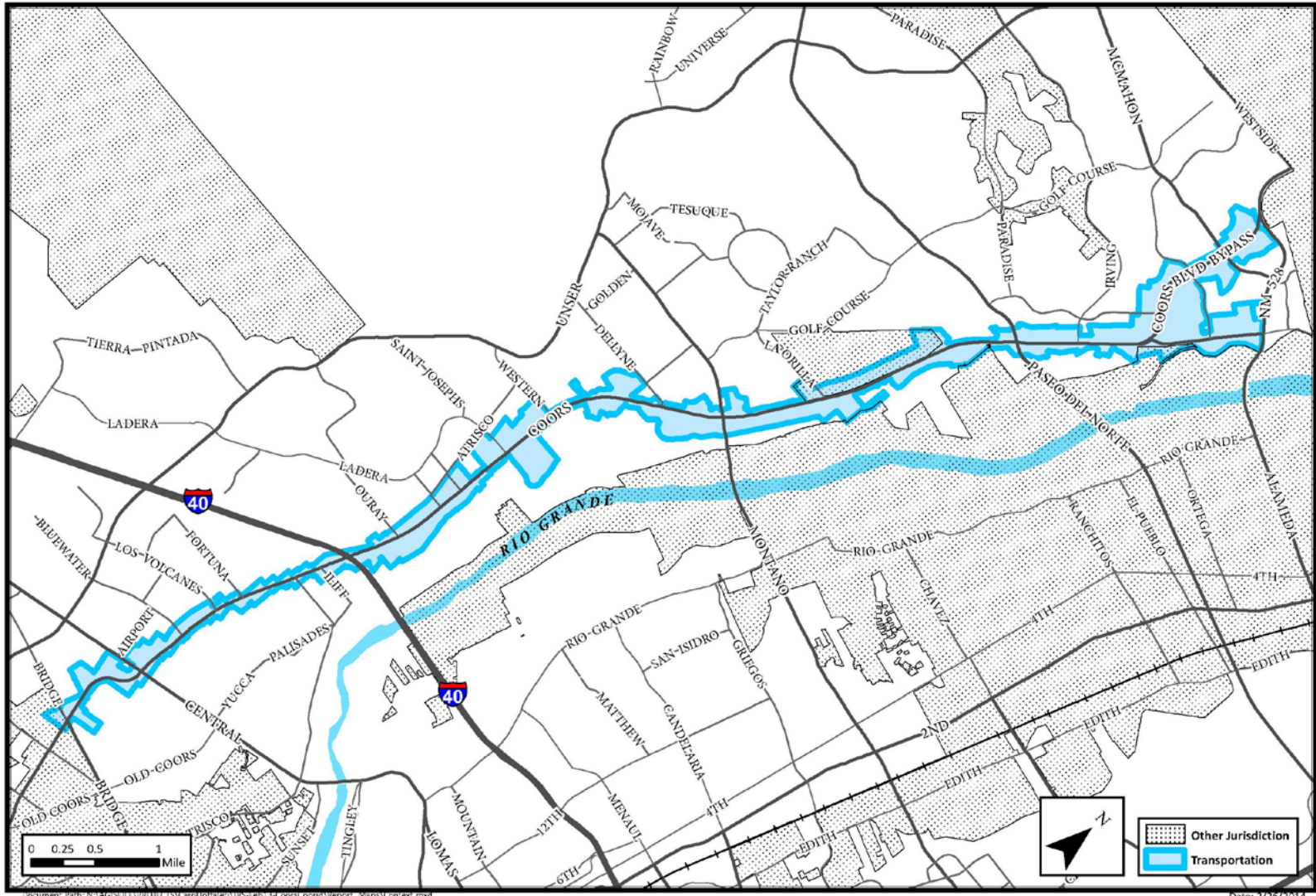
- A City of Albuquerque Rank 3 Corridor Plan with a 10-20 year time horizon
- The Plan area is 11 miles long and encompasses 2,200 acres



Overview of Plan

- The Transportation component applies to:
 - Coors Blvd. from Bridge to Alameda, including Coors Bypass (NM45)
 - Coors Blvd. from the Bypass to Alameda (NM448)
 - Adjacent properties that access and/or impact traffic flow and/or adjoin the right-of-way

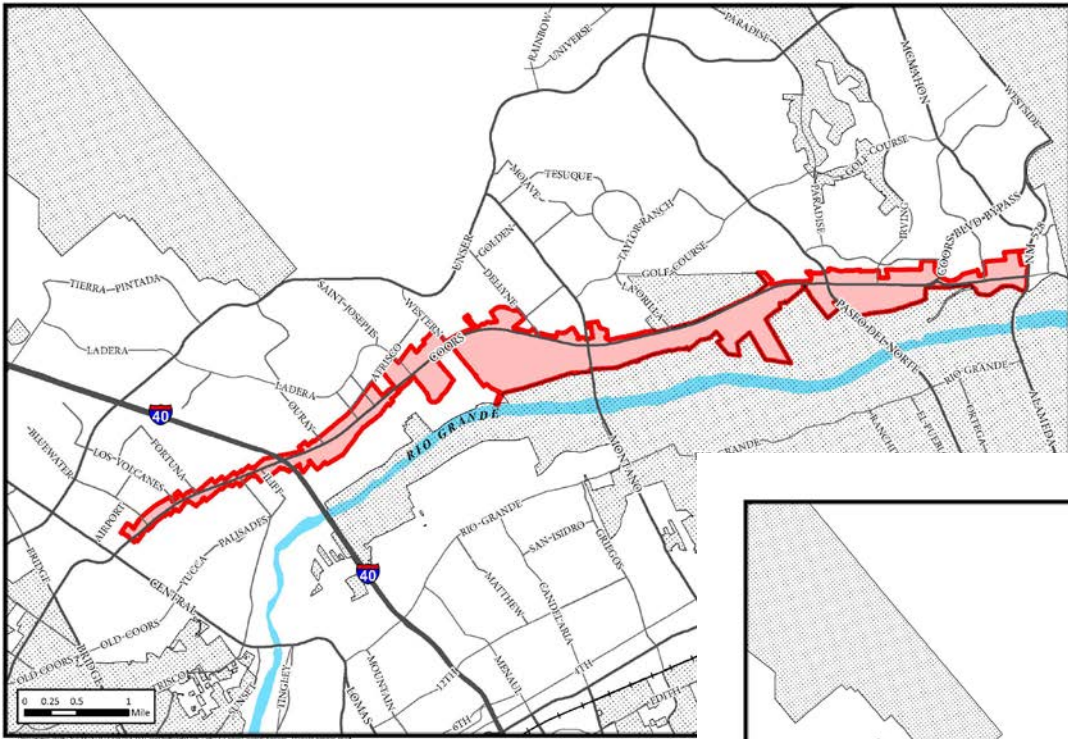




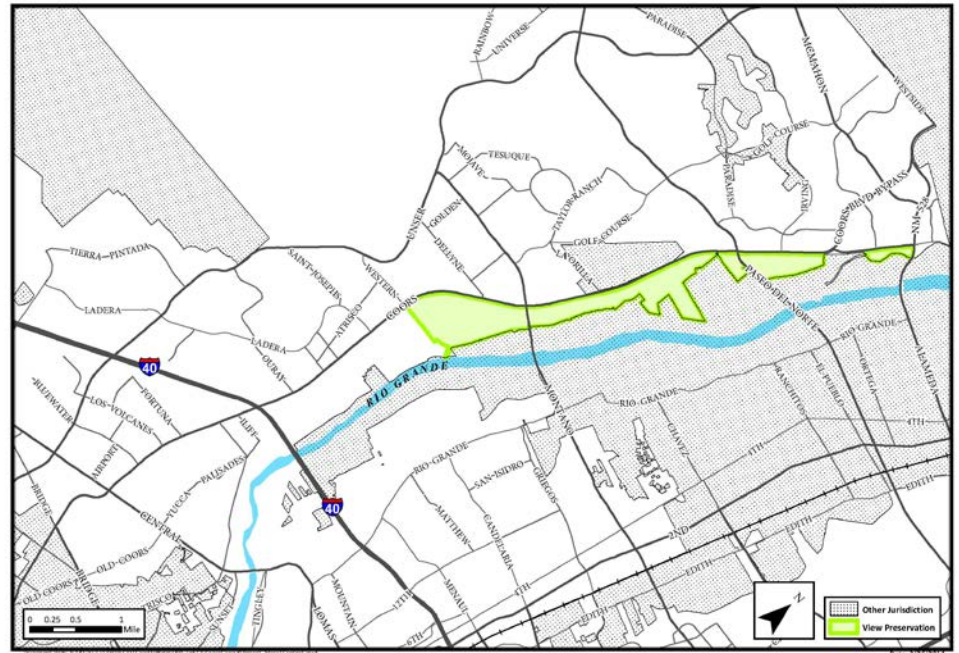
Transportation sub-area

Overview of Plan

- The Design Overlay Zone (DOZ) applies to:
 - Properties that are adjacent to Coors Blvd., including sites governed by site development plans
 - View Preservation regulations in the DOZ apply to properties between Coors and the Corrales Riverside Drain north of Namaste Rd. to protect views to the Sandia Mountains
- * The DOZ is “law” (part of the City Zoning Code) *
- Public projects, along the entire Corridor



Design Overlay Zone (DOZ)



View Preservation sub-area

A Multi-Modal Transportation Strategy

- Highway
 - 6 driving lanes (same as now)
 - Address congested nodes with grade-separations: north of I-40, at Coors/Montaño, and Coors/Paseo del Norte
- Transit
 - New dedicated transit lanes for Bus Rapid Transit, to facilitate long-distance trips across the metropolitan area and increase the person-carrying capacity of the roadway
 - Retain local service



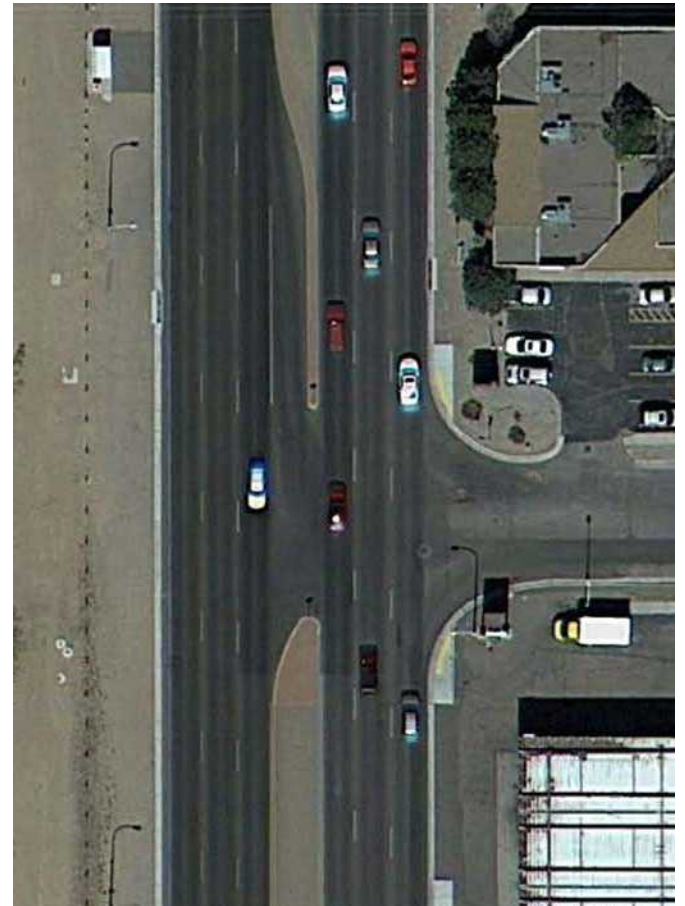
A Multi-Modal Transportation Strategy

- Pedestrian & Bicycle
 - Improve these options for shorter, local trips and to access transit
 - Provide continuous sidewalks when major road projects are undertaken and when adjacent private development occurs; address localized deficiencies through focused public projects

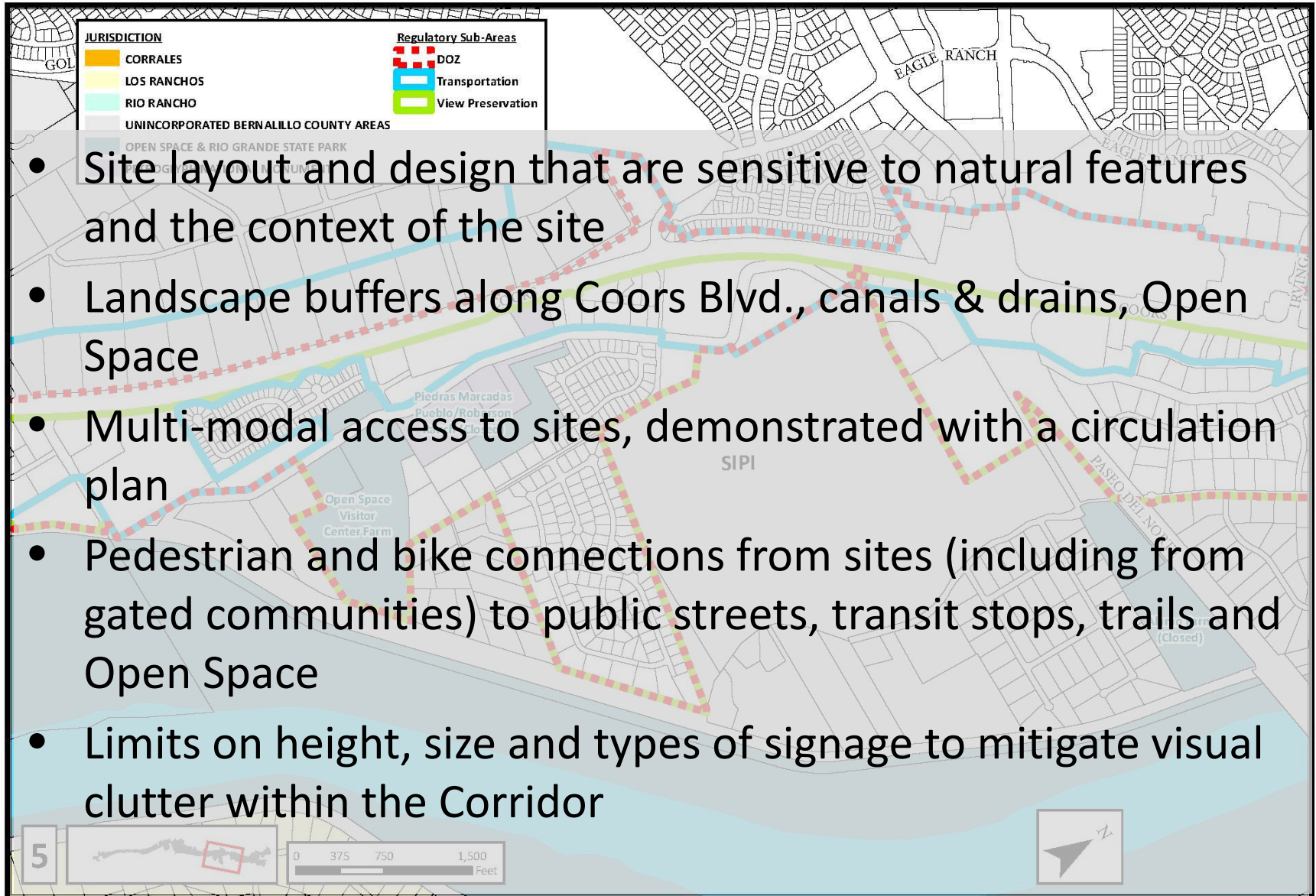


Access Management on Coors Blvd./Bypass

- No new signalized intersections
- Limited minor intersections and median openings
- Potential closure of median openings if BRT is designed in the median
- New driveways are limited and consolidation of driveways is encouraged on these limited access arterials
- Driveways designed for all modes
- Potential connector streets are identified

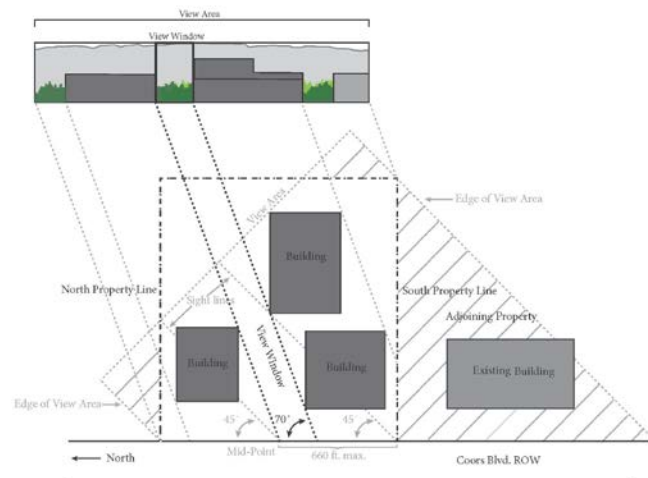


Design Overlay Zone

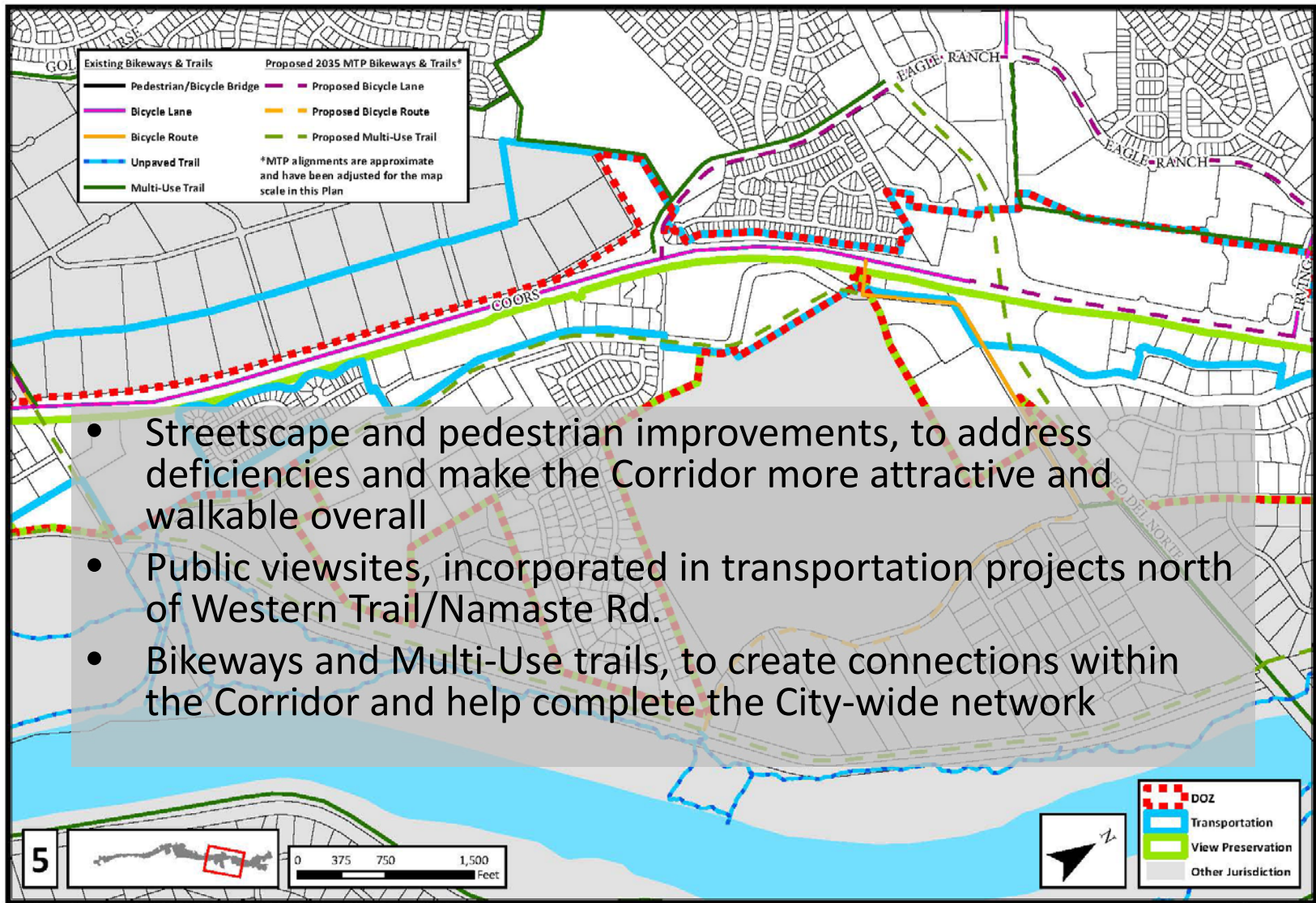


View Preservation Regulations

- Based on views from Coors Blvd. looking to the northeast to the Sandia Mountains
- Modified and clarified to allow development, including on properties at a grade similar to Coors Blvd.
- Retain limitation on the height and mass of structures to preserve 50% of the “view area” to the Sandias
- Option of a “view window” on properties north of Paseo del Norte



Public Projects





Conclusion

- Staff recommends a 30-day continuance:
To analyze public and agency comments and propose changes to the draft plan for the EPC's consideration as "recommended conditions of approval"
- Representatives of departments, agencies and the transportation team are present to answer the EPC's questions
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