



Environmental Planning Commission

Agenda Number: 2
Project Number: 1005238
Case #s: 14EPC-40032, 14EPC-40033
June 5, 2014

Staff Report

Agent	City of Albuquerque Planning Department
Applicant	City of Albuquerque
Request	Amendment to Map of Coors Corridor Plan Adoption of Rank 3 Coors Corridor Plan The Rights-of-way of Coors Blvd. and Coors Blvd. Bypass and all lots generally located on and/or near Coors Blvd. and Coors Bypass between Bridge Blvd. and Alameda Blvd., containing approximately 2,200 acres.
Legal Desc.	
Current Zoning	Various
Proposed Zoning	No change

Staff Recommendation

CONTINUANCE of Case #s 14EPC-40032 (Amendment to Corridor Plan Map) and 14EPC-40033 (Adoption of Rank 3 Corridor Plan) for 30 days to July 3, 2014.

Staff Planner
Carol Toffaleti, Senior Planner

Summary of Analysis

The 2014 Plan would replace the existing Coors Corridor Plan adopted in 1984, which does not support newer City policies in higher-ranked plans, reflect current conditions nor address increased traffic forecasts in the Corridor.

The proposed Plan area extends 11 miles from Bridge Blvd. in the south to Alameda Blvd. in the north along Coors Blvd. and Coors Blvd. Bypass. In addition to the rights-of-way of Coors Blvd. and Coors Bypass, it encompasses adjacent properties in the City with a total area of approximately 2,200 acres.

This Rank 3 Plan establishes a multi-modal strategy to address worsening traffic congestion along the Corridor by providing policies, design standards and projects in the rights-of-way of Coors Blvd. and Coors Bypass. This component of the plan is advisory to the New Mexico Department of Transportation (NMDOT), because NMDOT controls the roadways. The Design Overlay Zone (DOZ) component governs certain aspects of development on private properties that are adjacent to the arterials and under City jurisdiction, but it does not establish land uses or change their existing zoning. Special View Preservation regulations apply to a sub-area that extends east of Coors and north of Namaste Rd., in order to preserve key views the Sandia Mountains from the arterial. The Plan also recommends public improvements to streetscapes and connections for pedestrians and cyclists.

The proposed Design Overlay Zone meets the tests in R-270-1980 because it is more appropriate than the

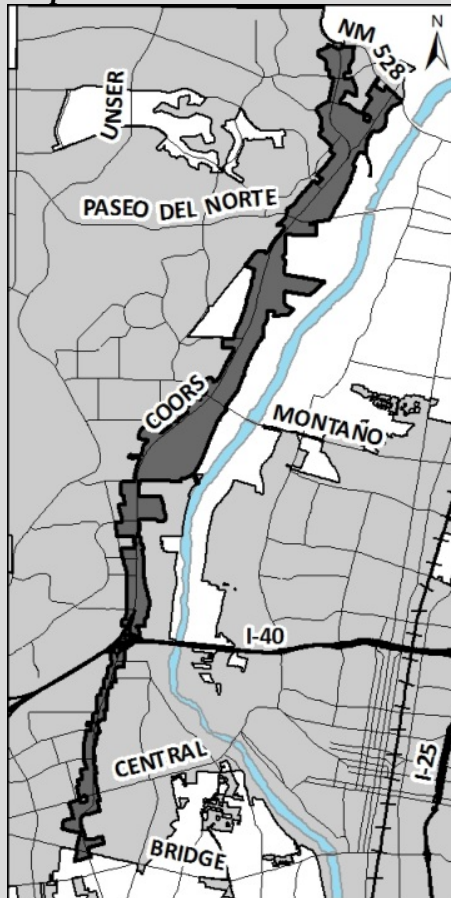
existing DOZ due to changed conditions in the Corridor, and furthers applicable goals and policies in higher-ranked plans, including the Albuquerque/Bernalillo County Comprehensive Plan, the West Side Strategic Plan and the Major Public Open Space Facility Plan.

The updated Plan reflects input from City, County, Regional and State agency staff and a range of stakeholders, including residential and commercial property-owners, who have a particular interest in the Corridor. There is no opposition from NMDOT nor outright opposition from West Side stakeholders. However, concerns have been raised about the impact of a future Bus Rapid Transit system and major transportation projects on adjacent properties. Some neighbors in the View Preservation sub-area desire somewhat more restrictive building height and massing regulations. Departments and agencies have also called for corrections and text improvements.

The 2014 draft plan is available at <http://www.TinyURL.com/cabq-coorscorridorplan>

The 1984 plan is listed in alphabetic order at <http://www.cabq.gov/planning/publications/>

Proposed Plan Area



City Departments and other interested agencies reviewed this application from 04/17/14 to 05/14/14.
Agency comments used in the preparation of this report begin on Page 38.

I. INTRODUCTION

Request

The dual request is a recommendation of approval to the City Council of the new Coors Corridor Plan to replace the plan adopted in 1984 (case # 14EPC-40033) along with an amended plan area (case # 14EPC-40032). The Coors Corridor Plan is a Rank 3 Corridor Plan that includes policies, design standards and transportation projects for the rights-of-way of Coors Blvd. and Coors Blvd. Bypass (the Bypass) between Bridge Blvd. in the south and Alameda Blvd. in the north, and a Design Overlay Zone (DOZ) governing development on adjacent properties. The transportation component affecting Coors Blvd. and the Bypass is advisory to the New Mexico Department of Transportation (NMDOT), because NMDOT currently controls these roadways. The DOZ provides policies regarding development in the Corridor and controls specific design aspects of development, in conjunction with regulations set by the underlying zoning districts and applicable general regulations in the Comprehensive City Zoning Code. The Plan also recommends public projects that the City and State could undertake to improve the streetscapes of Coors Blvd. and the Bypass, address deficiencies in existing pedestrian and bicycle facilities in the Corridor, and to incorporate public viewsites in transportation projects.

Environmental Planning Commission (EPC) Role

The EPC's role in this case is quasi-judicial, as the Plan includes a Design Overlay Zone that controls some aspects of development on properties located within the plan area.

The EPC is a recommending body with review authority in this case, per the Albuquerque Planning Ordinance (§ 14-13-2-1 et seq.):

The EPC will make a recommendation per the following procedure to the City Council, who will make the final decision as the City's Planning and Zoning Authority:

§ 14-13-2-5 PROCEDURE FOR PLAN ADOPTION OR AMENDMENT

(c) The Environmental Planning Commission, in its advisory role, shall base its recommendation solely on the plan or amendment's compliance with and furtherance of the goals and policies of the master plan and other applicable plans, ordinances, and policies adopted by the City Council.

Plan History

The existing Coors Corridor Plan was adopted in 1984 by the City of Albuquerque and Bernalillo County to provide policies and guidelines for the design of Coors Blvd. as a limited access arterial and for development in the Corridor that would achieve a balance between the built and natural environments. A Design Overlay Zone was placed on the entire plan area. The Plan was subsequently amended five times by the City, most recently in 2003. The amendments were to regulations for site lighting (R-89-458) and signage (R-91-457, R-03-270), to one land use recommendation (R-95-213) and to authorize a traffic signal at Coors/Los Volcanes (R-02-118).

The update of the 1984 Coors Corridor Plan occurred over a number of years and in three phases. In 2005 the City Council passed R-05-234, which called for an update to the plan, in particular to the

policies and design standards for development. The effort was led by the Planning Department in conjunction with a private consultant and resulted in several drafts of a new plan. After considering the 2007 draft and related public comment, the Environmental Planning Commission (EPC) recommended that a view analysis be conducted along the east side of Coors. This was completed by a specialized consultant in 2008. The Planning Department continued to work with an advisory committee of residents and design and development professionals on revisions to the development regulations. Other issues were also raised that would require significant time and resources to address, such as annexation and activity centers, and a potential transportation study. This led to Planning's request for withdrawal of the Plan, which the EPC granted in November 2009.

Worsening traffic congestion on the West Side challenges transportation planners and decision-makers to consider new approaches to address congestion problems and improve mobility. In 2010, the Department of Municipal Development (DMD) secured state funds for a transportation study of the Corridor, *The Coors Corridor Study Alternatives Analysis* (R-10-21, p. 5). The study, conducted in consultation with NMDOT, MRCOG, Bernalillo County and other agencies and with community input, informed the selection of a multi-modal strategy for Coors Blvd. and the Bypass that balances the needs of all roadway users and addresses congestion "hot-spots".

Staff used the results of the previous planning efforts and studies along with current City policies to produce an internal draft plan in mid-2013, and working drafts for public review in late 2013 and early 2014.

Public Process

The Coors Corridor Study Alternatives Analysis was conducted by DMD and consultants between 2010 and 2012 with input from a multi-agency steering committee and technical advisory committee, and comments received at public involvement meetings in February and December of 2011. The consultants presented their findings to the EPC in March 2012, and drafted the transportation element for the new Plan that includes policies, standards and recommended projects in the rights-of-way.

The Planning Department resumed work on the update in late 2012, integrating the transportation element into an overall plan for the Corridor. Excerpts of a working draft were displayed at Open Houses in October 2013 and design professionals were approached to weigh in on its view preservation regulations. A complete draft was made available for public comment in January 2014 on the project webpage and as a hard copy. In addition to presentations to business and developer associations and the neighborhood coalitions during the period before and after EPC submittal, City staff met with individual property-owners and groups of residents/property-owners to discuss more localized interests and concerns, such as view preservation regulations and transportation projects in the Coors Blvd. ROW.

II. APRIL 2014 EPC DRAFT COORS CORRIDOR PLAN

Purpose/Intent of Plan

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.

Plan Area

The 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 Plan area is split into three sub-areas that reflect which policies and regulations apply (2014 plan, p. 3): Transportation, Design Overlay Zone and, within the DOZ, View Preservation. These sub-areas overlap in some parts of the Corridor, which means that development on any given property adjacent to Coors Blvd. may be regulated by one, two or three sets of regulations.

Plan Summary

The Plan is organized as follows:

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 parameters for deviations.

Chapter C contains the Plan's policies, regulations and transportation projects related to the Coors Blvd. and Bypass rights-of-way.

Chapter D contains the Plan's policies and regulations for development adjacent to Coors Blvd..

Chapter E recommends capital projects to enhance streetscape in some segments of Coors Blvd. and address segments where facilities for pedestrians and cyclists are deficient.

Appendix F provides background information and supplementary maps and figures.

General Comparison between the April 2014 EPC Draft Plan and the existing 1984 Plan

- The total plan area has been reduced from approximately 4,600 acres to 2,220 acres, mostly by removing land that is now the Rio Grande Valley State Park but also by aligning the boundary with lot lines and removing land under Bernalillo County jurisdiction and single-family properties that are not contiguous to Coors.
- The policies and project recommendations for the Coors/Bypass rights-of-way are based on a long-term strategy to improve conditions for all road users and to address traffic congestion hot-spots. This is in stark contrast to the 1984 plan that focused on the movement of motorized

vehicles. Additional lanes are only proposed as dedicated transit lanes for a potential Bus Rapid Transit (BRT) route that would be pursued by ABQ Ride or the Rio Metro Regional Transit District (RMRTD). However, note that the transportation element, including the BRT, is advisory to NMDOT since they control the ROW. [Chapter C in 2014 draft, Issue 1 in 1984 plan]

- The Plan aims to make the plan more user-friendly in its application by means of Chapter (B. How to Use the Plan) that explains how it fits in with other plans and codes and that details the development process, and through cross-references between the transportation and DOZ elements.
- The DOZ element was organized and worded in response to a general desire on the part of residents and the development community for clearer regulations relating to urban development in the Corridor. The DOZ element of the new plan encompasses all the Corridor Plan's policies, regulations and guidelines that pertain to development adjacent to Coors Blvd., whereas they were formerly spread across different sections. [Chapter D in 2014 draft vs. Issues 2 - Environmental Concerns, Issue 3 - Land Use and Intensity of Development, Issue 4 - Visual Impressions and Urban Design Overlay Zone in 1984 plan]
- The new DOZ regulations are tailored to conditions in the Corridor in order to implement the Plan goals (A.6.0) and the Urban Design and Environmental Protection policies (D.2.0) and avoid duplicating regulations in the Zoning Code and other City ordinances that serve a similar purpose. The scope of issues covered by the Plan was narrowed because much of the 1984 plan has been implemented with regard to land acquisition for Major Public Open Space, through the Archaeological Ordinance, rezoning of selected properties and designations of Activity Centers for a mix of higher-density uses through the WSSP and/or amendments to the Comprehensive Plan.
- Certain policies in the 1984 Plan have been transformed into regulations in the 2014 Plan, which gives them more weight during the development process and improves predictability for all concerned.
- View Preservation Regulations:
 1. The proposed height and mass regulations allow higher buildings in some cases, but continue to limit the view area to the Sandia Mountains that can be obscured per development site to a maximum of 50%. The 1984 view preservation regulations have been interpreted differently over the past decades and resulted in certain developments that, by common sense assessment, do not comply with the intent of the plan and have obscured views. The 1984 plan has also constrained or slowed development, because some private properties remain vacant partly because of the height and mass restrictions. These are properties that are not earmarked for city acquisition, e.g. to provide passive or active recreational amenities or to protect natural, archaeological and cultural resources.
 2. They address the case of site development plans for subdivision, in order to prevent pad sites and lot splits that would make it more difficult to preserve views.

3. The View Preservation section provides positive guidelines for site design to make it easier to preserve views and comply with the regulations.
4. The plan offers an additional option (View Windows) to building height and mass regulations for preserving views. This option reflects the different conditions north of Paseo del Norte in terms of topography and parcel configurations.
5. The new plan limits deviations (aka “exceptions” in the 1984 plan) to VP regulations more explicitly. It also establishes more criteria for making deviations approvable. In addition to demonstrating that the proposal meets the intent of the plan, the applicant has to demonstrate hardship due to the site’s characteristics or provide a public benefit that helps realize adopted City policy such as: providing employment on the West Side, a transit-related facility or a public viewsite.

List of Policies, Regulations & Guidelines in the proposed and the existing Plan

<i>April 2014 EPC Draft Plan</i>	<i>1984 Plan</i>
A.6.0 Plan Goals	Major Issues
1. Traffic Movement, Access Management, and Roadway Design 2. Environmental and Recreational Resources 3. Urban Design	1. Traffic Movement/Access and Roadway Design 2. Environmental Concerns and Related Improvements 3. Land Use and Intensity of Development 4. Visual Impressions and Urban Design Overlay Zone (DOZ)
C. Traffic Movement, Access Management, and Roadway Design	Issue 1: Traffic Movement/Access and Roadway Design
C.2. Multi-modal strategy - to optimize traffic- <i>and</i> person-carrying function of Coors Blvd. and Bypass	Improve traffic-carrying capacity, increase safety, provide reasonable access and complement scenic values of Corridor
C.3 Highway component - 6 general purpose lanes maximum	Principal Arterial (Policy 1)
C.4 Transit component - local and premium transit service (potential Bus Rapid Transit aka BRT). 2 additional dedicated transit lanes & stations for BRT.	Improve public transportation system and expand transportation system management program (Policy 9)
C.5 Pedestrian and Bicycle Component - continuous sidewalks, multi-use trails and on-street bicycle facilities. Pedestrian crossings at major intersections and for transit access.	Walks and Trails where appropriate (Policy 8)
C.6 Signalized Major Intersections - spacing; recommended interchanges at Montano and Paseo del Norte; extension of elevated North-	Signalized intersections - 1/2 mile spacing (Policy 3) Improve I-40/Coors interchange to

bound roadway north of I-40/Coors.	accommodate future traffic volume (Policy 11)
C.7 Unsignalized Intersections and Median Openings - spacing criteria	Median openings - 1/2 mile spacing (Policy 4)
C.8 Access Management for Adjacent Properties - driveways; potential connector streets	Driveways - 300 ft. spacing. Frontage and circulation roads. (Policy 5)
C.9 Right-of-Way - 160 ft. (156 ft for NM448); 200 ft. - 225 ft. at potential BRT stations	Right-of-Way -156 ft (Policy 2)
C.10 Streetscape Design - to improve appearance and walkability of Coors Blvd. and Bypass; addresses standards and maintenance	Streetscape improvements for public right-of-way (ROW) (Policy 6)
C.11 Public Viewsites - refers to recommended locations in Chapter E.	Public viewsites at recommended locations (Policy 7)
C.12 Traffic Noise - refers to NMDOT and FWA abatement criteria, and compliance with DOZ regulations	Noise standards - analyze levels and mitigate accordingly based on cost/benefit (Policy 10)
D. Design Overlay Zone: policies, regulations & guidelines [or addressed through other means]	Issue 2: Environmental Concerns and Related Improvements
D.2.1 Open Space Policies [Land has been acquired by City Open Space Division. OS also co-manages Rio Grande State Park]	Preserve and enhance the natural landscape features of the corridor, such as the bosque, Oxbow Marsh and arroyos (Policies 1, 2, 3)
[City is part of the National Flood Insurance Program (NFIP) through the Federal Emergency Management Agency (FEMA)] [updated City Drainage Ordinance] [ABCWUA is now separate from the City] [Archaeological Ordinance]	Provide for adequate storm drainage, and water and sewer (Policies 4, 8)
Policy D.2.4 - Grading and Drainage [See Regulation D.3.10]	Grading (Policy 7)
D. DOZ (continued)	Issue 3: Land Use and Intensity of Development
Policy D.2 - Urban Design and Development [Zoning is established on land under city	Encourage development in accordance with the Comprehensive Plan and Northwest Mesa Area Plan. Addresses rezoning, land use, annexation,

jurisdiction] [Annexations have occurred. New annexations are per current procedure, i.e. subject to approval by County] [Activity Centers have been designated by the Comprehensive Plan and West Side Strategic Plan to encourage a mix of uses with higher-density/intensity]	development intensity (Policies 1, 2, 3, 4, 5, 6)
[See Regulation D.3.18 ii) Multi-family residential development - aggregate open space; View Preservation Guidelines D.4.2 Building and Site Design]	Encourage residential, commercial and industrial cluster development (Policy 7)
[See Regulation D. 3.3 ii)	100 ft-wide buffer strip along the Corrales Riverside Drain (Policy 8)
D. DOZ (continued)	Issue 4: Visual Impressions and Urban DOZ
	a. General Policies
See D.2.2 View Preservation Policies	Protect and enhance views within and beyond the Coors Corridor (Policy a.1, a.2)
[See Chapter B. How to use this Plan - covers applicability, review & approval process, exceptions & deviations]	Ensure compliance with design regulations and guidelines as new development occurs (Policy a.3)
[Blanket "retro-enforcement" by City Code Enforcement is not feasible; can be addressed through redevelopment]	Encourage existing development to comply with the [landscape] design regulations and guidelines (Policy a.4)
General Development Regulations	b. Site Planning and Architecture
D.3.2 Site Design - consider natural features; building orientation; multi-modal circulation plan; reference to access management policies in Chapter C	Site design (Policy b.1) Commercial sites (Policy b.6) Access (Policy b.7)
D.3.3 Landscape Setbacks/Buffers - 15 ft. or 35 ft. along Coors Blvd., major drains and arroyos, Petroglyph National Monument and City Open Space. Use of native species and 50% vegetative cover at maturity.	Building setback, height & bulk - same setback on Coors Blvd (Policy b.2) Front landscaped street yard (Policy b.3)
D.3.4 Setbacks for Structures (additional)	
D.3.5 Walls and Fences - controls height within	None

landscaped setbacks; includes some design criteria	
D.3.6 Pedestrian Circulation - design of sidewalks on public streets; pedestrian connections to transit and City Open Space facilities	Minimal, see Policy b.7
D.3.7 Multi-Use Trail Network - provision of trail segments, and connections to designated trails	Bikeways and horse trails where appropriate and feasible. (Policy b.8)
D.3.8 Off-Street Parking - quantity per Zoning Code + 10% maximum; shared parking on larger sites; cross-access to comply with Chapter C access management policy [Off-street parking regulations in the Zoning Code include design standards]	Off-Street Parking - extensive design regulations and guidelines (Policy b.5)
D.3.9 Landscaping - 20% of net lot area; retain existing trees; some design criteria	Site landscaping A. Landscape design B. Landscape materials - Numerous regulations and guidelines (Policy b.4)
D.3.10 Grading and Drainage - controls for fugitive dust to address different development situations; controls for stormwater runoff	See Issue 2, Policy 7
D.3.11 Utilities - electrical [2010 Electric Facility Plan]	See Issue 2, Policy 11
D.3.12 Structure Height - where zoning limits height by an angle plane*, on Coors Blvd. the angle plane is drawn from the property line not the centerline, which means lower heights along the Coors frontage	Same (Policy b.2)
D.3.13 Solar Access - preserved for non-residential as well as residential buildings	None
D.3.14 Architecture - various guidelines and regulations for materials and to achieve coordinated design that enhances the urban environment and complements the natural setting [General building and site design regulations in the Zoning Code] See D. 3.19 Phased Development	Architectural Design - regulations and guidelines that address phasing, multi-family dwellings, architectural details and materials. (Policy b.10)

D.3.15 Lighting - controls height and duration [Area lighting regulations in the Zoning Code]	Site Lighting - regulations and guidelines (Policy b.9)
D.3.16 Signage - controls type and location; size; height and width; prohibits certain signs [General sign regulations in the Zoning Code, including electronic signs]	Signage - prohibited signs; guidelines and regulations, including limits on the number of items per premise frontage (Policy d.1, as amended)
D.3.17 Drive-up service windows - controls location of lanes, order-boards and windows, and screening.	None
D.3.18 Residential Development - controls size and access of gated communities and walled subdivisions; addresses design of multi-family developments.	See Architectural Design (Policy b.10)
D.3.19 Phased Development - requires streetscape treatment in first phase	See Architectural Design (Policy b.10)
View Preservation Regulations	c. View Preservation
Apply in View Preservation sub-area	Similar area (Segments 3 & 4)
D.4.2 Building and Site Design Guidelines - massing relative to Coors Blvd. and Major Public Open Space; placement of buildings, drives, parking, aggregate open space, ponding areas.	Massing guideline (policy 1.B.3)
D.4.3 Structure Height and Mass - no exceptions for towers, etc.; limits height and mass as seen from Coors Blvd. looking east; provides option of "view window" north of Paseo del Norte.	View Preservation - limits setback, and building height and mass as seen from Coors Blvd. looking east; differentiates single-story (more restrictive) from multi-story buildings (Policy 1.A & B)
D.4.4 Landscaping - adjust trees to protect views	Site landscaping - controls height of private shrubs and tree branches (Policy 1.C)
See Chapter B.4.3 Deviations to View Preservation Regulations - EPC approval for properties south of Paseo del Norte; Administrative or EPC for those north of Paseo del Norte depending on amount of deviation; provides criteria and process.	Exceptions for hardship or exceptional design (Policy 1.D)
D.4.5 Lighting & D.4.6 Signage	None
D.4.7 Application Requirements	None

* *Building Height Limited by Angle Planes*

- Straight Zones

45° and 60° angle planes: §14-16-2-15 (C) (1) O-1 [Note: also applies to R-2, R-3, C-2, C-3]

45° angle plane: §14-16-2-19 IP, §14-16-2-20 M-1, §14-16-2-21 M-2

- SU-1 Zones, as approved by the EPC (or per 7-Bar Ranch sector development plan which is north of Calabacillas Arroyo)

III. ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Note: Policy citations are in regular text; ***Staff analysis is in bold italics.***

Charter of the City of Albuquerque

The Citizens of Albuquerque adopted the City Charter in 1971. Applicable articles include:

Article I, Incorporation and Powers

“The municipal corporation now existing and known as the City of Albuquerque shall remain and continue to be a body corporate and may exercise all legislative powers and perform all functions not expressly denied by general law or charter. Unless otherwise provided in this Charter, the power of the city to legislate is permissive and not mandatory. If the city does not legislate, it may nevertheless act in the manner provided by law. *The purpose of this Charter is to provide for maximum local self government.* A liberal construction shall be given to the powers granted by this Charter.” [italics used for emphasis]

Article IX, Environmental Protection

“The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment. To affect these ends the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.”

The proposed Plan aims to protect natural endowments of the Coors Corridor and to promote an aesthetic and humane urban environment with multi-modal transportation strategies and design standards. Updating the Plan is a reasonable exercise in local self-government consistent with the City Charter.

Albuquerque/Bernalillo County Comprehensive Plan (Rank 1)

The Comprehensive Plan, the Rank I planning document for the City, contains goals and policies that provide a framework for development and service provision. The Plan’s goals and policies serve as a means to evaluate development proposals and requests for new and amended plans such as this. Applicable goals and policies include:

The Open Space Network Goal is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors, and open areas throughout the Comprehensive Plan area.

Policy II.B.1.c: Development in or adjacent to the proposed Open Space network shall be compatible with open space purposes.

Policy II.B.1.f.: A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated, or appropriately managed to protect natural features, views, drainage and other functions or to link other areas within the Open Space network.

The proposed buffers of Open Space lands and the requirements for trail connections in the DOZ further the Open Space Network Goal and policies.

The Developing And Established Urban Areas Goal is to create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Policy II.B.5.d: The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

Policy II.B.5.g: Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

Policy II.B.5.k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.

Policy II.B.5.m: Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

The policies and regulations in the DOZ aim to enhance the quality of the built environment of the Coors Corridor. The View Preservation regulations will help maintain its unique vistas. The site design guidelines encourage respect for any natural and scenic resources adjacent to development sites as well as the existing topography within sites. Mitigation of traffic noise along Coors Blvd. and the Bypass will be considered in relation to future transportation projects, per Chapter C in the Plan, while the landscape strip required by the DOZ all along these arterials provide additional buffering for users of adjacent properties. The View Preservation regulations contain additional architectural standards to ensure developments are designed to complement the backdrop created by the bosque and other Open Space lands.

The Activity Center Goal is “to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs and which enhance the identity of Albuquerque and its communities.”

Policy II.B.7.c: Structures whose height, mass or volume would be significantly larger than any others in their surroundings shall be located only in Major Activity Centers to provide for visual variety and functional diversity in the metropolitan area while preserving vistas and solar access.

The Seven Bar/Cottonwood and the West Route 66 Major Activity Centers fall partially within the Plan area. Four community activity centers exist along the Corridor as designated in the Comprehensive Plan: Coors/I-40, Ladera/St Joseph's, Coors/Montañó Village and Coors/Paseo del Norte. (There is also one neighborhood activity center designated in the West Side Strategic Plan: Coors/Western Trail.) Coors/Montañó Village is the only Center located within the View Preservation sub-area of the DOZ.

The Plan aims to balance furthering the Activity Center Goal and Policy for transit-supportive, higher-density development and other Goals in the Comprehensive Plan (Developing And Established Urban Areas, Developed Landscape) by allowing deviations to the View Preservation regulations within specific parameters and subject to EPC review (see B.4.3)

The Air Quality Goal is “to improve air quality to safeguard public health and enhance the quality of life.”

Policy II.C.1.d: Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

Policy II.C.1.g: Pollution from particulates shall be minimized.

The Plan calls for a multi-modal transportation strategy for the future of Coors Blvd. and the Bypass, including Bus Rapid Transit, walking and cycling, based on a thorough analysis of a range of alternatives.

The Grading & Drainage regulation of the DOZ addresses fugitive dust in different development situations (see D.3.10).

The Developed Landscape Goal is “to maintain and improve the natural and the developed landscapes’ quality.”

Policy II.C.8.a: The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.

Policy II.C.8.e: In highly scenic areas, development design and materials shall be in harmony with the landscape. Building siting shall minimize alteration of existing vegetation and topography and minimize visibility of structures in scenic vista areas.

Several policies and regulations in the DOZ help maintain the quality of the natural and developed landscapes in the Corridor, including: buffers for Open Space lands; consideration of natural features within and adjacent to development sites at the site design stage; structure height and mass regulations, particularly in the View Preservation sub-area.

The Transportation and Transit Goal “is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.”

Policy II.D.4.a: Table 11 of the Comprehensive Plan presents ideal policy objectives for street design, transit service and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan’s Activity Centers and Transportation

Corridors map in the Activity Centers section. *Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service and other details of implementation. [italicized for emphasis]*

Policy II.D.4.f

Transit planning and implementation shall be coordinated among agencies and area jurisdictions, including identification of high capacity corridors for high occupancy vehicles.

Policy II.D.4.g

Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

Policy II.D.4.h

A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

Policy II.D.4.i

Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians and equestrians where appropriate.

Policy II.D.4.q

Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goals.

Coors Bypass and Coors Blvd. (south of the Bypass) is an existing Major Transit Corridor, which intersects with the following corridors that run east-west:

- ***Alameda Blvd.(Express)***
- ***Paseo del Norte (Express)***
- ***Montaño Rd. (Major)***
- ***I-40 (Express)***
- ***Central Ave. (Major)***

The alternatives analysis completed for the Coors Corridor fulfills the Goal and Policy II.D.4.a. The multi-modal transportation strategy and individual policies in Chapter C of the Plan, supported by regulations in the DOZ, help implement the remaining policies of this section to balance the mobility needs of all roadway users and improve connectivity in the Plan area.

West Side Strategic Plan (Rank 2)

The West Side Strategic Plan (WSSP) was first adopted in 1993, and last revised in 2011. The WSSP area is bounded by the Sandoval County line on the north, the Rio Puerco Escarpment on the west, a line south of Gun Club Road (the Atrisco Grant line) on the south, and the Rio Grande on the east for areas north of Central, and Old Coors and Coors Boulevard on the east for areas south of Central. It encompasses over 96,000 acres of land, or approximately 150 square miles. Specific boundaries are shown on the Plan Boundary map on p. 5 in the WSSP. The Plan sets forth objectives and policies to guide growth in this part of the City, including the following that are pertinent to the Coors Corridor Plan:

Objective 2. Provide the opportunity for creative and innovative solutions to housing, utility, and transportation problems. Provide incentives for "good" development, not just deterrents for "bad" development, through design requirements specifically geared toward the West Side environment.

Objective 3. Plan for the ability to manage and preserve unique West Side resources (scenic, natural, cultural, historical, and spiritual) within the context of a growing metropolitan area.

The transportation and DOZ elements of the Plan are geared specifically to the Coors Corridor, a critical thoroughfare and prominent area on the West Side. They are formulated to strike a balance between addressing the increase in traffic that is forecast for the West Side with preserving its unique scenic resources.

4. DEVELOPMENT PROCESS ISSUES:

The intent and policies of the WSSP with regard to Visual Assets and the Coors Corridor include (beginning p. 165): :

"Views East of Coors Boulevard: There is a need to preserve some degree of Bosque and mountain views through update of the Coors Corridor Plan by applying a design overlay zone. "Some degree" of views means where Bosque views are available from a site, and when some portion of the view can be retained through reasonable site design, without unreasonably limiting the development rights of the property, that portion of the view should be maintained....

The proposed update to the DOZ includes View Preservation regulations and guidelines for properties east of Coors and north of Namaste Rd.. They call for site layout and building height and mass that retain a portion of the views to the Sandia Mountains, and to the bosque where possible. They have been calibrated to allow development, and deviations to regulations in certain circumstances, subject to meeting specific criteria and to public review and approval through the EPC hearing process.

“Additionally, the City shall identify key scenic views east of Coors Boulevard, and will take action to publicly acquire (with financial support from other local agencies, the State, and other means) the most significant sites for enjoyment by the public....”

Sections C.11 and E.3 of the Plan are coordinated to help implement public viewsites as part of roadway projects and on other public land in the Corridor, where they can capitalize on grade differences and proximity to trails and Open Space. Public viewsites are also encouraged in private non-residential developments where public amenities are already required by general regulations in the Zoning Code (§ 14-16-3-18).

Other Views: Other view protection measures will be outlined in the follow-up design guidelines to regulate signs, commercial building height and massing, orientation of subdivisions and nonresidential development with respect to arroyos and other key vistas, and other view-preservation issues.”

Visual Quality

Policy 4.6: The following design guideline sections shall become policies with the approval of this Plan: View Preservation; Views East of Coors Boulevard; Views to and from the Monument; Other Views; Height; Lighting; Vegetation; Overhead Utilities; Radio, TV, and Cellular Towers; Signs; Fences and Walls; and Additional Design Guideline Issues. It is recognized that additional Design Guidelines based on these and other applicable policies of the Plan shall be developed as follow-up work, and will be more complete than those included here. These policies were considered too critical to wait for additional planning efforts in the future.

Lighting

"A relatively "dark sky" is a desirable part of the West Side lifestyle. Although this area will develop as a primarily urban area, "dark sky" objectives will be established and achieved. This does not mean that lighting will be eliminated or unduly restricted. Vehicular and pedestrian safety must be the primary concern at all times. Careful design to prevent unnecessary "light pollution" is the desired effect. Pedestrian scale lighting in residential and commercial areas (including parking lots) is strongly encouraged in preference to large "cobra head" street lights."

Vegetation

"The entire planning area is characterized by a dry upland mesa environment, with the exception of the Bosque edge adjacent to the river. ... Development shall attempt to avoid total destruction of vegetative communities, as well as the few trees naturally existing on the West Side....The existing woodland edge of the Bosque on the east side of Coors will be preserved to the extent possible through tree preservation requirements in the design guidelines."

Signs

"It is the policy of the plan to continue regulating billboards (off-premise signs) and other large free-standing signs on the West Side to protect and preserve views and open space and enhance design of existing and new development."

Fences and Walls/Transit Access

"... In the urban areas (communities with a gross overall density of 2 or more), fences and walls are to be constructed of wood, stone, adobe, wrought iron, or masonry products and colored to match the surroundings. New wall standards for subdivisions adjacent to major streets and arroyos will be developed in the follow-up design guidelines to prohibit design which precludes pedestrian and bicycle access or key viewpoints to major natural features."

Residential Development

Policy 4.6.c: Gated and/or walled communities and cul-de-sacs are strongly discouraged on the West Side. In rare instances when these design features are permitted, openings through perimeter walls and cul-de-sacs shall be provided every 600 feet so that pedestrians and bicyclists are provided direct access to transit service and other destinations.

Policy 4.6.e: Subdivisions shall be designed to provide multiple vehicular and pedestrian access points.

Commercial Development

Policy 4.6.g: Create commercial developments that are or will be accessible by transit. Locate buildings adjacent to street frontages and place parking areas to the rear or sides of properties and/or on adjacent streets. Locate landscaping, walls, or fences so they do not create barriers for pedestrians. Parking shall not take precedence over pedestrian circulation.

Policy 4.6.h: Limit the maximum number of parking spaces for office and commercial uses to 10% above Zoning Code requirements. Each development shall have an approved pedestrian and bicycle circulation plan that provides safe, attractive, and efficient routes to neighboring properties, adjacent streets, and transit service. The site plan shall show convenient access throughout the site. Regularly spaced pedestrian access through breaks in walls and continuous landscaping shall be provided...”

The proposed DOZ furthers the policies and addresses most of the elements of a development that are identified by the WSSP under “Other Views” and “Visual Quality” (see Table on p. 6 of this staff report).

6. TRANSPORTATION SYSTEM

“A balanced West Side transportation system must be developed which reinforces the land use objectives of the Plan, expands transit ridership, and promotes and extends pedestrian and bicycle use on the West Side.” (p. 188)

The WSSP sets out strategies and policies, including for Existing and Future Road Standards, Transit Corridors and Systems (such as for Coors Blvd. and Coors Bypass, p. 193), Congestion/Demand Management, and Bikeways and Trails. The strategies and policies call for action by multiple agencies and are reflected in, and in some cases superseded by, the 2035 Metropolitan Transportation Plan.

Chapter C of the Plan partially furthers the intent by recommending dedicated transit lanes and providing facilities for pedestrians and cyclists on Coors Blvd. and the Bypass. The DOZ also calls for segments and connections to multi-use trails to be provided through the development process.

7. NATURAL AND CULTURAL RESOURCES, RECREATION AND SPECIAL AREAS

Arroyos

Policy 7.6: The City of Albuquerque and Bernalillo County shall recognize the arroyo classifications and policies of the Facilities Plan for Arroyos and other adopted plans and policies. These public agencies shall recognize that these arroyos require unique development standards in order to satisfy the drainage/flood control and open space/recreational needs of these key natural features on the West Side.

The DOZ requires a landscape setback/buffer along the San Antonio and Calabacillas Arroyos and other public surface drainage facilities (D.3.3). It also calls for trail segments and aggregate common space to be provided through the development process, along arroyos designated in the Facility Plan for Arroyos. This furthers the Arroyo policy of the WSSP.

Major Public Open Space Facility Plan (Rank 2)

The Facility Plan for Major Public Open Space was adopted in 1999 and establishes guidelines and policies to guide the implementation of Comprehensive Plan goals for City-owned Major Public Open Space throughout the City of Albuquerque and Bernalillo County, including the Rio Grande Bosque and the Calabacillas Arroyo.

Policy 5.C 5. Coordinate plans for other facilities to ensure access to Rio Grande Valley State Park. Plans for development adjacent to the Park shall be reviewed to coordinate access consistent with the Major Public Open Space Facility Plan and the Bosque Action Plan.

Policy 6.B.2. Development adjacent to the Tijeras and Calabacillas Arroyos shall acknowledge the prudent limits as shown in the drainage management plan for each arroyo.

The DOZ includes regulations that further these policies: landscape setback/buffer along the Calabacillas Arroyo and other Open Space land in the Plan area (D.3.3); wall and fence design (D.3.5 iii); pedestrian connections to Open Space (D.3.6).

Facility Plan for Arroyos (Rank 2)

The Facility Plan for Arroyos (FPA) was adopted in 1986 and establishes guidelines and procedures to create a multi-purpose network of recreational trails and open space along arroyos. The FPA contains general policies for all arroyos and seven specific policies for the different classifications of arroyos. In the Coors Corridor Plan area, the Calabacillas Arroyo is designated a Major Open Space Arroyo (one of only two in the City) and a Major Open Space Link; the Piedras Marcadas a Major Open Space Link; and the San Antonio an Urban Recreational Arroyo. The relevant policies include:

General Policy 6 - Appropriate Access: Where drainage rights-of-way contain trails, at least one pedestrian and bicycle should be provided per ¼ mile.

Major Open Space Arroyo Policy 4 - Preserving Topsoil And Existing Vegetation - Measures should be taken during the construction of any public or private improvements within or adjacent to a designated Major Open Space Arroyo to minimize the disturbance of existing vegetation and topsoil. The right-of-way should be reseeded with native, and/or naturalized vegetation to replace vegetation lost during construction.

Segments of and connections to existing trails along arroyos are required by DOZ regulation D.3.7 and landscape setback/buffers are required to retain existing vegetation by D.3.3 iv), which furthers these FPA policies.

Facility Plan: Electric System Transmission & Generation 2010-2020 (Rank 2)

The Goal of the Rank 2 2010 Electric Facilities Plan is “to ensure that the City and Bernalillo County have an electric transmission and generation system capable of delivering electric energy in the amount and locations needed by present and future area residents, businesses and industries.” It includes the following objective:

5. To preserve planned transmission line corridors from encroachments by new development.

DOZ regulation D.3.11 refers to the 2010 Electric Facilities Plan, which meets the goal and objective.

Trails & Bikeways Facility Plan*

The Trails & Bikeways Facility Plan (TBFP) was adopted as a Rank 2 facility plan in July 1993 with an amendment made to the Bikeways Master Plan in November of 1996. The TBFP reflects the desires of area residents to develop a multi-use trail and bike network for both commuting and recreational uses.

Applicable goals include:

- Accommodate the following users in the trail system recognizing that not all can be accommodated on every trail: cyclists (both mountain and touring), pedestrians, runners, equestrians, and the physically challenged.
- Develop a safe trail system
- Facilitate commuter cycling
- Provide amenities for the trail system

The TBFP includes policies for multi-use trails, including:

- Access standards: Pedestrian access to the trail system shall be considered at the time of platting or site development plan approval. Generally, at least one access point should be provided per quarter mile.

The TBFP identifies two different types of trails, Primary and Secondary Trails, with distinct policies and recommendations. The most important function of the Primary Trails is to serve as part of the regional transportation network. They also provide secondary recreational benefits. The trails are shown on the Proposed Trails Map, along with locations for grade-separated crossings of arterials. The Map should be viewed in conjunction with the Long Range Bikeway System Map in the current Metropolitan Transportation Plan.

Albuquerque Comprehensive On-street Bicycle Plan (2000)*

The Vision of this Rank 2 facility plan is to “provide safe and convenient access for bicyclists to all areas of Albuquerque, so that bicycling is a viable transportation option that results in an improved quality of life in the metropolitan area.” To realize the three mode share and safety goals, it sets out several objectives including:

Objective 2: Develop and maintain a continuous, interconnected and balanced bikeway system.

[*Note: The existing facility plans for multi-use trails and bikeways are being consolidated into one plan, which will be submitted by the Planning Department for City review and approval later this year. The alignments for the facilities in the April 2014 EPC Draft Coors Corridor Plan have been coordinated with Planning and Parks & Recreation Department staff who are working on the new TBFP.]

Transportation and DOZ policies and regulations, and the public project recommendations in the Plan further the goals, objectives and policies of both of these plans, by requiring on-street bicycle facilities, and segments of and connections to the trail network designated in the FBFP.

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 the current transportation system, considers probable growth scenarios with a 20-year horizon and envisions an appropriate future transportation system. Among other components, the MTP includes Long Range System Maps for Roadways and Bikeways. To guide implementation, the MTP proposes regional investments in shorter (5-year) cycles within the Transportation Improvement Program (TIP). The TIP describes projects in more detail and identifies federal and other potential funding sources.

Key themes of the 2035 MTP that are relevant the Coors Corridor Plan are:

- Expand Transit and Alternative Modes of Transportation;
- Integrate Land Use and Transportation Planning;
- Maximize the Efficiency of Existing Infrastructure.

The Long Range Roadway System (LRRS) map in the MTP identifies the existing and planned future functional class of roadways. An Interim LRRS was adopted in October 2013 that replaces the previous 2004 LRRS and designates:

- Coors Blvd., Coors Bypass, Central Ave., Montañño Rd. and Paseo del Norte as *Principal Arterials*.
- Bridge Blvd. (east of Coors Blvd.), Hanover Rd., Iliff Rd., St. Joseph's Dr., Western Trail and Irving Blvd. as *Minor Arterials*.
- Bridge Blvd. (west of Coors Blvd.), Bluewater Rd., Los Volcanes, Fortuna Rd., Ouray Rd. (west of Coors Blvd.), Redlands Rd., Sequoia Rd., Dellyne Ave., La Orilla Rd. (west of Coors Blvd.), Eagle Ranch Rd. and 7 Bar Loop as *Collectors*.

The Long Range Bikeway System (LRBS) map in the MTP identifies the existing and planned future network of on-street facilities for cyclists and off-street multi-use trails for pedestrians, cyclists and, in some cases, equestrians.

Chapter C of the Plan furthers the themes of the 2035 MTP through its multi-modal strategy and policies that call for dedicated transit lanes and facilities for pedestrians and cyclists within the rights-of-way of Coors Blvd. and the Bypass.

City of Albuquerque Code of Resolutions – Chapter 1. Land Use

Article 13 – Corridor Plans (§ 1-13) does not include the 1984 plan.

Staff recommends that the updated Coors Corridor Plan be added to this article for completeness and consistency.

Albuquerque Comprehensive Zoning Code

The Zoning Code is Article 16 within Chapter 14 of the Revised Code of Ordinances of Albuquerque, New Mexico, 1994. The administration and enforcement of the Zoning Code is within the City's general police power authority for the purposes of promoting the health, safety, and general welfare of the public.

The Coors Corridor Plan is a Rank 3 plan similar to a sector development plan, except that it establishes a Design Overlay Zone on properties within the plan area rather than zoning districts that specify allowable and uses and control development through density and certain design regulations. Other examples of corridor plans adopted by the City include the Rio Grande Blvd. Corridor Plan and the Bear Canyon Arroyo Corridor Plan.

§14-16-2-28 (F) DO Design Overlay Zone.

(1) General. This overlay zone may be used for areas which deserve special design guidance but do not require complete design control of development; areas so zoned shall be at least 320 acres or they may be of any size specified by a controlling Rank Three Sector or Neighborhood Development Plan. This overlay zone shall meet at least two of the following three conditions:

- (a) Contain highly scenic natural features or physical setting, or have highly significant views.
- (b) Have development potential which is likely to require unusually complex coordination of floor control, transportation, open space, and urban land uses.
- (c) Have a strong role in the development of the form of the metropolitan area: arterial street corridors or critical areas near urban centers or historic zones.

(2) Control. Design regulations, which control specified critical design aspects of the area, shall be adopted by the City Council in the resolution applying the Design Overlay Zone to any given area. Such regulations shall be as specific as possible so that developers and designers will have a clear indication as to what development designs are acceptable. These regulations will address specified design criteria; total design control of development is not intended. Any construction or alteration of buildings or sites which would affect the exterior appearance of any lot within the overlay zone shall be consistent with the adopted regulations. However, building demolition shall not be controlled by the regulations.

The proposed DOZ in the Coors Corridor Plan meets the applicable criteria in the Zoning Code because: the size exceeds 320 acres and is part of Rank 3 sector development plan (in this case the "sector" follows the Coors Blvd./Bypass corridor); and it meets at least two of the conditions. In reference to (a) The DOZ includes the View Preservation sub-area, which has highly significant views of the Sandia Mountains and, to some extent, of the bosque (a). In reference to (c) the DOZ

encompasses properties adjacent to a 10-mile stretch of Coors Blvd. and the Bypass, which are principal arterials of local and regional significance for north-south as well as east-west mobility, since they connect to five river crossings that provide access to major employment, educational and health centers.

Resolution 270-1980 (Policies for Zone Map Change)

This Resolution outlines policies and requirements for deciding zone map change applications pursuant to the Comprehensive City Zoning Code. There are several tests that must be met and the applicant must provide sound justification for the change. The burden is on the applicant, in this case the City of Albuquerque, to show why a change should be made.

The applicant must demonstrate that the existing zoning is inappropriate because of one of three findings: there was an error when the existing zone map pattern was created; or changed neighborhood or community conditions justify the change; or a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan.

The following justification compares the proposed Design Overlay Zone (DOZ) in the new plan with the DOZ in the existing plan. Please refer to: A.3.2 page 3 for the DOZ area and chapter D page 85 for the regulations in the April 2014 plan; and p. 127 for the corridor boundaries and "Issue 4 visual impressions and urban design overlay zone" on p. 82 for the regulations in the 1984 plan.

- A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.

The proposed changes to the DOZ are consistent with the health, safety and general welfare of the many citizens who frequent the Coors Corridor. Any amended and additional regulations aim to support health, safety and welfare, such as: requirements to provide pedestrian and bicycle connections that make walking and cycling more convenient and safer, which in turn promote active, healthful travel (D.3.6 and D.3.); and requirement to control fugitive dust per the Albuquerque and Bernalillo County Fugitive Dust Ordinance in the NM Administrative Code (D.3.10 a. and c.). The proposed removal of certain elements, such as lighting of signs (p. 115, 1984 plan), would not cause harm because current general regulations in the Zoning Code provide adequate control for luminance

(§14-16-3-5). The new DOZ does not affect the morals of the city since no land use change is involved.

- B. Stability of land use and zoning is desirable; therefore the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not on the city to show why the change should not be made.

The City is the applicant in this case. Although stability is desirable, changes to the DOZ were already initiated by the City Council in 2005 to update site and building design standards, including the view preservation regulations. Progress was made on the DOZ, but the planning effort was set aside until late 2012 after completion of the study and draft policies for the

transportation element of the new plan. In addition, § 14-16-4-3 (D) (1) SECTOR DEVELOPMENT PLAN PROCEDURES of the Zoning Code calls for periodic review of Rank 3 [sector development] plans:

“...in any event review shall take place at least every ten years until the plan is fully implemented in order to determine if the plan should be amended.”

Thirty years have now elapsed since adoption, along with increased urbanization of the corridor. Although a few of the DOZ regulations in the existing plan have been amended since 1984, the changes that are currently proposed are more comprehensive and would bring the DOZ in conformance with current, higher-ranked City plans and policies.

- C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments thereto, including privately developed area plans which have been adopted by the city.

The proposed changes to the DOZ are not in significant conflict with the Comprehensive Plan or other applicable plans:

- 1. The 1984 DOZ boundary was amended in the April 2014 EPC draft Plan to exclude areas in the southern part of the Corridor where development is already governed by design regulations in the Tower/Unser and West Route 66 sector development plans. This is to avoid conflict between overlapping sets of regulations that is often unproductive and confusing for all interested parties. The proposed DOZ continues to overlap with other sector development plans (SDPs)—East Atrisco, University of Albuquerque, Riverview and Seven-Bar Ranch SDPs, because these have either no design regulations or only guidelines.*
- 2. The new DOZ is updated and furthers the following elements in the Albuquerque/Bernalillo County Comprehensive Plan (CP), the West Side Strategic Plan (WSSP, the Facility Plan for Arroyos (FPA), and Trails & Bikeways Facility Plan (TBFP) References to regulations in the DOZ are in [brackets] at the end of each citation.*
 - a. (CP) Open Space Network Policy II.B.1.c, by protecting Major Public Open Space areas from adjacent development through setbacks landscaped with native vegetation [D.3.3 ii) - iv)].*
 - b. (CP) Open Space Network Policy II.B.1.f., (FPA) General Policy 1 - Encouraging Multiple Use, (FPA) General Policy 6 - Appropriate Access, by providing segments of multi-use trails and connections to trails along arroyos and ditches through the development process [D.3.7].*
 - c. (WSSP) Arroyos Policy 7.6, by buffering and enhancing arroyos that are designated in the FPA for their value as open space and recreational corridors [D.3.3 ii), D.3.18 ii) e.]*

- d. *(TBFP) Multi-Use Trail policy – Access Standards*, by requiring pedestrian access to the trail system at the time of platting or site development plan approval where appropriate [D.3.7 ii)]
- e. *(CP) Developing And Established Urban Areas Policy II.B.5.d and II.B.5.m*, by controlling the design of new development through View Preservation regulations so that development respects unique vistas and scenic resources valued by area residents and the wider community [D.4.0].
- f. *(CP) Developing And Established Urban Areas Policy II.B.5.g*, by calling for development that conforms to topographical features and includes trail corridors where appropriate [D.3.2 i), D.3.].
- g. *(CP) Developed Landscape Policy II.C.8.e, (FPA) Major Open Space Arroyo Policy 4 - Preserving Topsoil And Existing Vegetation*, by providing guidelines and regulations to ensure that buildings are sited to minimize alteration of existing vegetation and topography and visibility of structures in scenic vista areas [D.3.2 i), D.3.3. iv) c., D.3.9 iii), D.4.0]
- h. *(CP) Transportation and Transit Policy II.D.4.g*, by integrating pedestrian opportunities into development to create safe and pleasant non-motorized travel conditions [D.3.6, D.3.7].
- i. *(WSSP) Visual Quality Policy 4.6*, by formulating regulations for the Coors Corridor that control several aspects of development: site design to preserve some degree of bosque and mountain views and other views; signs that enhance development and protect views; building height and massing; lighting that protects the "night sky"; the retention of existing vegetation; and openings in walls to allow access for pedestrians and cyclists. [D.4.0, D.3.16 & 4.6, D.3.12 & 4.3, D.3.15 & 4.5, [D.3.2 i), D.3.3. iv) c., D.3.9 iii)]
- j. *(WSSP) Residential Development Policy 4.6.c*, by limiting the size of gated communities and requiring openings in their perimeter walls for pedestrians and cyclists [D.3.18 i) b.]
- k. *(WSSP) Commercial Development Policy 4.6.h*, by limiting the maximum number of parking spaces to 10% above Zoning Code requirements in developments and requiring a multi-modal circulation plan that provides routes to neighboring properties, adjacent streets, and transit service, as well as convenient internal access [D.3.8, D.3.2 iii)]

D. The applicant must demonstrate that the existing zoning is inappropriate because:

- 1. There was an error when the existing zone map pattern was created; or
- 2. Changed neighborhood or community conditions justify the change; or

3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

The changes to the boundary and regulations of the DOZ are justified per D.2. D.1 and D.3 do not apply; D.3, because the Plan does not establish land use categories.

The proposed DOZ boundary is more appropriate because it reflects changed conditions along the Corridor since 1984 and excludes properties that the City believes no longer warrant an additional layer of design control over and above their underlying zoning and the general regulations of the Zoning Code:

- *Bernalillo County has chosen not to adopt an updated DOZ given the small area of undeveloped land that remains under their jurisdiction in the Corridor, and therefore land under county jurisdiction is removed from the DOZ. The DOZ only applies to property under the City's Planning and Zoning authority.*
- *The east edge of the new DOZ ends at the Corrales Riverside Drain instead of the center line of the Rio Grande, because the Rio Grande Valley State Park and City Open Space are now continuous along the river and are controlled by other policies, laws and regulations (Major Public Open Space Facility Plan, Bosque Action Plan, Rio Grande Valley State Park Management Plan, joint MRGCD/City rules, and state laws).*
- *The boundary follows current property lines and encompasses sites with multiple lots that are governed by approved site development plans. The change is especially appropriate in the area north of Montañño and east of Coors Blvd. where the 1984 boundary was drawn at a distance of 1,500 ft. from the Coors Blvd. ROW across the large tracts of open, vacant land that existed at the time, but which is now illogical given the platting and development that has since occurred.*
- *Land that is zoned and already developed for single-family residential use and that is not contiguous to or directly accessed from Coors Blvd. The City considers it unnecessary to continue including properties that: are not immediately adjacent to the Coors ROW; whose zoning is inherently stable; and are unlikely to be redeveloped within the time horizon of the Plan (10 to 20 years). The exceptions are properties within the View Preservation sub-area of the DOZ because development there should continue to be controlled to protect the Corridor's unique vistas of the Sandia Mountains, and of the bosque where possible.*

The design regulations for development in the Coors Corridor area (referenced in brackets under C. above) are more appropriate because they have been updated to realize City goals and objectives in higher-ranking plans that are more current than the existing DOZ:

- (CP) Open Space Network Goal: “to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors, and open areas throughout the Comprehensive Plan area”
- (CP) Transportation and Transit Goal: “to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.”
- (CP) Developing And Established Urban Areas Goal: “to create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.”
- (CP) Developed Landscape Goal: “to maintain and improve the natural and the developed landscapes’ quality.”
- (WSSP) Objective 2 - “Provide the opportunity for creative and innovative solutions to housing, utility, and transportation problems. Improve upon methodologies employed elsewhere in the region in order to eliminate repetition of previous mistakes. Provide incentives for "good" development, not just deterrents for "bad" development, through design requirements specifically geared toward the West Side environment.”
- (WSSP) Objective 3 - “Plan for the ability to manage and preserve unique West Side resources (scenic, natural, cultural, historical, and spiritual) within the context of a growing metropolitan area.

E. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood, or the community.

Not applicable because the change to the DOZ does not affect land uses.

F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:

1. Denied due to lack of capital funds; or
2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

Not applicable because the change to the DOZ is not related to a specific development and does not require any capital expenditure by the city.

- G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

Not applicable because the cost of any specific piece of land or other economic considerations pertaining to the city are not the determining factor for the request to update the DOZ.

- H. Location on a collector or major street is not in itself sufficient justification for apartment, office, or commercial zoning.

Not applicable because the change does not affect land uses types in the DOZ area.

- I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a “spot zone.” Such a change of zone may be approved only when:

1. The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan; or
2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones; because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic, or special adverse land uses nearby; or because the nature of structures already on the premises makes the site unsuitable for the uses allowed in any adjacent zone.

The change to the DOZ does not affect one small area.

- J. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called “strip zoning.” Strip commercial zoning will be approved only where:

1. The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and
2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

The existing and proposed DOZ generally affect land along a street, i.e. Coors Blvd., but neither affect the type of land uses in the Corridor. The change does not call for strip commercial zoning.

In conclusion, the existing DOZ boundary and regulations are inappropriate because changed conditions in the Coors Corridor area justify the changes. The new boundary reflects current property lines and areas governed by approved site development plans, and have been adjusted to only encompass properties where future development and redevelopment needs to be controlled to fully realize the City’s up-to-date goals and policies. The proposed additions and amendments to the regulations in the DOZ are also justified because they better further the City’s current goals and policies. The language is more specific to ensure the visual quality of

urban development and to support multi-modal travel along the Corridor, while continuing to protect its natural and scenic assets.

IV. CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

Comments from departments and agencies are included in this report. They include corrections and suggested changes to the draft Plan, which should be considered and addressed with deliberation by the project team and Planning staff.

V. NEIGHBORHOOD/PUBLIC CONCERNS

Comments from residential and commercial property-owners in the plan area are attached to this report. Several include suggestions for improvements to the draft Plan. All should be carefully considered and addressed by staff. The most significant concerns are:

- Difficult access onto Coors Blvd. from the Bosque Meadows residential subdivision and Open Space Visitor Center
- Impact of road widening to accommodate future Bus Rapid Transit (BRT) lanes and stations
 - o Hanover-Iliff area
 - o North of Sequoia
 - o Eagle Ranch/Coors intersection
 - o On access to business (Irving/Coors area)
- View Preservation Regulations
 - o Re-organize and revise definitions and diagrams
 - o Lower maximum building height on sites south of Paseo del Norte
 - o Demonstrate compliance with building mass regulation from each sight line
 - o Allow a minimum building height, e.g. 18 – 20 ft, that is permissible and any taller building would need to comply with the regulations
 - o Implementation and permanence of view windows for properties behind properties that front Coors Blvd.

VI. CONCLUSION

While the proposed Plan furthers a preponderance of applicable City goals and policies and the changes to the Design Overlay Zone are justified per R-270-1980, there are several outstanding issues and comments for staff to analyze and respond to. Staff respectfully requests a 30-day continuance to July 3, 2014.

FINDINGS - 14EPC-40032, June 5, 2014, Amendment to Map of Coors Corridor Plan

1. The request is for an amendment to the existing map of the Coors Corridor Plan and adoption of the proposed updated Rank 3 Coors Corridor Plan.
2. The proposed Plan area extends 11 miles from Bridge Blvd. in the south to Alameda Blvd. in the north along Coors Blvd. and Coors Blvd. Bypass. In addition to the rights-of-way of Coors Blvd. and Coors Bypass, it encompasses adjacent properties in the City with a total area of approximately 2,200 acres.
3. The proposed Plan aims to protect natural endowments of the Coors Corridor and to promote an aesthetic and humane urban environment with multi-modal transportation strategies and design standards. Updating the Plan is a reasonable exercise in local self-government consistent with the City Charter.
4. The proposed Plan is consistent with and furthers several goals and policies of the Comprehensive Plan:
 - The proposed buffers of Open Space lands and the requirements for trail connections in the DOZ further the Open Space Network Goal and policies II.B.1.c & f.
 - The policies and regulations in the DOZ aim to enhance the quality of the built environment of the Coors Corridor. The View Preservation regulations will help maintain its unique vistas. The site design guidelines encourage respect for any natural and scenic resources adjacent to development sites as well as the existing topography within sites. Mitigation of traffic noise along Coors Blvd. and the Bypass will be considered in relation to future transportation projects, per Chapter C in the Plan, while the landscape strip required by the DOZ all along these arterials provide additional buffering for users of adjacent properties. The View Preservation regulations contain additional architectural standards to ensure developments are designed to complement the backdrop created by the bosque and other Open Space lands. (Developing And Established Urban Areas Goal, Policies II.B.5.d, g, k & m)
 - The Plan aims to balance furthering the Activity Center Goal and Policy II.B.7.c for transit-supportive, higher-density development on the one hand, and other Goals (Developing And Established Urban Areas, Developed Landscape) by allowing deviations to the View Preservation regulations within specific parameters and subject to EPC review (see B.4.3)
 - The Plan calls for a multi-modal transportation strategy for the future of Coors Blvd. and the Bypass, including Bus Rapid Transit, walking and cycling, based on a thorough analysis of a range of alternatives (Air Quality Goal, policies II.C.1.d & g)

- Several policies and regulations in the DOZ help maintain the quality of the natural and developed landscapes in the Corridor, including: buffers for Open Space lands; consideration of natural features within and adjacent to development sites at the site design stage; structure height and mass regulations, particularly in the View Preservation sub-area. (Developed Landscape Goal, Policies II.C.8.a & e)
 - The alternatives analysis completed for the Coors Corridor fulfills the Goal and Policy II.D.4.a. The multi-modal transportation strategy and individual policies in Chapter C of the Plan, supported by regulations in the DOZ, help implement the remaining policies of this section to balance the mobility needs of all roadway users and improve connectivity in the Plan area. (Transportation and Transit Goal, Policies II.D.4.a, g, h, i & q)
5. The proposed Plan is consistent with and furthers several goals and policies of the West Side Strategic Plan:
- The transportation and DOZ elements of the Plan are geared specifically to the Coors Corridor, a critical thoroughfare and prominent area on the West Side. They are formulated to strike a balance between addressing the increase in traffic that is forecast for the West Side with preserving its unique scenic resources. (Objectives 2 & 3)
 - The proposed update to the DOZ includes View Preservation regulations and guidelines for properties east of Coors and north of Namaste Rd.. They call for site layout and building height and mass that retain a portion of the views to the Sandia Mountains, and to the bosque where possible. They have been calibrated to allow development, and deviations to regulations in certain circumstances, subject to meeting specific criteria and to public review and approval through the EPC hearing process. Sections C.11 and E.3 of the Plan are coordinated to help implement public viewsites as part of roadway projects and on other public land in the Corridor, where they can capitalize on grade differences and proximity to trails and Open Space. Public viewsites are also encouraged in private non-residential developments where public amenities are already required by general regulations in the Zoning Code (§ 14-16-3-18). (4. DEVELOPMENT PROCESS ISSUES – Views East of Coors Blvd.)
 - The proposed DOZ furthers the policies and addresses most of the elements of a development that are identified by the WSSP under “Other Views” and “Visual Quality” including: Height; Lighting; Vegetation; Overhead Utilities; Signs; Fences and Walls; Standards for multi-modal access in residential and commercial developments (4. DEVELOPMENT PROCESS ISSUES, Policies 4.6, 4.6 c, e, g & h)
 - Chapter C of the Plan partially furthers the intent by recommending dedicated transit lanes and providing facilities for pedestrians and cyclists on Coors Blvd. and the Bypass. The DOZ also calls for segments and connections to multi-use trails to be provided through the development process. (6. TRANSPORTATION SYSTEM)

- The DOZ requires a landscape setback/buffer along the San Antonio and Calabacillas Arroyos and other public surface drainage facilities (D.3.3). It also calls for trail segments and aggregate common space to be provided through the development process, along arroyos designated in the Facility Plan for Arroyos. (7. NATURAL AND CULTURAL RESOURCES, RECREATION AND SPECIAL AREAS, Policy 7.6,)
6. Segments of and connections to existing trails along arroyos are required by DOZ regulation D.3.7 and landscape setback/buffers are required to retain existing vegetation by D.3.3 iv), which furthers General Policy 6 and Major Open Space Arroyo Policy 4 of the Facility Plan for Arroyos.
 7. DOZ regulation D.3.11 refers to the Facility Plan: Electric System Transmission & Generation 2010-2020, which meets the goal and objective 5 of this Rank 2 plan.
 8. Transportation and DOZ policies and regulations, and the public project recommendations in the Plan further the goals, objectives and policies of the Trails & Bikeways Facility Plan (TBFP) and the Albuquerque Comprehensive On-street Bicycle Plan , by requiring on-street bicycle facilities, and segments of and connections to the trail network designated in the TBFP.
 9. Chapter C of the Plan furthers the themes of the 2035 Metropolitan Transportation Plan through its multi-modal strategy and policies that call for dedicated transit lanes and facilities for pedestrians and cyclists within the rights-of-way of Coors Blvd. and the Bypass.
 10. The proposed Design Overlay Zone (DOZ) in the Coors Corridor Plan meets the criteria for DOZ's in the Zoning Code because: the size exceeds 320 acres and is part of Rank 3 sector development plan (in this case the "sector" follows the Coors Blvd./Bypass corridor); and it meets at least two of the conditions. In reference to (a) The DOZ includes the View Preservation sub-area, which has highly significant views of the Sandia Mountains and, to some extent, of the bosque (a). In reference to (c) the DOZ encompasses properties adjacent to a 10-mile stretch of Coors Blvd. and the Bypass, which are principal arterials of local and regional significance for north-south as well as east-west mobility, since they connect to five river crossings that provide access to major employment, educational and health centers.
 11. The proposed changes to the DOZ are justified per R-270-1980 because the existing DOZ boundary and regulations are no longer appropriate due to changed conditions in the Coors Corridor area. The boundary has been adjusted to only encompass properties where future development and redevelopment needs to be controlled to fully realize the City's up-to-date goals and policies. The proposed additions and amendments to the regulations in the DOZ are also justified because they better further the City's current goals and policies:

- A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.

The proposed changes to the DOZ are consistent with the health, safety and general welfare of the many citizens who frequent the Coors Corridor, including requirements to provide pedestrian and bicycle connections that make walking and cycling more convenient and safer, which in turn promote active, healthful travel (D.3.6 and D.3.); and requirement to control fugitive dust per the Albuquerque and Bernalillo County Fugitive Dust Ordinance in the NM Administrative Code (D.3.10 a. and c.). The DOZ does not affect the morals of the city since no land use change is involved.

- B. Stability of land use and zoning is desirable; therefore the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not on the city to show why the change should not be made.

Thirty years have now elapsed since adoption, along with increased urbanization of the corridor. Although a few of the DOZ regulations in the existing plan have been amended since 1984, the changes that are currently proposed are more comprehensive and would bring the DOZ in conformance with current, higher-ranked City plans and policies.

- C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments thereto, including privately developed area plans which have been adopted by the city.

The proposed changes to the DOZ are not in significant conflict with the Comprehensive Plan or other applicable plans:

- 1. The 1984 DOZ boundary was amended to exclude areas where development is already governed by design regulations in the Tower/Unser and West Route 66 sector development plans. This is to avoid conflict between overlapping sets of regulations that is often unproductive and confusing for all interested parties. The proposed DOZ continues to overlap with other sector development plans (SDPs)—East Atrisco, University of Albuquerque, Riverview and Seven-Bar Ranch SDPs, because these have either no design regulations or only guidelines.*
- 2. The new DOZ is updated and furthers a preponderance of elements in the Albuquerque/Bernalillo County Comprehensive Plan (CP), the West Side Strategic Plan (WSSP, the Facility Plan for Arroyos (FPA), and Trails & Bikeways Facility Plan (TBFP) References to regulations in the DOZ are in [brackets] at the end of each citation. These include:*
 - a. (CP) Open Space Network Policy II.B.1.c, by protecting Major Public Open Space areas from adjacent development through setbacks landscaped with native vegetation [D.3.3 ii) - iv)].*

-
- b. (CP) Open Space Network Policy II.B.1.f., (FPA) General Policy 1 - Encouraging Multiple Use, (FPA) General Policy 6 - Appropriate Access, by providing segments of multi-use trails and connections to trails along arroyos and ditches through the development process [D.3.7].
 - c. (WSSP) Arroyos Policy 7.6, by buffering and enhancing arroyos that are designated in the FPA for their value as open space and recreational corridors [D.3.3 ii), D.3.18 ii) e.]
 - d. (TBFP) Multi-Use Trail policy – Access Standards, by requiring pedestrian access to the trail system at the time of platting or site development plan approval where appropriate [D.3.7 ii)]
 - e. (CP) Developing And Established Urban Areas Policy II.B.5.d and II.B.5.m, by controlling the design of new development through View Preservation regulations so that development respects unique vistas and scenic resources valued by area residents and the wider community [D.4.0].
 - f. (CP) Developed Landscape Policy II.C.8.e, (FPA) Major Open Space Arroyo Policy 4 - Preserving Topsoil And Existing Vegetation, by providing guidelines and regulations to ensure that buildings are sited to minimize alteration of existing vegetation and topography and visibility of structures in scenic vista areas [D.3.2 i), D.3.3. iv) c., D.3.9 iii), D.4.0]
 - g. (CP) Transportation and Transit Policy II.D.4.g, by integrating pedestrian opportunities into development to create safe and pleasant non-motorized travel conditions [D.3.6, D.3.7].
 - h. (WSSP) Visual Quality Policy 4.6, by formulating regulations for the Coors Corridor that control several aspects of development: site design to preserve some degree of bosque and mountain views and other views; signs that enhance development and protect views; building height and massing; lighting that protects the "night sky"; the retention of existing vegetation; and openings in walls to allow access for pedestrians and cyclists. [D.4.0, D.3.16 & 4.6, D.3.12 & 4.3, D.3.15 & 4.5, [D.3.2 i), D.3.3. iv) c., D.3.9 iii)]
 - i. (WSSP) Residential Development Policy 4.6.c, by limiting the size of gated communities and requiring openings in their perimeter walls for pedestrians and cyclists [D.3.18 i) b.]
 - j. (WSSP) Commercial Development Policy 4.6.h, by limiting the maximum number of parking spaces to 10% above Zoning Code requirements in developments and requiring a multi-modal circulation plan that provides routes to neighboring properties, adjacent streets, and transit service, as well as convenient internal access [D.3.8, D.3.2 iii)]

D. The applicant must demonstrate that the existing zoning is inappropriate because:

1. There was an error when the existing zone map pattern was created; or
2. Changed neighborhood or community conditions justify the change; or
3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

The changes to the boundary and regulations of the DOZ are justified per D.2. D.1 and D.3 do not apply; D.3, because the Plan does not establish land use categories.

The proposed DOZ boundary is more appropriate because it reflects changed conditions along the Corridor since 1984 and excludes properties that the City believes no longer warrant an additional layer of design control over and above their underlying zoning and the general regulations of the Zoning Code, including:

- *Bernalillo County has chosen not to adopt an updated DOZ given the small area of undeveloped land that remains under their jurisdiction in the Corridor, and therefore land under county jurisdiction is removed from the DOZ.*
- *The east edge of the new DOZ ends at the Corrales Riverside Drain instead of the center line of the Rio Grande, because the Rio Grande Valley State Park and City Open Space are now continuous along the river and are controlled by other policies, laws and regulations.*
- *The boundary follows current property lines and encompasses sites with multiple lots that are governed by approved site development plans throughout the Corridor.*
- *Land that is zoned and already developed for single-family residential use and that is not contiguous to or directly accessed from Coors Blvd. The City considers it unnecessary to continue including properties that: are not immediately adjacent to the Coors ROW; whose zoning is inherently stable; and are unlikely to be redeveloped within the time horizon of the Plan (10 to 20 years). The exception is the View Preservation sub-area.*

The design regulations for development in the Coors Corridor area (referenced in brackets under C. above) are more appropriate because they have been updated to realize City goals and objectives in higher-ranking plans that are more current than the existing DOZ, including:

- *(CP) Open Space Network Goal: “to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors, and open areas throughout the Comprehensive Plan area”*

- **(CP) Transportation and Transit Goal:** “to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.”
- **(CP) Developing And Established Urban Areas Goal:** “to create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.”
- **(WSSP) Objective 2** - “Provide the opportunity for creative and innovative solutions to housing, utility, and transportation problems. Improve upon methodologies employed elsewhere in the region in order to eliminate repetition of previous mistakes. Provide incentives for "good" development, not just deterrents for "bad" development, through design requirements specifically geared toward the West Side environment.”
- **(WSSP) Objective 3** - “Plan for the ability to manage and preserve unique West Side resources (scenic, natural, cultural, historical, and spiritual) within the context of a growing metropolitan area.

E. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood, or the community.

Not applicable because the change to the DOZ does not affect land uses.

F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:

1. Denied due to lack of capital funds; or
2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

Not applicable because the change to the DOZ is not related to a specific development and does not require any capital expenditure by the city.

G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

Not applicable because the cost of any specific piece of land or other economic considerations pertaining to the city are not the determining factor for the request to update the DOZ.

H. Location on a collector or major street is not in itself sufficient justification for apartment, office, or commercial zoning.

Not applicable because the change does not affect land uses types in the DOZ area.

- I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a “spot zone.” Such a change of zone may be approved only when:
1. The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan; or
 2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones; because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic, or special adverse land uses nearby; or because the nature of structures already on the premises makes the site unsuitable for the uses allowed in any adjacent zone.

The change to the DOZ does not affect one small area.

- J. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called “strip zoning.” Strip commercial zoning will be approved only where:
1. The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and
 2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

The existing and proposed DOZ generally affect land along a street, i.e. Coors Blvd., but neither affect the type of land uses in the Corridor. The change does not call for strip commercial zoning.

12. There is no significant opposition from neighborhoods or property-owners to the proposed updated Plan.
13. Comments and suggested changes to the April 2014 EPC draft Coors Corridor Plan have been received from departments, agencies and the public, which warrant staff review and response and are likely to result in recommended changes to the Plan.

RECOMMENDATION - 14EPC-40032, June 5, 2014

A Continuance for 30 days of case 14EPC-40032, to amend the map of the Coors Corridor Plan, based on the preceding Findings.

FINDINGS - 14EPC-40033, June 5, 2014, Adoption of Rank 3 Coors Corridor Plan

[Same findings as above]

RECOMMENDATION - 14EPC-40032, June 5, 2014

**A Continuance for 30 days of case 14EPC-40033, Adoption of Rank 3 Coors Corridor Plan,
based on the preceding Findings.**

Carol Toffaleti
Senior Planner

Notice of Decision cc list:

Neighborhood Associations: Alameda North Valley, Alamosa, Alban Hills, Alvarado Gardens, Avalon, Crestview Bluff, Encanto Village, Grande Heights, La Luz Del Sol, La Luz Landowners, Ladera Heights, Ladera West, Las Casitas Del Rio, Las Casitas Del Rio Unit 2 Subdivision, Laurelwood, Los Duranes, Los Volcanes, Oxbow Park, Oxbow Village, Paradise Hills, Pat Hurley, Piedras Marcadas, Quaker Heights, Rancho Encantado, Rancho Sereno, Rio Grande Blvd., Rio Grande Compound, Rio Oeste, Riverfronte Estates, Riverview Heights, S.R. Marmon, Skyview West, St. Joseph Townhouse, Stinson Tower, Story Rock, Taylor Ranch, The Enclave at Oxbow, Thomas Village, Thomas Village Patio, Villa De Paz, Vista Grande, Vista Magnifica, Vista Montecito, Vista West, West Bluff, West Mesa, Western Trails Estates, Windmill Manor Place, North Valley Coalition, South Valley Coalition of NA's, South West Alliance of Neighbors (SWAN), Westside Coalition of NA's

Commenters on the draft Plan

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Pg. 19 Add a table for Review and Approval similar to Deviations

Pg.21 Define dimensional and non-dimensional

Pg. 89 3.3(i) "See table c-1 – c-4 & c-9" Clarify/correct references to tables and mention NMDOT's authority over ROW

Pg. 89 Should iii & iv go together

Pg. 91 Refers to the landscaping standards of 15% - sector plan shows 20% - Clarify

Pg.94 3.13 Solar access regulations for commercial buildings – Consider preserving solar access of adjoining residential properties only, not other commercial buildings

Pg.95 Clarify "elevated segments". Add relevant references from Chapter C.

Additional comments received:

Pg. 19 3.1 ii) d. Add "Deviations to the DOZ shall be controlled by the process shown in Table B-1"

Pg. 104 Revise elevation view in diagrams to match angles of view windows

Pg. 105 4.3 ii) b. 1. Reword: "No more than 30% of an individual structure's horizontal expanse, as seen in the view area, shall penetrate above the horizontal view plane"

Office of Neighborhood Coordination

Alameda North Valley, Alamosa, Alban Hills, Alvarado Gardens, Avalon, Crestview Bluff, Encanto Village, Grande Heights, La Luz Del Sol, La Luz Landowners, Ladera Heights, Ladera West, Las Casitas Del Rio, Las Casitas Del Rio Unit 2 Subdivision, Laurelwood, Los Duranes, Los Volcanes, Oxbow Park, Oxbow Village, Paradise Hills, Pat Hurley, Piedras Marcadas, Quaker Heights, Rancho Encantado, Rancho Sereno, Rio Grande Blvd., Rio Grande Compound, Rio Oeste, Riverfronte Estates, Riverview Heights, S.R. Marmon, Skyview West, St. Joseph Townhouse, Stinson Tower, Story Rock, Taylor Ranch, The Enclave at Oxbow, Thomas Village, Thomas Village Patio, Villa De Paz, Vista Grande, Vista Magnifica, Vista Montecito, Vista West, West Bluff, West Mesa, Western Trails Estates, Windmill Manor Place, North Valley Coalition, South Valley Coalition of NA's, South West Alliance of Neighbors (SWAN), Westside Coalition of NA's

Long Range Planning

This Corridor Plan amendment includes updates to the current Design Overlay regulations and a new transportation study that is advisory to NMDOT. The Plan includes policies and regulations for both

the public right-of-way and adjacent development. Because the design regulations are being amended, an R-270-1980 justification may be needed.

The updated plan is generally consistent with the currently adopted regulations. However, there are some examples of changes, such as removing the restriction for signs to be limited to a maximum of ten items of information per sign. Additionally, the View Preservation regulations were also amended slightly to strike a balance between view preservation and private property development rights.

Technical Comments:

There is unnecessary yellow highlighting on page 90, 3.6.i.

A space is needed between County and Fugitive on page 92, subsection ii.a.

The Figure D-1, page 93, is slightly confusing because there is no textual explanation about which angle to choose for the height maximum (45° or 60°). The image seems to indicate the 45° applies to the first floor only, and the 60° applies to the second floor. However, it is unclear if this is the deciding factor, or if the orientation of the street/building is the deciding factor, as in Figure D-2. It may add clarity to describe in the regulation text that the 60° angle plane applies on the east, west, and south property lines, and 45° angle plane applies on the north property line.

View Analysis Comments:

General. The procedure for completing a view analysis and the defined terms are not as clearly explained as in the currently adopted Coors Corridor Plan. It is slightly confusing how all of the elements relate to one another, which is also true of the current Plan. It may be appropriate in the staff report to identify what concepts from the current version are being removed or changed and explain why they are inappropriate.

Recommendations. It would be useful to explain in the introduction paragraph on page 100, Design Overlay Zone, that development within the DOZ is expected to provide an exhibit with a View Frame & Area Plan, View Frame & Area Elevation, View Plane Section, and View Window Elevation, as illustrated in pages 101-105. These are required to demonstrate compliance with the Design Overlay Regulations D.4.2 – D.4.6. This would also set reader expectations in advance of the full Application Requirements on page 106.

The text on page 100 may be improved by defining sight line first, view frame second, and view area third. This is the conceptual order that you would use to approach developing a view analysis. Then explain that the Figures D-3 through D-7 illustrate these concepts.

In Figure D-3, according to the text description, it seems like the View Frame line should be moved slightly southwest to be located on the property corners. It would also be beneficial to label the first site line, which is also the “Edge of View Area.” Alternately, a legend could identify the site lines; as shown the label is somewhat buried in the middle of the diagram.

The concepts of View Area and View Frame may be more clearly explained by modifying Figure D-4 to demonstrate the individual View Frames that constitute the View Area, similar to Figure D.6. In Figure D-4, it is unclear what the “Min. Setback” label refers to or its significance.

The third paragraph, second column on page 100, should start out with the italicized words “*Sight Line.*” to be consistent with the other definitions.

CITY ENGINEER

Transportation Development Services

14EPC-40032 Amend Sector Development Plan Map

TIS: N

14EPC-40033 Amend Sector Development Plan

TIS: N

- Pg Pi, Recommend adding “Policy” to Table of Contents, pg Pi, C 13.0
- Pg 17, error “Policy 6 about Median Openings...” Correct to Policy 7.
- Pg 39, Paragraph 5.1 iii) The responsibility for implementation and maintenance of sidewalks shall be as follows: a. text and b. text is incorrect. Remove this paragraph in its entirety. The COA Sidewalk Ordinance addresses responsibility.
- Pg 40, 5.5 i) ROW greater 150 ft, two stage crossing should be provided Transportation recommends shorter pedestrian crossing distances based on current safety trends. A walking distance of 150 ft is huge distance to cross in one light w/o safety pedestrian median. Also, use of “should” is not enforceable, correct?
- Pg 41, 6.1 Require ½ mile spacing of major intersections but existing intersections do not meet requirements...16 of 19 existing intersections listed are less than ½ mile apart.
- Pg 42, 6.3 i) “Single Point Diamond Interchange” Define. Free right turns at 4 corners? How are vehicle movements allowing “free rights” managed to ensure pedestrian safety?
- Pg 48, 8.2 Driveways vi) Visibility: issue with text, please add “Location must be approved by Transportation Engineer of governing jurisdiction”.
- Pg 83, Add to definitions: Single Point Diamond Interchange and Policy,
- Pg 90, 3.4 Setbacks for Structures (other than walls and fences) and text: i) ii) iii) iv) must be rewritten. The setback requirements established in the sector plan conflict with providing adequate sight distance of driveways and intersections. Sight distance must have priority over setback in these situations, and this needs to be noted in the sector plan.
- Pg 95, 3.16 Signage...please add text: “Location must be approved by Transportation to ensure stopping/clear sight requirements”.
- Pg 168, recommend changing text “Coors Boulevard to Alameda 528 (On Coors Bypass) to read “Coors Bypass to Alameda Boulevard” to match priority list on pg 160.

Hydrology

1. P. 92 (b) “settlement” should be “sediment” and “...erosion and sediment control plan, for sites disturbing one acre or greater, prior to being issued a grading permit.

I appreciate you trying to give developers the heads up on the new stormwater control stuff, however, it is still in its infancy and it is not clear yet what will be “mandatory”.

2. Since the drainage and flood control ordinances were mentioned in paragraph (b), I think it would be better to delete iii) altogether.

NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT)

- The NMDOT has no objection to the adoption of the Coors Corridor Plan with 2014 Updates with the understanding that any development along and/or near the corridors will require review to determine any effects to the adjacent state roadway system.

DEPARTMENT OF MUNICIPAL DEVELOPMENT

Engineering Division

Figures C-3 through C-6 call-out details of roadway cross-sections, but curb and gutter is the only item not called-out. Much of existing Coors Blvd. contains just shoulder. If the objective is for all sections to contain curb and gutter it should be explicitly called out so as to avoid any ambiguity.

On page 39 in Section 5.1 iii) b. it may help to add some clarification. Sidewalks “fronting” Coors Blvd. are typically located within the Public Right-of-Way and thus publically maintained. Using the terms “all other sidewalk” instead could be used to help clarify maintenance responsibility.

On pages 42 and 43 there is discussion on grade-separated facilities for the purpose of addressing anticipated traffic congestion, but bicycle and pedestrian routes at the Coors/Montano and Coors/Paseo crossings do not appear to be identified (Figures C-8 and C-9).

On page 50 under Section 9.1, a reference to “bicycle lanes” should be explicitly added to the six other structural elements of Coors Blvd. and Coors Bypass.

On page 51 under Section 10.2, if landscaping improvements are proposed within public right-of-way by land developers of abutting properties, it should be subject to encroachment agreements with the public agency that maintains the roadway, which would help differential responsibilities between public entities for the public-installed landscaping improvements.

In Tables C-1 through C-9, Item 8, regarding Pedestrian and Bicycle Facilities under Policy and Existing Conditions/Potential Change, the “Provide multi-use trails where designated” and on-street bike lane accommodations “as appropriate” should be changed to “per the Long Range Bikeway System Map.”

On page 58 in Figure C-14, the pedestrian and bike overpass across I-40 is called-out as “Existing,” whereas the one across Coors Blvd. at Fortuna Road is not. “Existing” should be added to the crossing at Fortuna in order to be consistent, or there should be a different symbol for existing versus proposed crossings. Figures C-16 to C-20 identify five additional crossings, which are all assumed to be proposed.

On page 61 “Table C-1 (continued)” should be relabeled “Table C-2 (continued)”

On page 62 in Figure C-15, the proposed northbound grade-separated crossing of Quail Road should be called-out.

On page 67 in Table C-4, on page 70 in Table C-5, and on page 73 in Table C-6, Item 8 under Existing Conditions/Proposed Change, it states that on-street bike lanes are not provided when indeed they do exist over these sections of roadway. For Table C-7 bike lanes exist only in the northbound direction from Paseo del Norte to Coors Bypass. On page 79 in Table C-8, the recommendation to provide bike lanes would not be consistent with the Long Range Bikeway System Map for this section of Coors Bypass.

On page 87 in Section 2.5 under Pedestrian and Bicycle Facilities Policies, the Long Range Bikeway System Map should be used as a referencing tool when installing new bicycle facilities so they are coordinated with other projects and/or developers.

On page 147 on Map F-23 the green line identifying a multi-purpose trail should be a bicycle lane between Central Ave. and Fortuna Road (per the Long Range Bikeway Systems map).

Street Maintenance

- No comments received.

RECOMMENDED CONDITIONS FROM CITY ENGINEER, and NMDOT:

Conditions of approval for the proposed Amndt to SDP Map shall include: None

Conditions of approval for the proposed Amndt to SDP shall include:

1. Pg 39, Paragraph 5.1 iii) The responsibility for implementation and maintenance of sidewalks shall be as follows: a. text and b. text is incorrect. Transportation requests removal of this paragraph in its entirety. The COA Sidewalk Ordinance addresses responsibility.
2. Pg 48, 8.2 Driveways vi) Visibility: Transportation has issues with text, please add "Location must be approved by Transportation Engineer of governing jurisdiction".
3. Pg 90, 3.4 Setbacks for Structures (other than walls and fences) and text: i) ii) iii) iv) must be rewritten, Transportation takes exception to paragraph. The setback requirements established in the sector plan conflict with providing adequate sight distance of driveways and intersections. Sight distance must have priority over setback in these situations, and this needs to be noted in the sector plan.
4. Pg 95, 3.16 Signage...please add text: "Location must be approved by Transportation to ensure stopping/clear sight requirements".
5. The NMDOT has no objection to the adoption of the Coors Corridor Plan with 2014 Updates with the understanding that any development along and/or near the corridors will require review to determine any effects to the adjacent state roadway system.

WATER UTILITY AUTHORITY

Utility Services – None received

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division– None received

Environmental Services Division– None received

PARKS AND RECREATION

Planning and Design

1. Please add definition for “Viewsites” for clarity.
2. Section C. 5.2, Please change “specifications of the agency responsible for trail maintenance, typically the City of Albuquerque Parks Department” to read, “per Bikeways and Trails Plan Design Standards”.
3. Section C.5.3, add “as part of development” at the end of the sentence.
4. Section D.3.7.i) a. add “Bikeways and Trails Facility Plan, as adopted,” to the adopted City Plans referenced in this sentence.
5. Section D.3.9. vii) delete “at least 3 ft. from either side of the trails.....for maintenance purposes” and replace with “and in compliance with City Trail Design Standards.”
6. Section E.2.2, please add Solid Waste Department to the City Departments referenced here.
7. Section E. 2.2. iii) b. add “and to anticipate possible alignment of BRT in medians in the future”.
8. Section E. 3.3 add “and maintenance” to read ...should work jointly to develop a project design, implementation and maintenance strategy.”

Open Space Division

• **Page 13:**

- o On Map A-9 include the Flyway public art project at the northeast corner of Bosque Meadows and Coors. (See: <http://www.cabq.gov/parksandrecreation/open-space/open-space-visitor-center/land-art>) and attached map.
- o On Map A-9 include the Bosquecito property and other Open Space properties west of the Piedras Marcada Pueblo site. (The OSD has provided updated data to the Planning Department)

• **Page 23:**

- o In the section that defines Open Space purposes “high impact recreation” should be removed.

- **Page 76, Section 8**
 - If available, specify the details of the Calabacillas pedestrian/bicycle grade separation.
- **Page 86, Section 2.4:**
 - Provide for drainage that mitigates the levels of trash coming from outflows located in the Rio Grande Valley State Park (RGVSP), especially at the end of Namaste Road in the San Antonio Oxbow and in the *bosque* on the northeast side Montaño Bridge.
- **Page 111:**
 - The Graham property is part of the RGVSP and does not necessarily have a special distinction from the rest of the Park.
- **Page 111:**
 - OSD has updated trail data to include for map E-1 for the RGVSP north of Montaño. (The OSD has provided updated data to the Planning Department)
- **Page 112:**
 - Include Bosquecito parcel and Flyway sculpture on map E-2. (The OSD has provided updated data to the Planning Department)
- **Pages 112 and 113:**
 - What are the criteria for choosing the viewpoints listed? (#12 and #17).
- **Page 119, Section 2.5:**
 - Include the Bosquecito property and Flyway public art project in the list. Additionally, the Montaño Picnic area is formally called the Pueblo Montaño picnic area. (The OSD has provided updated data to the Planning Department)
- **Pages 146-151**
 - Maps need updated trail information for proposed and existing unpaved and multi-use trails. (The OSD has provided updated data to the Planning Department)

General Comments:

- **Calabacillas Arroyo bicycle/pedestrian crossing:**
 - Specify the nature of the crossing. Will it be above or under Coors?
- **Open Space Visitor Center (OSVC) access:**
 - Left turns from Bosque Meadows onto Coors for visitors to the OSVC can be challenging, especially during days of increased visitation. A wider median at this intersection (i.e. if a Bus Rapid Transit system were built) would allow for safer turns.
 - The Plan could describe how improved public transportation would allow for increased access to the OSVC. Example:

- Page 73, Section 8: A multi-use trail leading to the OSVC along the La Orilla Channel from a BRT stop at Eagle Ranch Road would provide citizens more opportunities to visit the OSVC and adjacent trails in the RGVSP.
- **Rio Grande Valley State Park:**
 - o In some cases, the RGVSP is referred to as the Rio Grande Park and should be updated (page 10).
- **View-sheds/view preservation:**

Emphasize the importance of the intersection of Coors and Montañño on the east side near the Bosque School and the Pueblo Montañño Picnic area.

City Forester – None received

POLICE DEPARTMENT/PLANNING

This project is in the Southwest and Northwest Area Commands.

- No Crime Prevention or CPTED comments concerning the proposed Amended to Sector Development Map or Amendment Sector Development Plan requests at this time.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division– None received

FIRE DEPARTMENT/PLANNING

– None received

TRANSIT DEPARTMENT

Adjacent and nearby routes	Route #790, Blue Line Rapid Line, Route #155, Coors Route, and Route #96, Commuter Crosstown route, pass near the site on Coors.
Adjacent bus stops	Multiple stops serving the above-mentioned routes.
Site plan requirements	NA
Large site TDM suggestions	None.
Other information	None.

ABQ RIDE supports the intent of the Coors Corridor Plan to encourage the development and implementation of the Plan, which potentially facilitates major transit access and activity throughout the Coors Corridor study area. ABQ RIDE has the following comments:

On page 8, (A) (v) there are at least two sites that are proposed to be buried at the southeast corner of Coors and Montano on private property.

On pages 15 and 16, 7.1, (.iii), since these projects are outside the six year time frame of the TIP, these projects would go to the MTP instead, and a city department will need to propose these for inclusion to the MTP.

On page 17, 1.0, throughout the document, verify chapter and appendix references.

On page 20, B, (.iii), will developers contribute to this as well?

On page 20, B, (v), does this exclude the possibility of easements on private property for a “viewsite”?

On page 22, B, (iii) (b) fourth bullet, we suggest that proximity should be defined by 660 feet, the same standard used for Major Transit Corridors in R-11-064. As always, the improvements should be subject to our approval.

On page 23, 6.0, Glossary of Terms, could you please explain what MTP is, similar to the TIP definition?

On page 23, could you please touch base with Tony Sylvester, MRCOG, to ensure the accuracy of the RMRTD definition?

On page 25, 1.0, Introduction, first paragraph, could you please spell out the street designations consistently?

On page 26, (2.1) Coors is a Major Transit Corridor. See Comp Plan II-83 for order of modes.

On page 28, could you please make Figure C-2 bigger than the photos on the page?

On page 29, C. Traffic Movement, Access Management, and Roadway design, is figure C-3 the current section for the segment described in the Title? Or future? We suggest adding an introduction explaining what the following cross sections are, similar to page 54.

On page 30, (Mid-Block Section) – this is good, but we have many operational questions that will have to be addressed over time.

On page 32, figure C-6, Transit vehicles should be both directions in mixed-flow lanes. If the drawings can’t be changed, please add a note.

On page 35, we use “dependability and timeliness” rather than speed and reliability.

On page 36, 4.0, (4.2) first paragraph, see note on page 29: Maybe a cross reference on all the cross sections to this section would provide “more explanation”.

On page 38, 4.5 Rationale, second paragraph, does figure C-7 need to be updated for RMRTD current preferred alternatives?

On page 40, 5.4(.ii), it is unclear what is being proposed. Putting bicycles in a BRT lane on Coors does not seem like a safe concept.

On page 40, 5.6 Rationale, the second to the last sentence in the paragraph should read “An investment in high-capacity transit must be coordinated with pedestrian and bicycle access.” As currently written it implies that ABQ RIDE or RMRTD is now responsible for building pedestrian and bicycle access.

On page 51, 10.1, fifth sentence, could street furniture be added to the definitions of the plan making reference to bus stop amenities, and could landscaping be defined to include street furniture? That way bus stop amenities become a permissible part of the landscaping.

On page 89, (.iv) (b), transit amenities should be allowed here. See previous comment.

On page 91, 3.9 (.i), why is the percentage more than the zoning code requirement of 15%? That makes it much harder to increase density near transit stops.

On Page 99, 4.0, in accordance with the plans goal 6.3 (.iv) to increase density in appropriate locations to support transit use, could the view preservation regulations be adjusted to allow higher density in Activity Centers?

On page 109, 1.2 (.ii), BRT is now in Project Development and due to a change in rules performed a feasibility study instead of an alternatives analysis.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

– None received

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

AMAFCA has no objection to adoption of the Plan update. The grading and drainage policies outlined in the Plan are consistent with AMAFCA's current policies for drainage capacity limitation and stormwater quality. (Re. Maps – see letter)

ALBUQUERQUE PUBLIC SCHOOLS

– None received

MID-REGION COUNCIL OF GOVERNMENTS

– None received

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

– None received

PUBLIC SERVICE COMPANY OF NEW MEXICO

No comments.