Table of Contents

Table of Contents *(cont'd)*

List of Maps

List of Maps *(cont'd)*

List of Figures

C. Traffic Movement, Access Management, and Roadway Design

List of Figures *(cont'd)*

List of Tables

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Design Overlay Zone Element [pending]

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A. Introduction

1.0 Executive Summary

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

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

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

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

The transportation component of the Plan provides policies, regulations and project recommendations for the right-of-way of Coors Blvd. and Coors Bypass, which also affect some adjacent properties. The Plan also includes policies and regulations that apply to site and building design on properties under City jurisdiction. These constitute a Design Overlay Zone (DOZ), but do not establish land uses or change the underlying zoning on any property within the Plan area. In addition to general standards, more specific regulations help preserve views of the Sandia Mountains and bosque. Projects are also recommended to improve the appearance and walkability of the Corridor and the public's enjoyment of views to the east.

2.0 Natural Setting

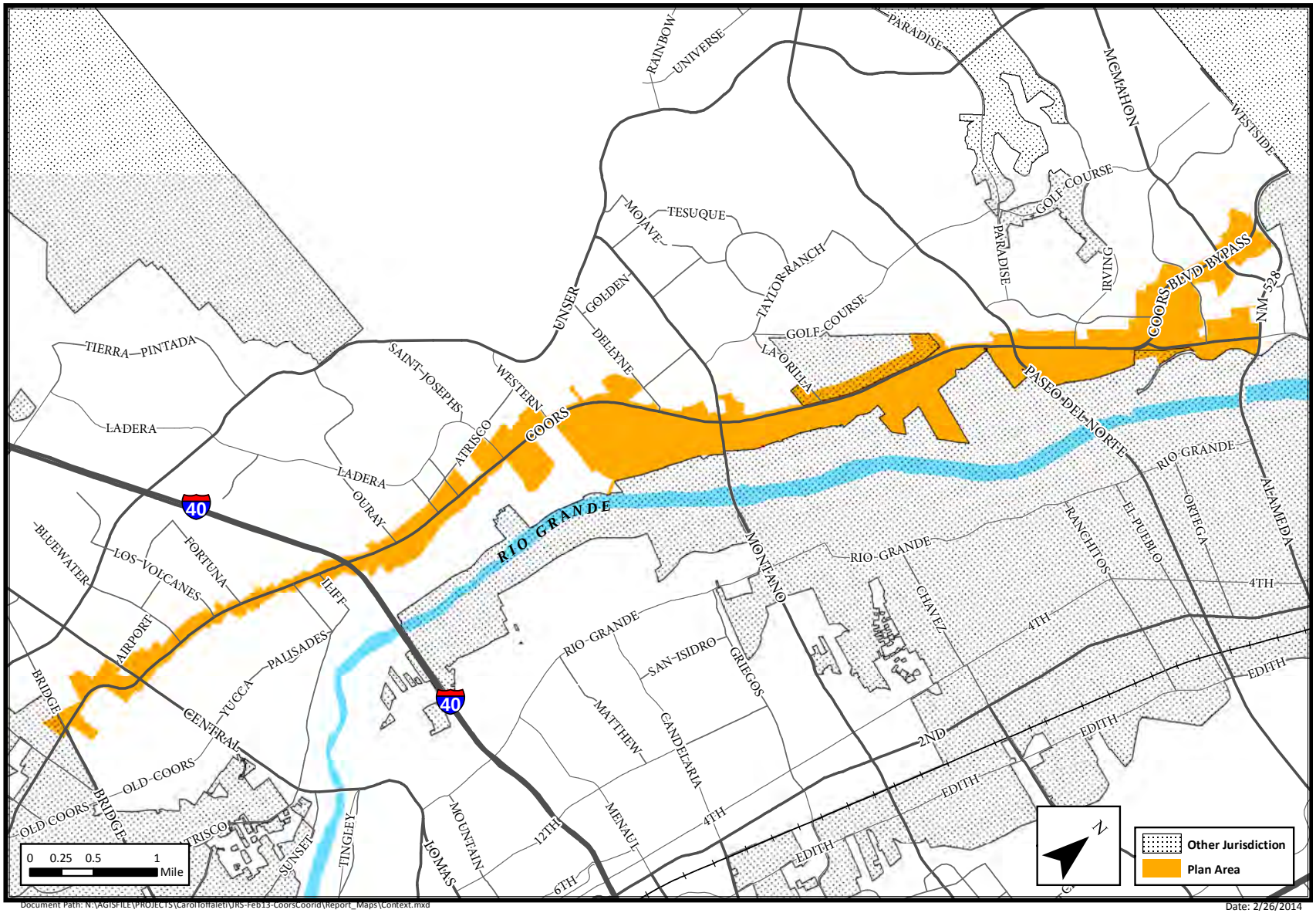
The Coors Corridor is located on the west side of the Rio Grande, and Coors Blvd. and Bypass are elevated above the historic floodplain. South of Western Trail/Namaste Rd. the roadway is located on the mesa top, while north of this divide it lies on a bench along the floodplain edge. In this area, the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

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

Arroyos drain the upland areas through the volcanic escarpment and mesa, and down into the valley where they flow into the Rio Grande. The diversion of water into constructed acequias or canals for the irrigation of fields dates from early historic times. Today, the ditches and the land inside the levees along the Rio Grande support the remaining mosaic of floodplain vegetation and many ditch banks have become informal recreational trails.

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

A. Introduction



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

3.0 Plan Area

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

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

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

3.2 The total Plan area is divided into three regulatory sub-areas (see Map A-2 through Map A-4) according to the distinct conditions of each sub-area and how the Plan addresses these differences through policies, regulations and project recommendations:

i) Transportation (T) - This sub-area indicated by a blue line follows the entire length of Coors Blvd. and Coors Bypass, but only encompasses properties that adjoin or have access to these roadways. It is where the transportation policies and requirements apply.

ii) Design Overlay Zone (DOZ) - This sub-area follows Coors Blvd. only and extends from just north of Central Ave. to the northern boundary of the Plan area (see dashed red-line).The general development regulations apply throughout this sub-area.

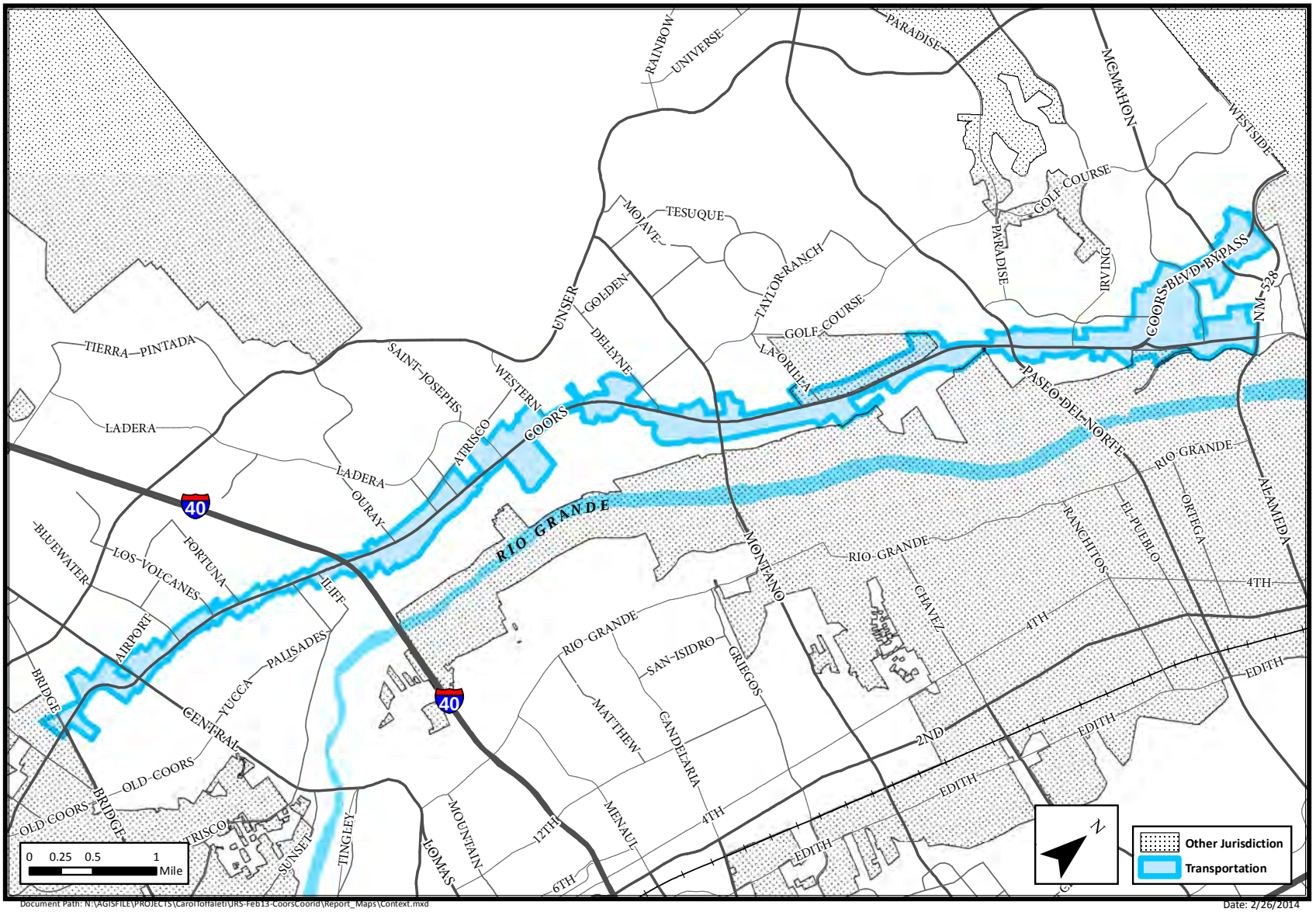
iii) View Preservation (VP) - This sub-area, indicated by a green boundary, extends from Western Trail/Namaste Rd. to Alameda Blvd. and covers the area east of Coors Blvd. to the Corrales Riverside Drain. This is where the view preservation regulations apply, in addition to the DOZ regulations.

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

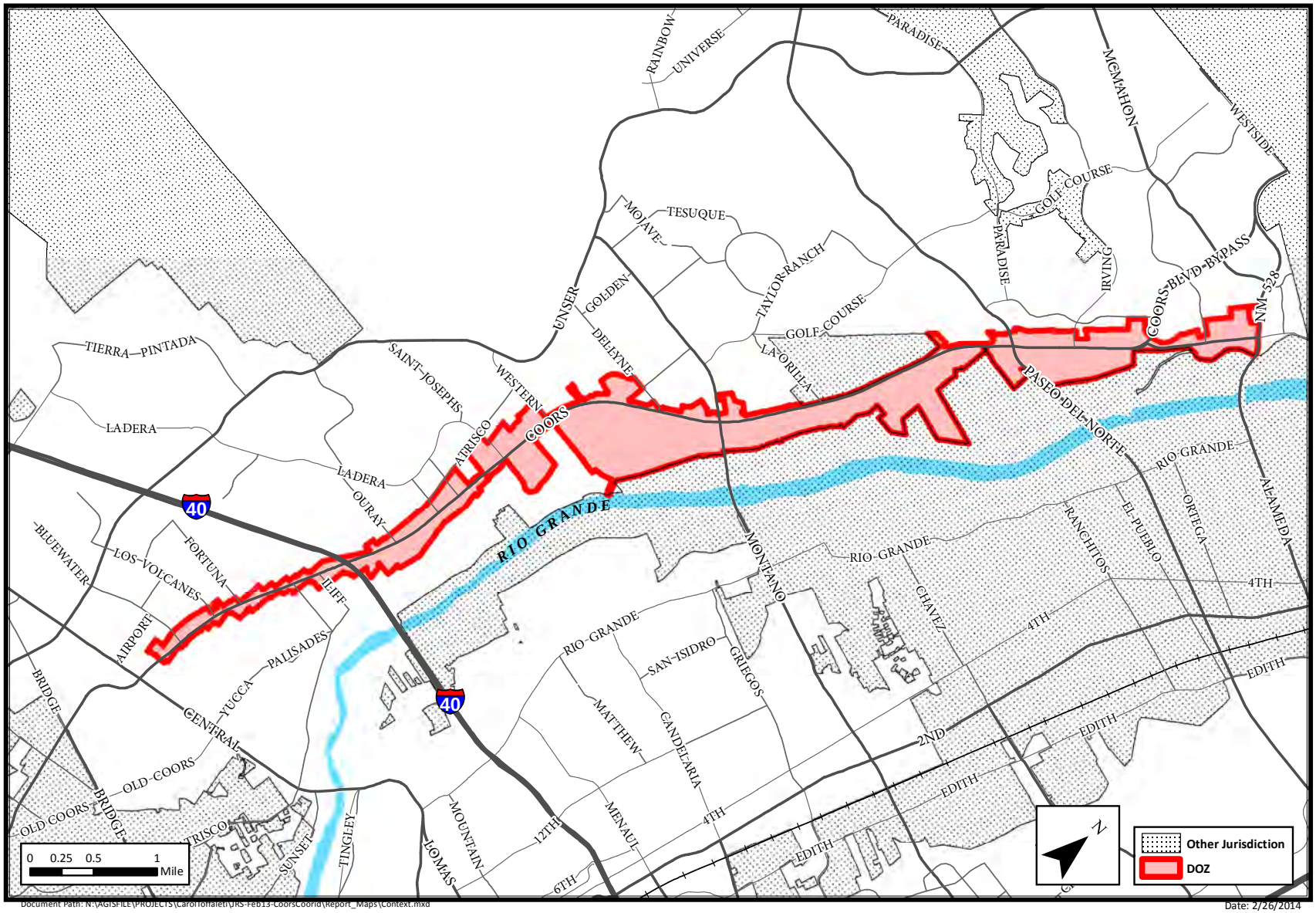
Location South to North	Criteria for inclusion in Plan area	Regulatory Sub-Area
along Coors Blvd. - from Bridge Blvd. to Avalon Rd.	properties fronting, contiguous to or accessing Coors Blvd.	T
along Coors Blvd. - from Avalon Rd. to Western Tr. & Namaste Rd.	properties within City limits and fronting,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

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

A. Introduction

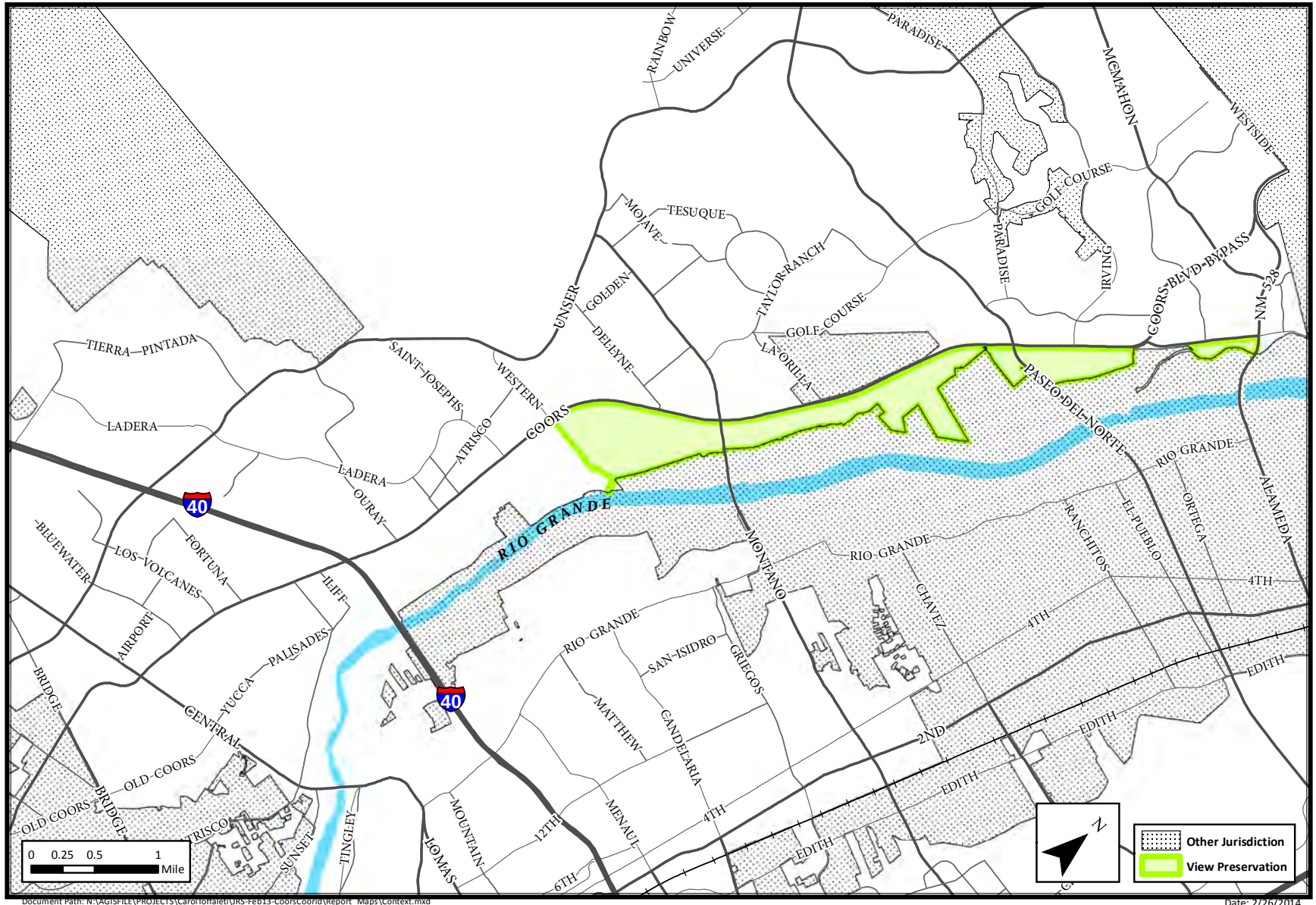


Map A-2: *Transportation Sub-Area*



Map A-3: *Design Overlay Zone Sub-Area*

A. Introduction



Map A-4: *View Preservation Sub-Area*

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

4.0 Conformance with Higher-Ranked Plans

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

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

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

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

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

4.3 **2035 Metropolitan Transportation Plan**

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

4.4 **Facility Plans**

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

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

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

5.0 Jurisdictions

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

i) The public right-of-way of Coors Blvd. and Coors Bypass (collectively NM45 and NM448) is under the jurisdiction of the New Mexico State Deparment of Transportation (NMDOT). Other public roads are owned and operated by the City of Albuquerque or Bernalillo County.

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

2 see footnote 1

A. Introduction

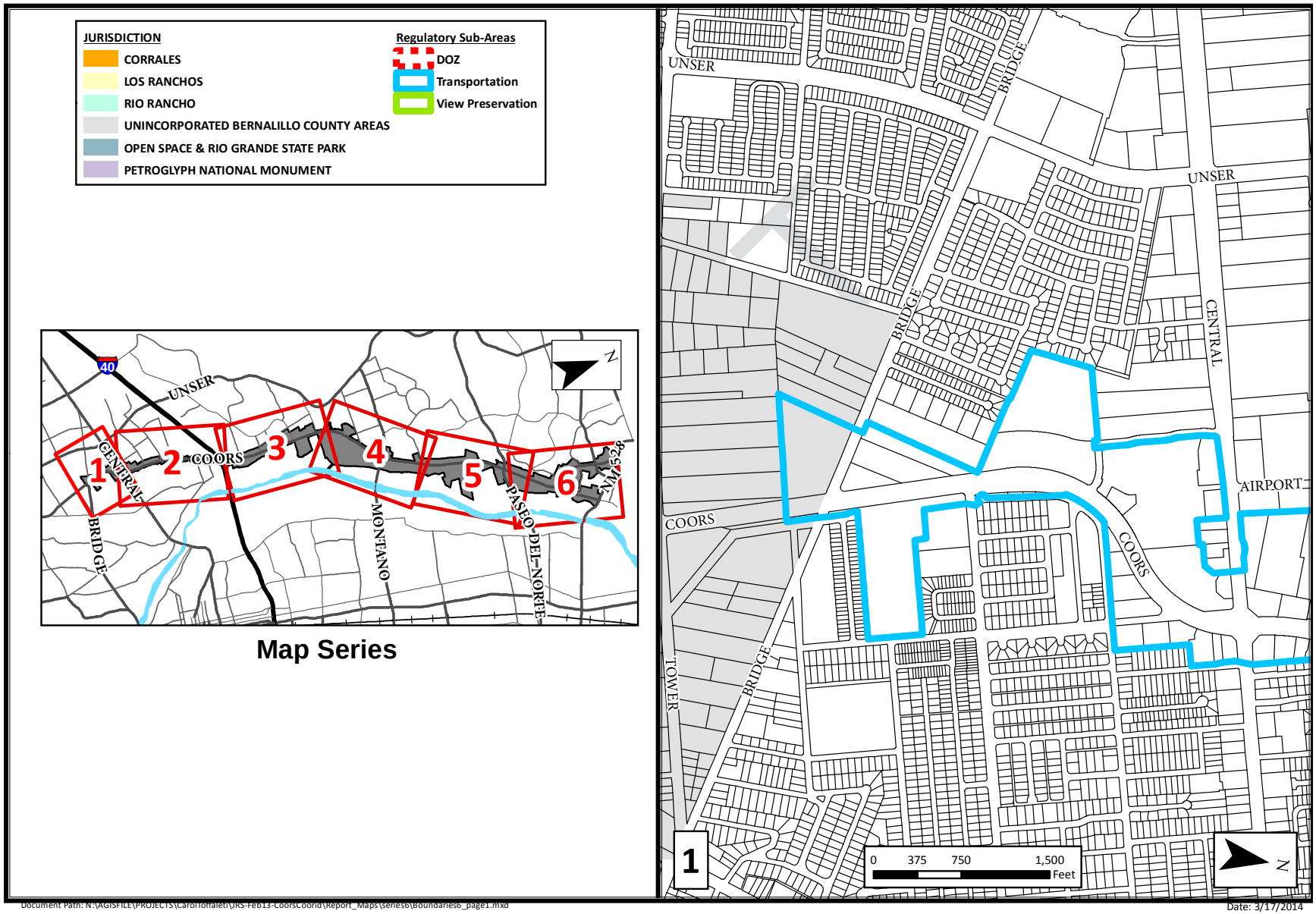
ii) The Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) owns and/or manages several east-west arroyos that flow into valley drains or the Rio Grande.

iii) The Middle Rio Grande Conservation District controls and manages the network of irrigation ditches and canals that run between Coors Blvd. and the bosque.

iv) The Federal Bureau of Indian Affairs owns, and currently operates, the Southwest Indian Polytechnic Institute (SIPI) on a campus of approximately 165 acres located southeast of Coors/Paseo del Norte.

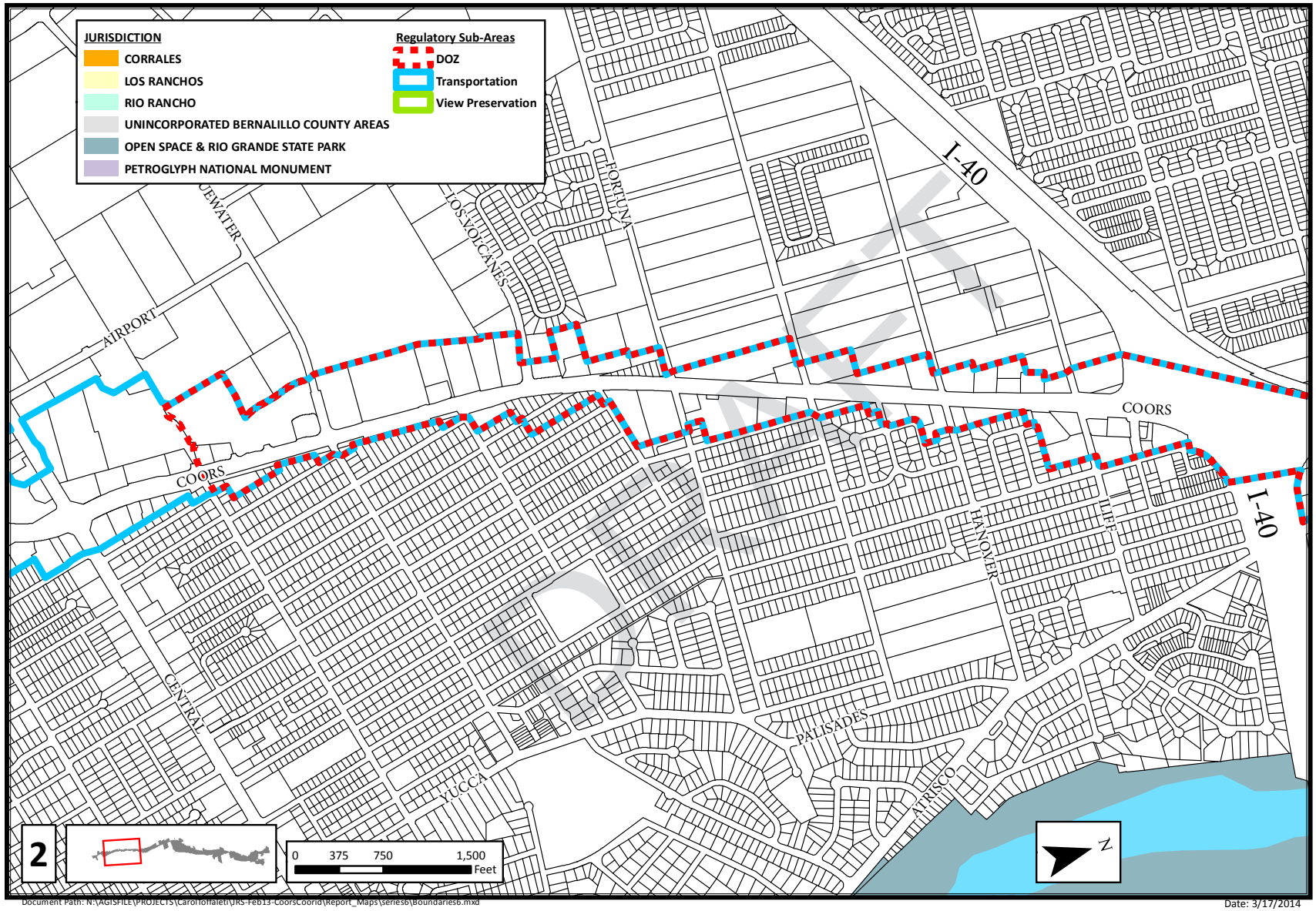
v) Properties that protect archaeological, cultural or natural resources and provide for public recreation are owned and/or managed by the Federal, State or City government.

vi) The City has jurisdiction over the majority of the privately-owned land within the Coors Corridor Plan area. The County has jurisdiction over several properties on the north and south side of La Orilla Rd. on the west side of Coors Blvd. and several parcels on the east side of Coors Blvd. north of the Calabacillas Arroyo, which were included in the 1984 Coors Corridor Plan. Some of these properties are now shown within the Transportation sub-area or are adjacent to the Design Overlay Zone sub-area. In addition, two parcels within Bernalillo County on the south side of Bridge Blvd. fall within the Transportation sub-area.

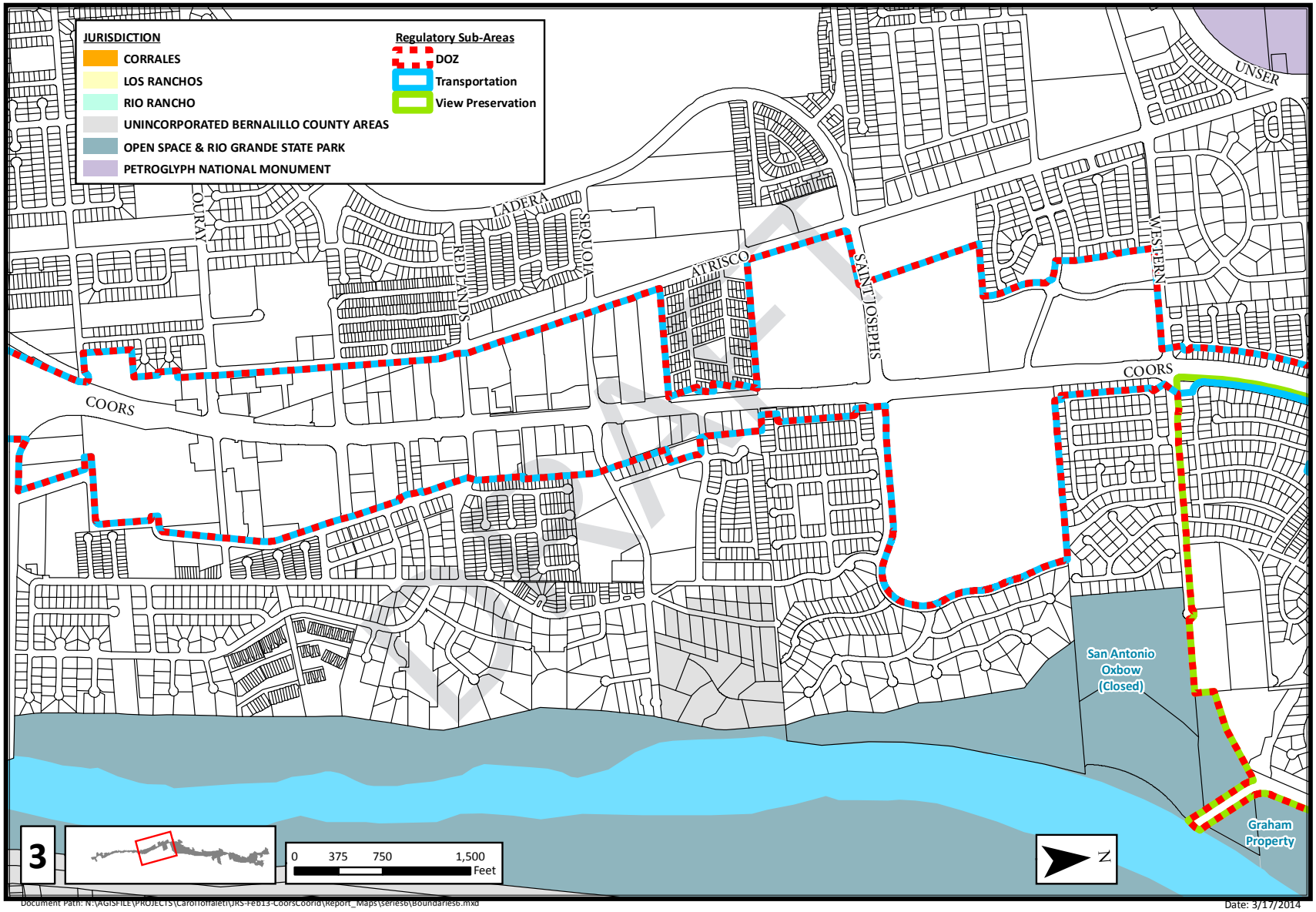


Map A-5: *Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan*

A. Introduction

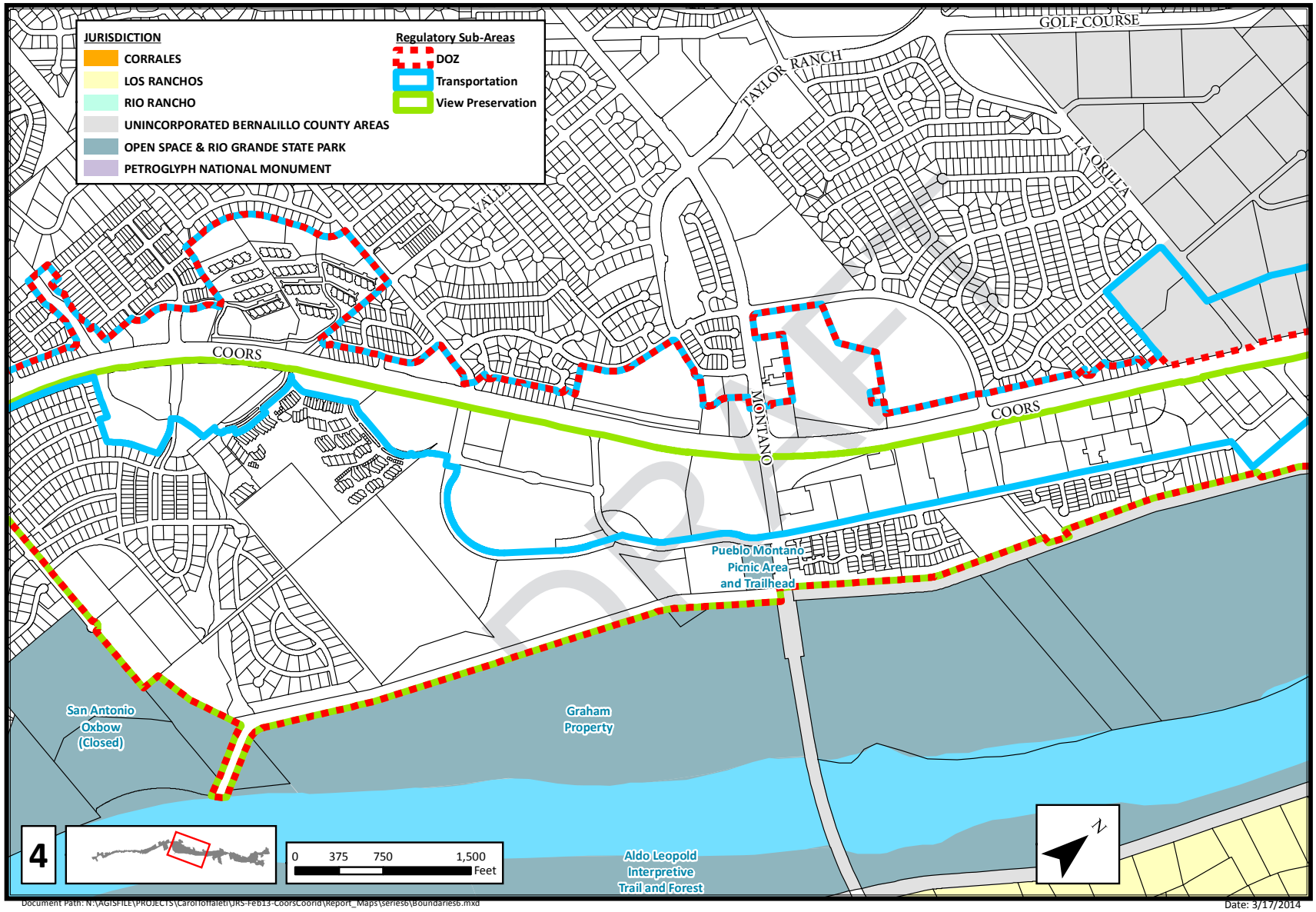


Map A-6: *Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan*

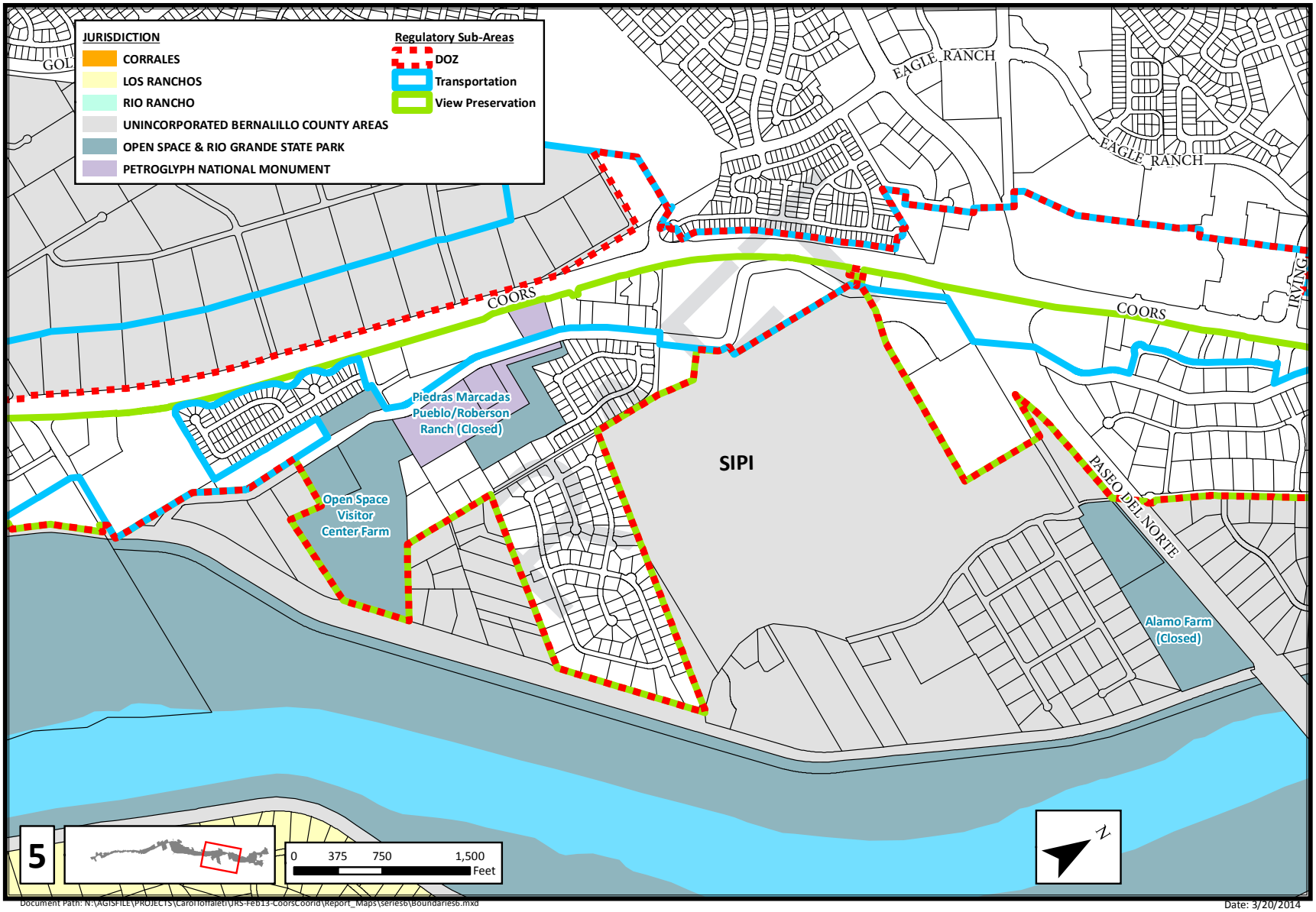


Map A-7: *Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan*

A. Introduction

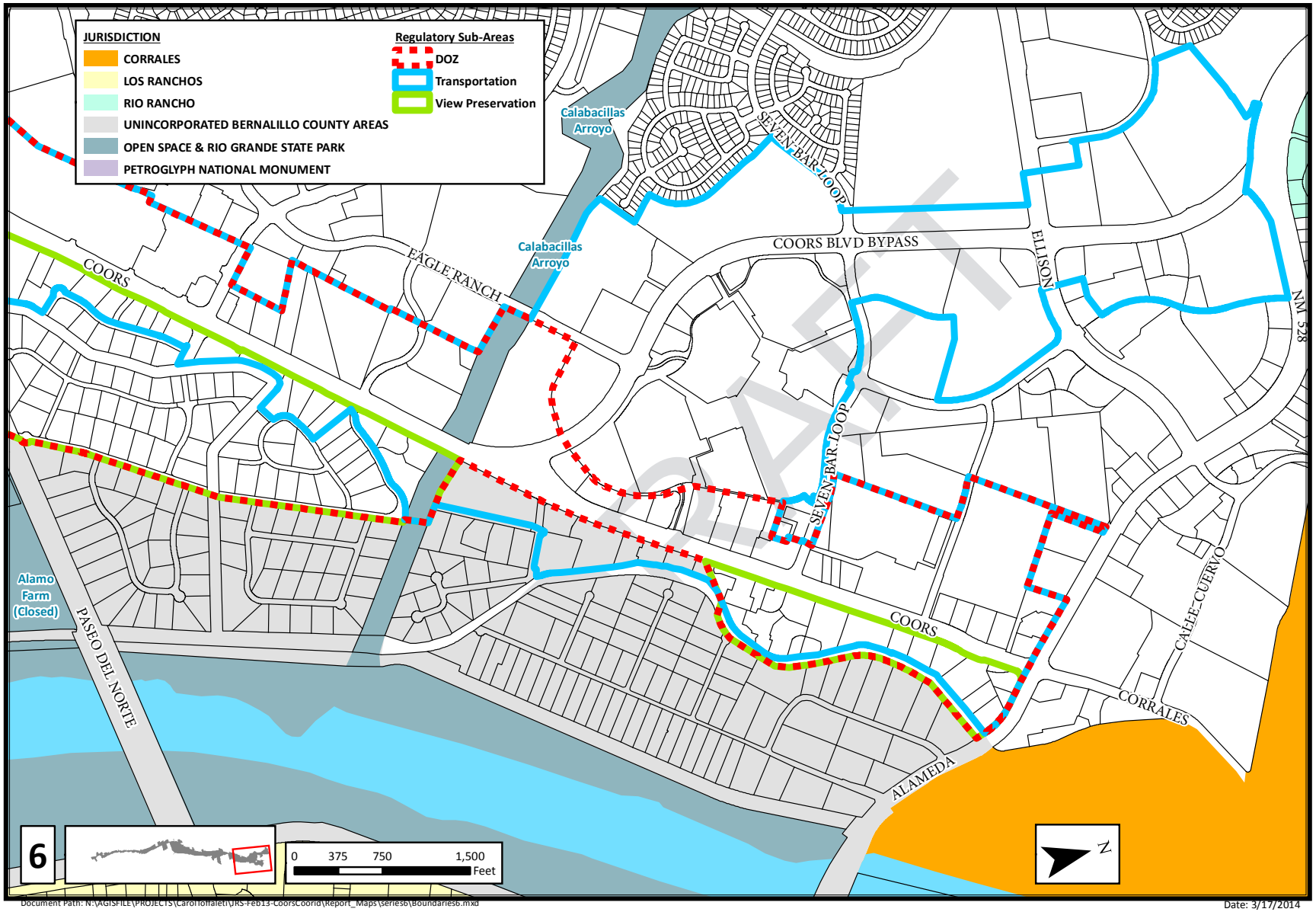


Map A-8: *Jurisdictions and Regulatory Sub-Areas in the Coors Corridor Plan*



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

A. Introduction



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

6.0 Plan Goals

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

6.1 Traffic Movement, Access Management, and Roadway Design

i) Preserve the function and traffic performance of Coors Blvd./Bypass as this north-south arterial is critical to regional mobility.

ii) Design and manage Coors Blvd./Bypass as a multi-modal facility to optimize its traffic- and person-carrying capacity.

iii) Provide reasonable access for properties adjacent to Coors Blvd./Bypass, while maintaining road safety and performance.

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

6.2 Environmental and Recreational Resources

i) Protect the natural and rural features of the Plan area, including arroyos, ditches and riparian vegetation that support wildlife.

ii) Help complete a system of multi-use trails across the Corridor that connect the bosque with the West Mesa.

iii) Provide public access to existing trails and Open Space areas within and adjoining the Plan area.

6.3 Urban Design

i) Integrate natural features and scenic qualities of the Coors Corridor into site and building design to achieve a balance between development and conservation.

ii) Design development to reflect the natural topography of sites.

iii) Protect views of the Sandia Mountains and the bosque as seen from Coors Blvd.

iv) Encourage higher density development at appropriate locations along the Corridor, including in Activity Centers, in order to support transit use.

v) Connect developments with the multi-use trail system to support local trips by non-motorized modes.

7.0 Plan Scope

7.1 **Transportation**

i) The transportation policies and guidelines of the Plan reflect the projected needs of all travel modes used in the Coors Corridor—motorized vehicles, bicycles and foot travel. Many trips, such as commuter and freight trips, begin and end outside the boundary of the Plan area. However, trip origins and destinations within the Corridor, including homes, shops, jobs and recreation, also impact traffic numbers and flows.

ii) A significant number of regular, daily trips by private car have already shifted to transit. The Plan aims to reinforce this shift and mitigate projected traffic congestion on Coors Blvd. for the benefit of all road users by accommodating Bus Rapid Transit (BRT) in the ROW. Policies and guidelines of the Plan establish a ROW width sufficient to accommodate road space for all modes, and manage access and other aspects of development adjacent to Coors Blvd. and Coors Bypass that affect traffic movement and safety.

iii) Three major roadway projects are proposed to address traffic congestion "hot spots" on Coors Blvd.: a flyover ramp onto eastbound Paseo del Norte; an interchange at Montaño Rd.; and a grade-separated, elevated roadway for northbound

Coors Blvd. from Quail Rd. through Sequoia Rd. With adoption of the Plan, these public projects would be added to the metropolitan TIP roster in order to leverage state and federal funding for implementation.

7.2 **Environmental and Recreational Resources and Urban Design**

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

i) **Design Overlay Zone**

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

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

ii) **Public Projects**

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

B. How to Use This Plan

1.0 Plan Organization

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

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

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

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

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

2.0 Applicability

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

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

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

Note: The Plan area maps are current as of 2013 and are included for the sake of convenience. The official map of the plan area available from the City Planning Department/AGIS is the most current, as it reflects any replatting and amendments that occurred after the Plan's adoption.

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

iii) DOZ. All the regulations contained in this section potentially apply to development.

iv) View Preservation. This sub-set of the DOZ regulations only applies to development in the corresponding View Preservation sub-area of the Plan.

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

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

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

2.4 **Relationship to Other Plans and Codes**

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

a. Seven-Bar Ranch Sector Development Plan

b. Riverview Sector Development Plan

c. University of Albuquerque Sector Development Plan

d. East Atrisco Sector Development Plan

e. West Route 66 Sector Development Plan

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

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

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

iii) Atrisco Business Park Master Development Plan. This private master plan applies to properties west of Coors Blvd. between Avalon Rd. and Fortuna Rd. Approved in 1992, it has since been amended, including deferring to the Coors Corridor Plan for (landscaped) setbacks and signage along Coors Blvd. The master development plan is administered by the DRB.

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

2.5 **Zone Changes**

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

3.0 Review and Approval

3.1 **Development**

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

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

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

ii) DOZ, including View Preservation sub-area.

a. Development proposals on sites zoned SU-1 go to the Environmental Planning Commission (EPC) for site development plan approval per standard procedure. Any site subdivision (replatting) or development phasing can be handled at the Development Review Board (DRB) in conjunction with sign-off of the EPC site development plan. Minor and major amendements to approved site development plans follow the procedures set out in the SU-1 section of the Zoning Code.

b. Development proposals for shopping center sites (as defined in Zoning Code) and for any site of 5 acres or more that is not being developed solely for single-family residential uses are reviewed and approved by the EPC. At minimum, the application shall include a site development plan for subdivision, with references to the design regulations in the Plan and supplementary design standards as appropriate. A Site Development Plan for Building Permit for the first phase shall be approved and reviewed by the DRB with public notification. Subsequent phases may go to Building Permit. Amendments to the governing site development plan for subdivision shall follow the procedure for shopping center sites in §14-16-3-2(C) of the Zoning Code.

c. Development proposals that require subdivision (replatting), phasing or infrastructure go to the DRB. If the proposal also requires prior EPC approval, DRB sign-off on the EPC site development plan can be combined with other matters under the DRB's purview. NMDOT will review development with infrastructure related to Coors Blvd./Bypass or other state roads (see Section B.3.1.i).

d. Applications that include conditional uses or other special exceptions to the underlying zoning of the site go to the Zoning Hearing Examiner (ZHE) prior to EPC, DRB or Building Permit.

e. Development proposals that are not subject to EPC go to the Design Review Team (DRT) prior to DRB or building permit for administrative approval by the Planning Director or his/her designee.

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

3.2 Public Projects

i) Roadway Projects. The ROW owner (currently NMDOT) has the authority to pursue the major roadway projects recommended in Chapter of the Plan, from feasibility through design and construction, subject to standard procedures that relate to decision-making, notification and funding.

ii) Bus Rapid Transit or other premium transit service. This type of project would be pursued by Rio Metro or ABQ RIDE (the City Transit Department) following a similar process used for other potential BRT routes in the metropolitan planning area. One example is the Paseo del Norte High Capacity Transit Study initiated in 2012 by Rio Metro. Such an undertaking involves many steps, including a preliminary feasibility study, public input, environmental and engineering analysis and the securing of funds for design, construction, operation and maintenance.

iii) Streetscape and Pedestrian-Oriented Improvements along Coors Blvd. The City will identify and prioritize these improvements, and pursue implementation in coordination with the NMDOT (see Chapter E. Section 2.0).

iv) Public Viewsites. The City will coordinate the provision of public viewsites north of Western Trail/Namaste Rd. within the ROW of Coors Blvd. with NMDOT (see Chapter E. Section 3.0).

v) Multi-use trail network. As part of the City's program to complete the designated trail network, trail segments and grade separated crossings within the Coors Corridor Plan area will be given due priority, based in part on their contribution to improving non-vehicular travel options on the West Side. Multi-use trail facilities will also be incorporated in roadway projects recommended in this Plan where appropriate, such as at the intersection of Coors Blvd. and Paseo del Norte. (See Chapter E Section 4.0).

3.3 Planning and Zoning Authority

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

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

4.0 Exceptions and Deviations

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

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

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

i) Construction that conforms with approved, current site development plans and building permits.

ii) Building additions that equal less than 25% of the existing square footage, except:

a. Development on premises governed by an approved site development plan shall continue to be subject to the procedure for SU-1 plans (see §14-16-2-22(A) SU-1 Special Use in the Zoning Code);

b. Additions shall not intrude on the landscape buffer/setback required on Coors Blvd.

c. Additions on premises in the View Preservation sub-area shall meet its regulations for structure height and mass.

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

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

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

i) Minor: The Planning Director or his/her designee may approve, or choose to refer to the EPC, the following:

a. A deviation from non-dimensional standards or a deviation of 25% or less from any dimensional standard in the General Development Regulations.

b. A deviation from non-dimensional standards., i.e. relating to trees, in the View Preservation Regulations.

c. A deviation of 25% or less from dimensional standards, i.e. structure height and mass, in the View Preservation Regulations for properties north of Paseo del Norte only.

ii) Major: The following shall be reviewed by the EPC via the site development plan approval process, regardless of the underlying zoning:

a. A deviation of over 25% to 50% from any dimensional standard in the General Development Regulations.

b. A deviation of over 25% to 50% from any dimensional standard in the View Preservation Regulations for properties north of Paseo del Norte.

c. A deviation of 25% or less to the dimensional standards in the View Preservation Regulations for properties located in the area between Western Trail/Namaste and Paseo del Norte.

iii) In order to justify a Deviation, the applicant must:

a. Provide a written statement detailing how the deviation still meets the intent of the Plan, including its goals and policies.

b. Demonstrate at least one of the following:

- The site is unique in terms of physical characteristics and requires the deviation in order to be developed. They may include but are not limited to slope, drainage, safety issues or site constraints.
- The development will provide a a significant number of new jobs and/or serve as a catalyst to attract further employment to the Plan area, in designated Activity Centers in particular.
- The development will provide a needed service for the community, as identified in a City plan or a needs assessment or market study acceptable to the City.
- The development will support the use of transit, e.g.through provision of a stop/station or a park & ride in close proximity to a Rapid Ride stop or BRT station.
- The proposal includes a public amenity, such as public art or a public viewsite, that is not otherwise required by the Plan or the City. (See recommended locations for public viewsites in Map E-1 through Map E-3.) Improvements do not need to be publicly owned, but shall be accessible or visible in perpetuity to the public. They shall be implemented by the developer and maintained by the property-owner per agreement with the City.
- The project will preserve a historic building, structure, or archaeological site.

c. Detail how the proposed development relates to its surroundings, including but not limited to any adjacent Major Public Open Space and residential neighborhoods.

iv) All applicants seeking deviations shall attend a meeting with the Pre- Application Review Team (PRT) or Design Review Team (DRT) before submitting the request for deviation.

v) In coming to a decision, the EPC or Planning Director or his/her designee shall consider whether the project is of a comparable quality and design as otherwise required by the Plan and will enhance the area.

5.0 Amending the Plan

5.1 Changes to the text or graphics shall be per the amendment and sector development plan procedures in §14-16-4-1 and §14-16-4-3 of the Zoning Code. Changes to the transportation policies and regulations in Chapter will require consultation with the NMDOT and any other stakeholder agencies, as appropriate.

5.2 The City or other government stakeholder may request changes to the boundary of the plan area and regulatory sub-areas so that the scope and intent of the Plan are upheld. For example, the City may consider that a new or amended site development plan, a replat or an annexation means that land currently outside the Plan area should be included within it so that development is subject to the Plan's policies and regulations.

6.0 Glossary

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

B. How to Use This Plan

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

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

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

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C. Traffic Movement, Access Management, and Roadway Design

1.0 Introduction

Coors Boulevard and Coors Bypass are currently part of the state highway system under the jurisdiction of the New Mexico Department of Transportation (NMDOT). The Coors Corridor in this Plan includes portions of two state highways. The segment of Coors Boulevard from Bridge Blvd. to Alameda Boulevard that includes Coors Bypass is part of State Highway NM45. The segment of Coors Boulevard from Coors Bypass to Alameda Boulevard is part of state highway NM448. [See Map A-1 for the Plan Area boundary.]

Coors Boulevard/Coors Bypass (NM45) and Coors Boulevard (NM448) are arterial streets critical to the regional transportation system serving the Albuquerque West Side. As a continuous north-south arterial thoroughfare west of the Rio Grande, the Coors Corridor is essential to mobility at both the regional and local levels. This route spans the entire length of Bernalillo County and is directly connected to seven river crossings within the Albuquerque/Bernalillo County area. The majority of major employment centers are located east of the Rio Grande, including Downtown, Uptown, Sandia Labs/Kirtland Air Force Base and the Journal Center (North I-25), as well as other regional destinations such as the University of New Mexico, the Albuquerque Sunport and many regional medical complexes. Consequently, virtually every vehicle trip that originates on the West Side destined for these activity centers travels the Coors Corridor to some degree. The minimal additional roadways planned on the West Side together with the population and employment projections for 2035 suggest this trend will continue.

Recent analysis and field observations indicate that Coors Boulevard and Coors Bypass are operating at or near capacity. Traffic forecasts for the 20-year horizon indicate the traffic demand on Coors will increase significantly. Congestion will increase, and the delay to commuters will become much longer. Steps to preserve the function and traffic performance of the Coors Corridor are critical to regional mobility. The specific strategies and measures to achieve this objective are defined in the policies contained in this chapter.

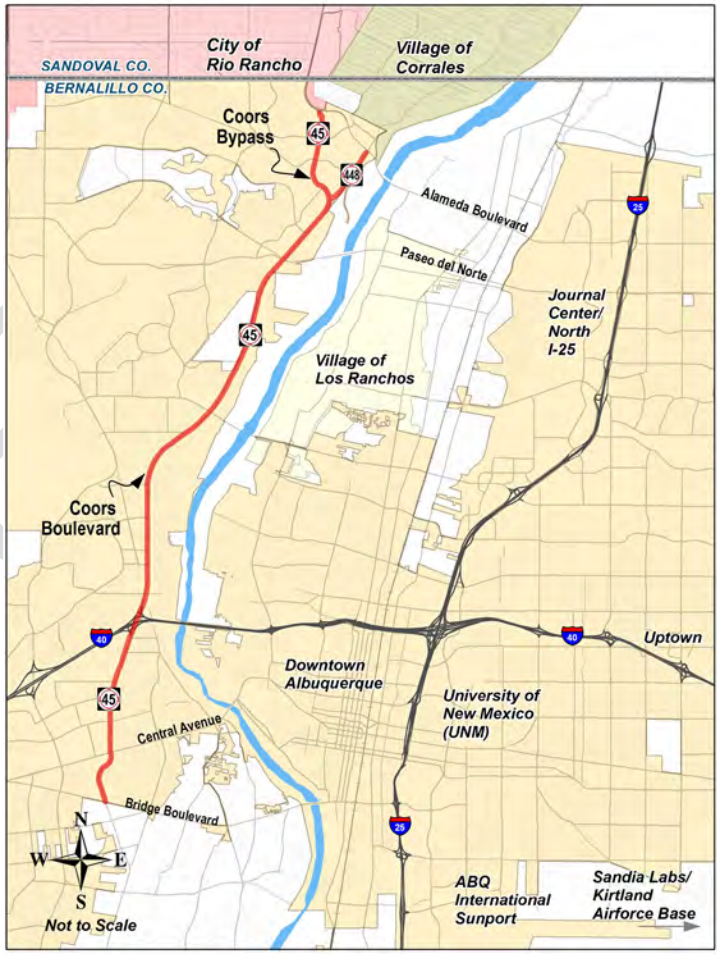


Figure C-1: *Coors Corridor within the Plan area and its Regional Context*

C. Traffic Movement, Access Management, and Roadway Design

This chapter establishes policies and guidelines for the Transportation sub-area of the Plan [see Maps A-1 through A-5]. They apply to infrastructure projects on Coors Boulevard and Coors Bypass and to land development proposals that access these roadways or impact their function. Unless specified in the text, "Coors Boulevard" refers to both segments within the Plan area, i.e. NM45 and NM448.

While the segment of Coors Boulevard from Coors Bypass to Alameda Boulevard (NM448) is addressed in this Plan, the existing roadway and right-of-way are established, it is not designated as a limited-access facility, and, for the most part, further modifications are not recommended by this Plan.

The technical information developed in support of the policies and rationale discussions in this chapter is available from the City of Albuquerque Department of Municipal Development, Transportation Division. A Coors Corridor Study Alternatives Analysis report was developed, which compiles the technical analyses and conceptual engineering drawings completed for this effort. [See Section F.1.4 for an explanation for why the study was initially performed. Refer to the resulting report, under separate cover, for supplemental information to the transportation element of this Plan.]

2.0 Multi-Modal Strategy for Corridor

The segments of Coors Boulevard and Coors Bypass comprising NM45 are limited-access principal arterial streets and are important segments of the high-capacity transportation network in the Albuquerque Metropolitan Planning Area (AMPA). The Coors Corridor is also designated as a primary freight corridor.

2.1 Coors Boulevard and Coors Bypass shall be designed and managed to optimize their traffic- and person-carrying function as major north-south arterials on the metro West Side. To this end, Coors Boulevard and Coors Bypass between Bridge Blvd. and NM 528/ Alameda Boulevard shall be designed as multi-modal facilities. The multi-modal strategy shall include:

1. Highway Component
2. Transit Component
3. Pedestrian and Bicycle Component

Each of these components is described in Section .3.0, Section .4.0and Section .5.0, respectively. The configuration of each component within the corridor is illustrated in typical sections for Coors Boulevard/Coors Bypass (NM45) in Figure C-4 and Figure C-5 and for Coors Boulevard between Coors Bypass and Alameda Boulevard (NM448) in Figure C-6. The typical sections provide guidance for the design of infrastructure projects in the corridor and land development projects that access Coors Boulevard or impact its function. While not depicted in the typical section figures, all infrastructure improvements and development projects shall consider the space needed for utility infrastructure – existing and programmed – in the Coors Corridor.

2.2 In addition to the modal components, the multi-modal strategy for the corridor shall include intelligent transportation systems (ITS) applications to facilitate management of recurring congestion as well as non-recurring incidents. Coors Boulevard and Coors Bypass are designated ITS corridors in the AMPA, and additional ITS applications should be deployed in the corridor as part of the larger ITS system for the metropolitan area.

C. Traffic Movement, Access Management, and Roadway Design

Highway Component

Transit, Pedestrian and Bicycle Components

ITS Dynamic Message Sign Application

2.3 Rationale

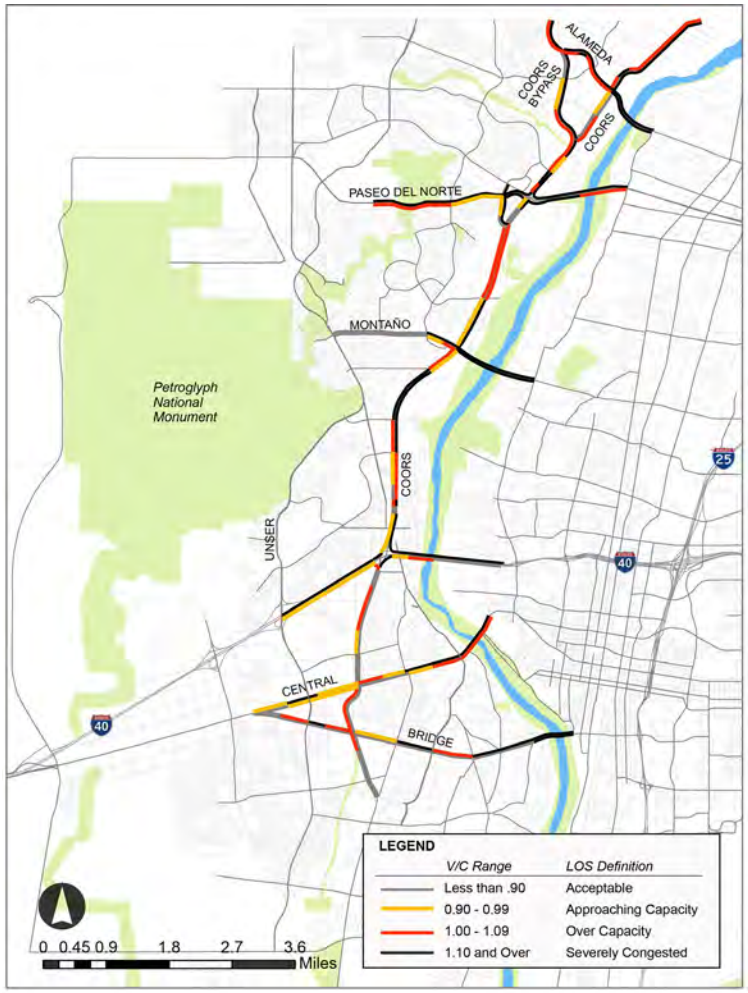
The Albuquerque/Bernalillo County Comprehensive Plan identifies Coors Boulevard from Bridge Blvd. to the Coors Bypass and the Coors Bypass (NM45) as Major Transit Corridors. This designation places a high priority on the Coors Corridor to provide effective transportation for all travel modes, including transit, autos, bicycles and pedestrians. As the Coors Corridor is the primary north/south route west of the Rio Grande, it is critical to the West Side transportation system that Coors Boulevard and Coors Bypass provide the highest person-carrying capacity possible. This can best be achieved by implementing policies that require accommodations for all modes of travel.

Coors Boulevard and Coors Bypass are intended to be efficient major routes that connect local destinations to the larger urbanized region. Analysis and observation of current traffic conditions on Coors Boulevard and Coors Bypass show many locations with moderate to severe congestion in the peak commute periods [see Figure C-2]. Estimates of future traffic for year 2035 indicate significant traffic growth on this route.

When analyzed, adding more traffic lanes to Coors Boulevard and Coors Bypass did not show significant benefits to traffic operations, especially at the intersections of Coors Boulevard with river crossing routes. To address existing and future traffic congestion, a multi-modal strategy is needed to provide reasonable traffic performance in the Coors Corridor.

Future improvements to the Coors Corridor should focus on strategies to move people while also providing for commercial goods movement and access to/from adjacent land uses. The requisite improvements needed to upgrade Coors Boulevard and Coors Bypass to multi-modal facilities should be high priorities for the West Side and for the Albuquerque metropolitan area as a whole.

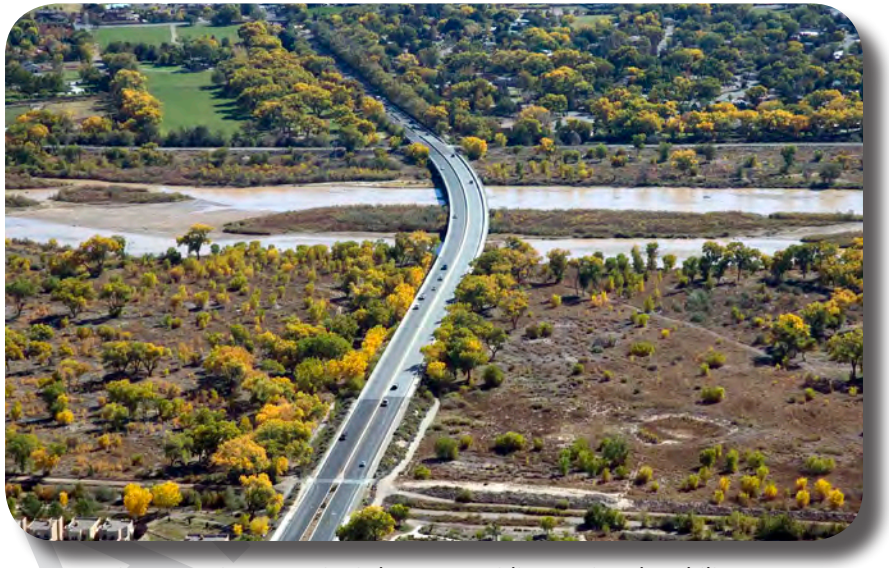
C. Traffic Movement, Access Management, and Roadway Design



* V/C = Vehicles over Capacity
** LOS = Level of Service

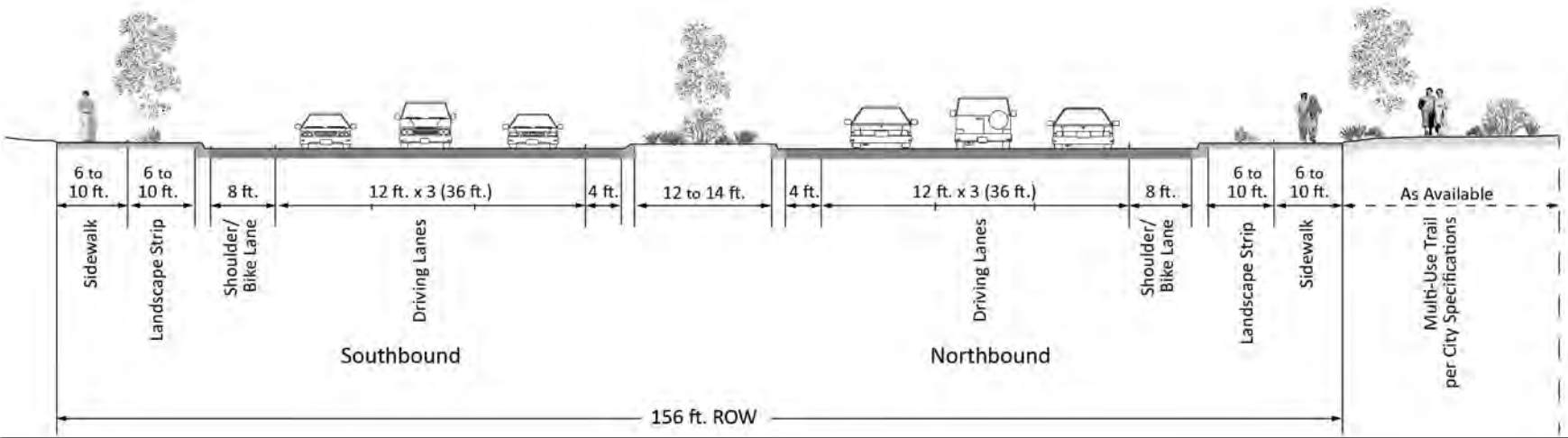
Figure C-2: *Congestion Levels for Coors Corridor, 2035*

This example for the year 2035 PM peak hour illustrates the extent and magnitude of congestion facing West Side roadways by 2035. The red lines indicate roadway links that are over capacity. The black lines are links projected to have severe congestion. Almost the entire length of Coors is either red or black.



River-crossing capacity is key to providing regional mobility to and from the West Side.

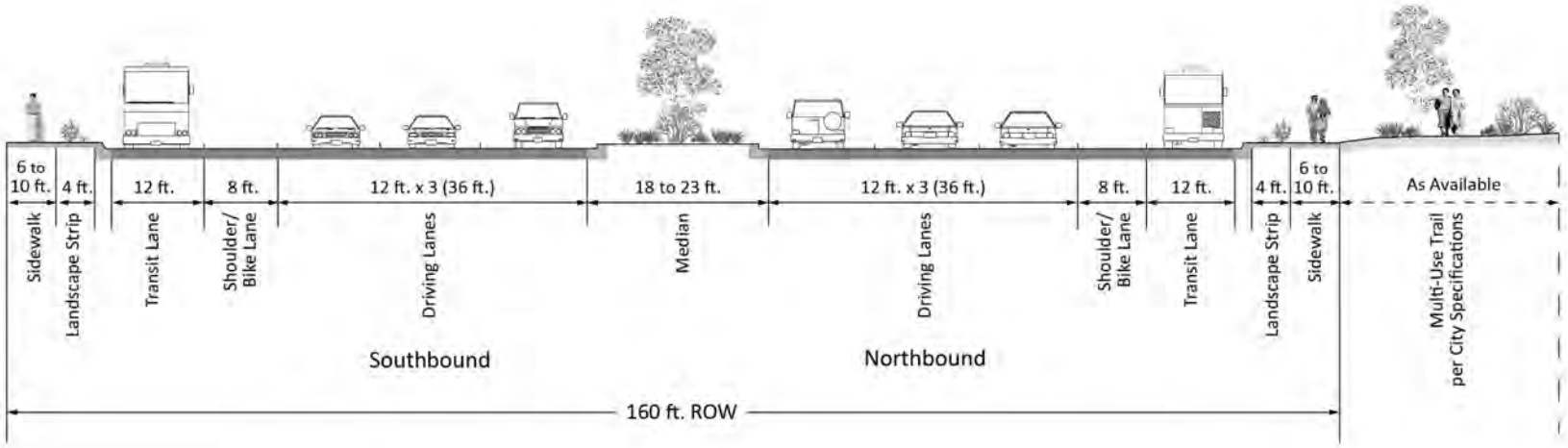
Multi-modal accommodations are needed on all major corridors to improve congestion at river crossings in the future.



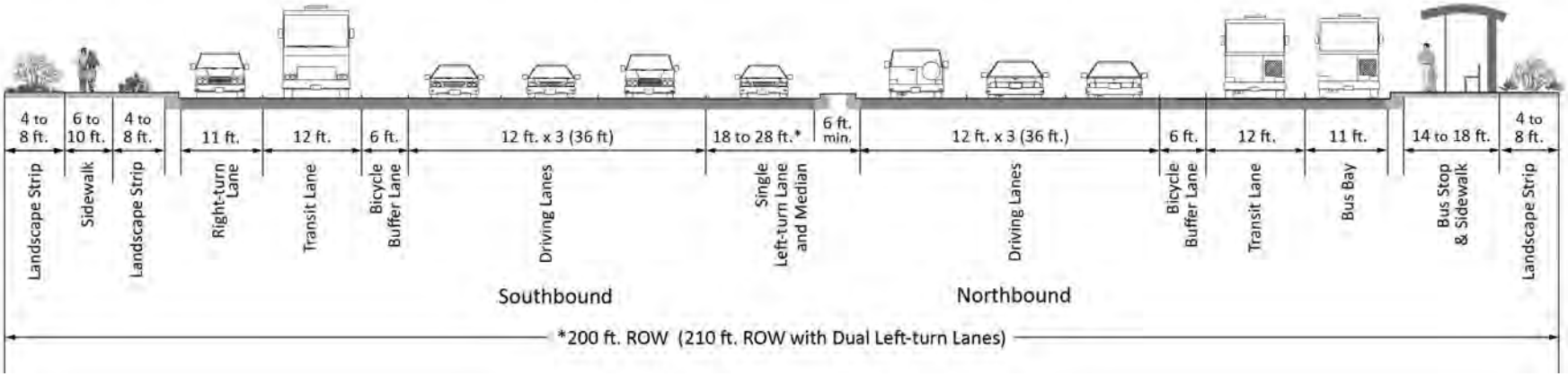
Note: *Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.*

Figure C-3: *Example 6-Lane Typical Section for COORS BOULEVARD (NM45) from Bridge Boulevard to Central Avenue*

C. Traffic Movement, Access Management, and Roadway Design



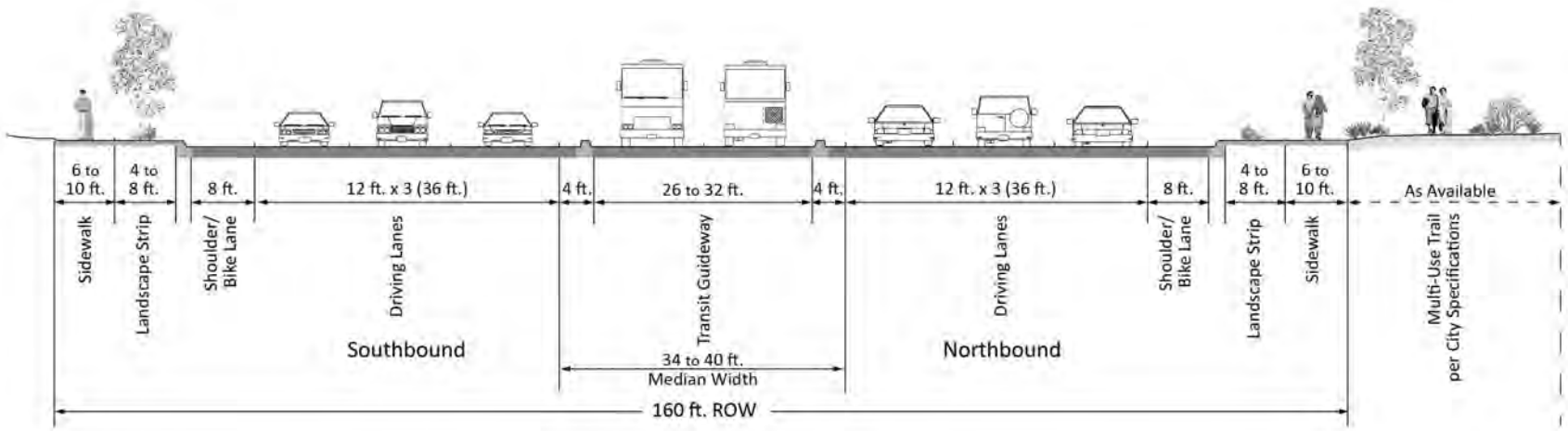
A. Mid-Block Section



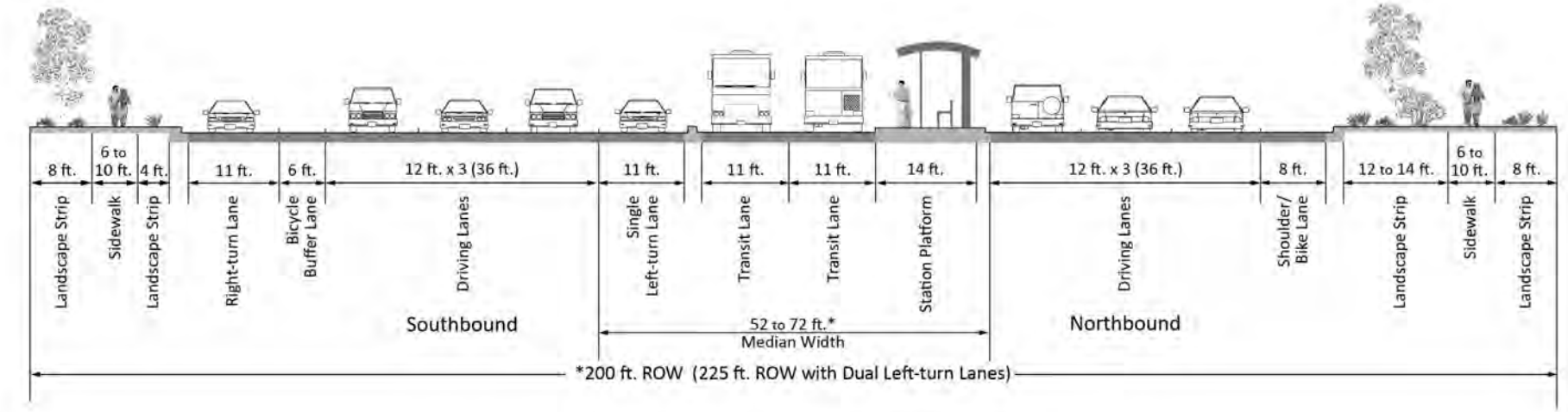
B. Section at Intersection with curbside BRT Station

Note: ***Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.***

Figure C-4: *Example 6-Lane Typical Sections with CURBSIDE Bus/BRT Lanes for COORS BOULEVARD/COORS BYPASS (NM45)*



A. Mid-Block Section

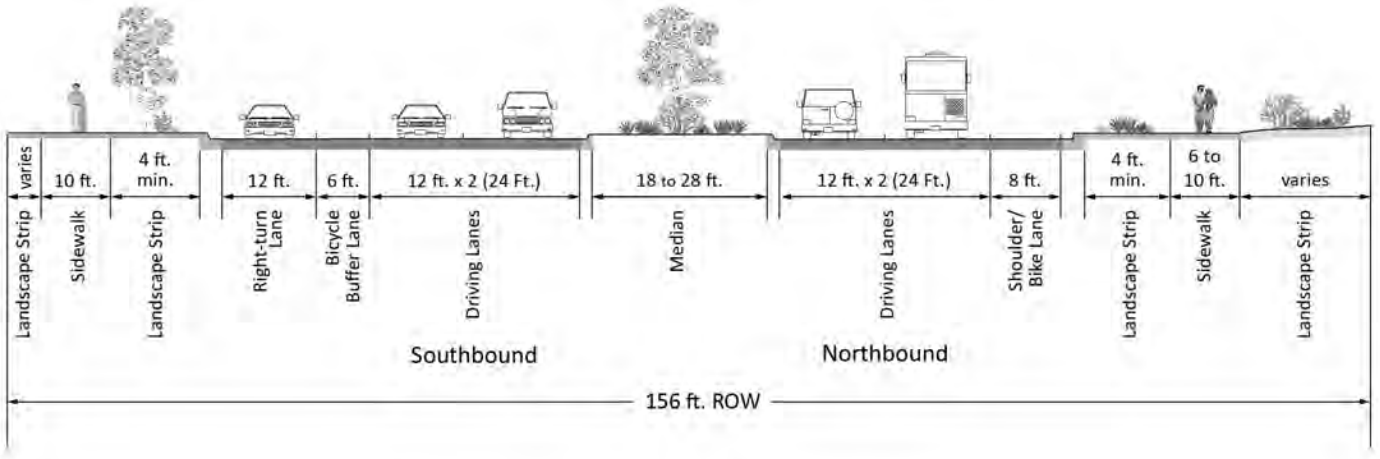


B. Section at Intersection with Median BRT Station

Note: ***Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.***

Figure C-5: *Example 6-Lane Typical Sections with MEDIAN BRT Lanes for COORS BOULEVARD/COORS BYPASS (NM45)*

C. Traffic Movement, Access Management, and Roadway Design



Note: *Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.*

Figure C-6: *Example 4-Lane Typical Section for COORS BOULEVARD from Coors Bypass to Alameda Boulevard (NM448)*

3.0 Highway Component

3.1 The primary function of Coors Boulevard and Coors Bypass is to facilitate the movement of people and goods efficiently and, secondly, to provide managed access to and from adjacent areas. To accommodate these basic functions, the Coors Corridor shall be designed with the following number of lanes:

i) **Coors Boulevard/Coors Bypass (NM45)**: No more than six general purpose traffic lanes (three northbound and three southbound) plus the appropriate auxiliary lanes at or between intersections to facilitate turning movements at intersections and other access points. At the I-40/Coors Boulevard Interchange, the lanes entering and exiting the interchange must maintain lane balance and continuity for functionality and safety. [Refer to the typical sections in Figure C-3 through Figure C-5.]

ii) **Coors Boulevard from Coors Bypass to Alameda Boulevard (NM448)**: Four general purpose traffic lanes (two northbound and two southbound) plus the appropriate auxiliary lanes at or between intersections to facilitate turning movements at intersections and other access points. [Refer to the typical section in Figure C-6.]

3.2 Design standards for urban principal arterial streets with regard to lane widths and medians shall be used in the operations, maintenance and upgrades of Coors Boulevard and Coors Bypass.

i) **Lane Width**

a. The desired width of the general purpose travel lanes and auxiliary lanes should be 12 feet; the minimum should be 11 feet.

b. The minimum outside shoulder width should be 8 feet.

View of Coors Boulevard north of Fortuna Road

View of the I-40/Coors Boulevard interchange ramps south of the Ouray underpass

View of Coors Boulevard south of Coors Bypass

C. Traffic Movement, Access Management, and Roadway Design

ii) Medians

a. Where left-turn lanes are provided, the median width should consist of an 11- or 12-foot lane exclusive of gutter and a minimum 6-foot median divider (i.e., the 6-foot median is measured from inside edge line to inside edge line).

b. Where turn lanes are not required, the median width should be determined based on site-specific requirements such as the need for pedestrian crossing refuge or the type of landscaping to be implemented.

c. If a barrier-separated median is needed, most likely associated with a grade-separated roadway improvement, the median should consist of the barrier and inside shoulders. In this instance, the width of the inside shoulders will be determined by the agency responsible for maintenance and operations.

d. If transit is provided in the median, median design shall be determined based on the requirements associated with the design of the transit service.

3.3 To function as a multi-modal corridor, the highway design shall be compatible with the design of transit lanes [see Section .4.0] and bicycle lanes [see Section .5.0].

3.4 Rationale

Significant investments have been made in the Coors Corridor to provide the existing multi-lane highways. Personal automobiles and commercial vehicles rely on major highways for commuting and other travel needs within and through the region.

Traffic projections for 2035 indicate continued and significant traffic growth on this route. The fundamental highway components of Coors Boulevard (NM45) will continue to be served via three general purpose travel lanes in each direction plus auxiliary lanes and intelligent transportation system (ITS) improvements. Two general purpose travel lanes in each direction serve the intended transportation functions of Coors Boulevard from Coors Bypass to Alameda Boulevard (i.e. NM448). Future investment should focus on enhancing the person-carrying capacity of the corridor with the addition of premium transit service rather than additional general purpose travel lanes.

Aerial view of the Coors Boulevard/Quail Road intersection area

Aerial view of Coors Boulevard at Western Trail/Namaste Road

C. Traffic Movement, Access Management, and Roadway Design

Premium transit refers to Bus Rapid Transit (BRT), which provides a higher standard of service for speed and reliability than conventional local bus service. BRT is an integrated system of facilities, equipment, services, and amenities that improves the speed, reliability, and image of bus transit. [See Section .4.4 for more details.]

Analysis of adding more general purpose traffic lanes to the Coors Corridor did not show significant benefits to traffic operations, especially at the intersections of Coors Boulevard with river crossing routes. Analysis also showed that reducing the existing capacity of Coors Boulevard and Coors Bypass, such as by converting one of the existing lanes to a special-purpose (e.g. transit) lane would be adverse to the importance and function of this facility. Major widening of Coors Boulevard and Coors Bypass, such as to ten or more general purpose lanes or converting it to an expressway or freeway, would not be beneficial. Major widening and/or upgrade to an expressway/freeway would require extensive acquisition of rights-of-way and excessive capital expenditures and would result in substantial impacts on businesses and neighborhoods. While significant increases in highway capacity might improve north-south traffic flow in some segments of the corridor, bottlenecks would still occur at intersections with river crossing routes. In fact, congestion at these river crossing corridors is expected to be so high that bottlenecks at these key intersections would be so extensive as to negate the benefits of added capacity along the Corridor.

C. Traffic Movement, Access Management, and Roadway Design

4.0 Transit Component

4.1 Coors Boulevard and Coors Bypass (NM45) shall be designed to accommodate both local and premium transit services, while Coors Boulevard between Coors Bypass and Alameda Boulevard (NM448) shall be designed to accommodate local bus service. This Plan recommends the following priorities for transit investment for the Coors Corridor:

1. Adding dedicated transit lanes with strategically located bus stations.
2. Adding park-and-ride lots within the Coors Corridor.
3. Maintaining accommodations for curbside local bus service, including shelters for all bus stops.
4. Providing improvements to facilitate passenger transfers between transit routes serving and connecting to the Coors Corridor, particularly to cross-river routes.

4.2 Future studies and engineering analysis shall be performed to determine the placement of dedicated transit lanes (i.e., in the median or curbside) and the location of stations and park-and-ride lots.

Additional engineering and ridership analyses will be needed to verify the feasibility of dedicated transit lanes and the ability of the City of Albuquerque and/or Rio Metro Regional Transit District (RMRTD) to provide the necessary capital and buses to serve the corridor. Refer to Figure C-4 and Figure C-5 for typical cross sections with curbside and median BRT lanes, respectively.

Example of a curbside-running BRT lane at a station in Everett, Washington

Example of a median-running BRT lane at a signalized intersection in Eugene, Oregon

4.3 Station Locations

i) BRT stations will either be provided at the curbside or within the median, depending on how the BRT service is implemented in the Corridor. The general locations of BRT stations are listed below and are illustrated in Figures C-12 through C-19. These general locations indicate connections to other cross-roads and/or land uses, rather than specific locations relating to a particular property, distance from an intersection, or location on one side of the street or in the median. If curbside BRT is implemented, the BRT stations will be separate from local stops to ensure that the BRT service reliability is not compromised by local bus service. The specific location and design of BRT stations will be determined by future studies and design projects.

a. General Locations of Future BRT Stations:

- Central Avenue
- Fortuna Road
- Quail Road
- Sequoia Road
- St. Josephs Drive
- Dellyne Avenue
- Montaño Plaza
- Eagle Ranch Road (south of Paseo del Norte)
- Paseo del Norte-Irving Boulevard
- Eagle Ranch Road (at Cottonwood Mall)
- Ellison Road (Existing Northwest Transit Center)

ii) Local bus stops shall remain at the curbside with locations and design elements determined by ABQ RIDE based on transit route plans. Pull-outs, or recessed bus bays, should not be used in the Coors Corridor. If curbside BRT is implemented, the BRT stations shall be separate from local stops to ensure that the BRT service reliability is not jeopardized by the local bus service.

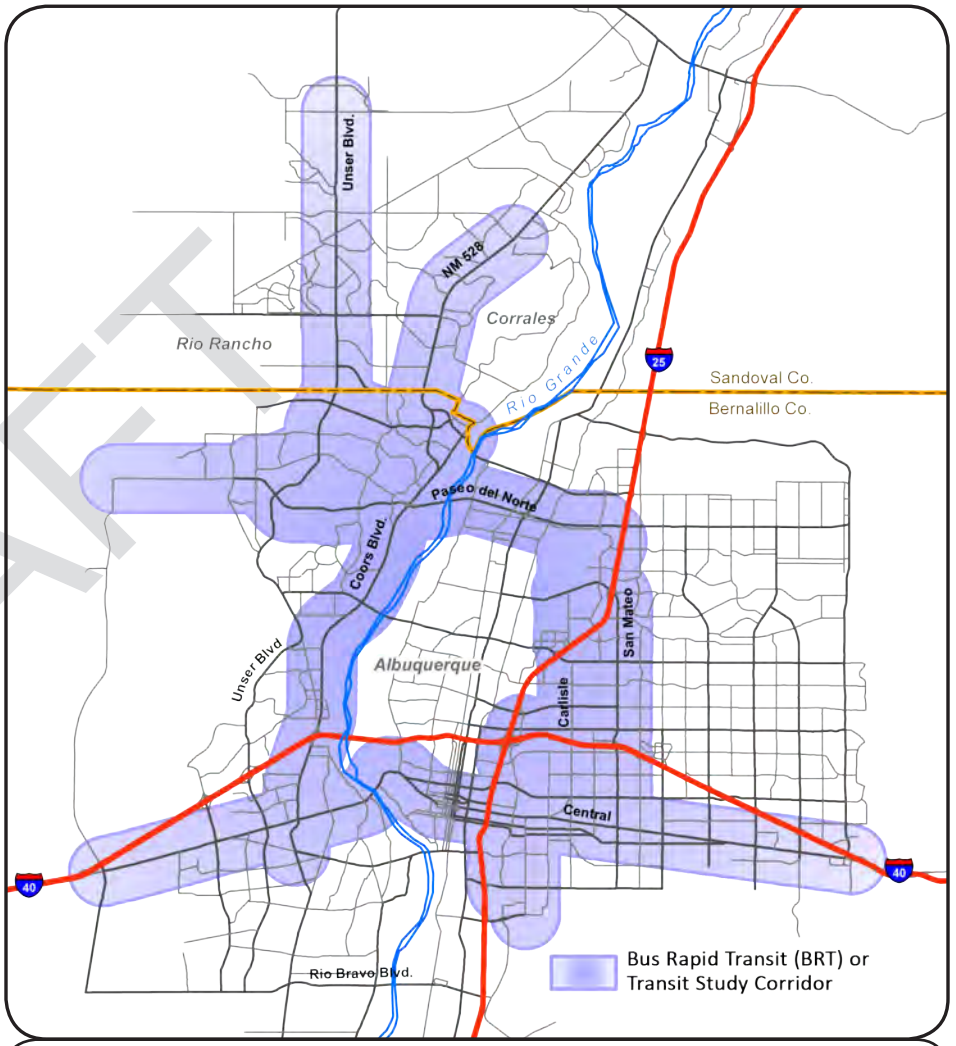


Figure C-7: *Major High Capacity Transit Corridors (2012)*

C. Traffic Movement, Access Management, and Roadway Design

4.4 Typical Characteristics of a BRT System

i) Bus vehicles provide level boarding platforms to help facilitate passenger entry.

ii) Stations typically include seating, lighting, and shelters for rider comfort.

iii) Real-time information for bus arrival times and schedules can be displayed, and passengers can purchase their fare in advance.

iv) Dedicated lanes can be curbside or within the street median.

v) Branding is used to differentiate the BRT system from the local bus system.

4.5 Rationale

Premium transit service, together with conventional transit services, can significantly increase the person-carrying capacity of Coors Boulevard and Coors Bypass. Analysis of future traffic operations indicates severe congestion throughout the Coors Corridor in the morning and evening commute periods. In addition, analysis has shown that adding general purpose travel lanes to Coors Boulevard and Coors Bypass will not significantly improve traffic flow. Congestion is expected to result in significant travel delays for commuters. BRT can provide an efficient alternative to automobile travel because it is less affected by congestion.

ABQ RIDE and RMRTD have identified a potential BRT system plan for the Albuquerque region with several BRT corridors, including Central Avenue, Paseo del Norte, Coors Boulevard, NM528, Unser Boulevard, and a corridor serving UNM, Central New Mexico Community College (CNM) and the Sunport. The planned system provides improved mobility between suburban neighborhoods and the major employment and higher education centers within Albuquerque and Rio Rancho. Coors Cooridor is an important part of this BRT system plan.

Example of a median BRT station with a shelter, seating and ADA accessibility in Eugene, Oregon

Example of a BRT vehicle at a level-boarding platform in Eugene, Oregon

5.0 Pedestrian and Bicycle Component

5.1 Continuous sidewalks shall be implemented along Coors Boulevard and Coors Bypass to provide pedestrians a safe place to walk and to facilitate pedestrian access to local and premium transit systems.

i) Typical sidewalk width should be eight feet; the minimum shall be six feet. In Major Activity Centers (MACs) and Community Activity Centers (CACs), as defined in the Albuquerque/Bernalillo County Comprehensive Plan, sidewalks should be a minimum of 10 feet wide.

ii) Sidewalks shall be provided on both sides of the roadway and include street furniture and landscaping. They should be offset from the back of curb with landscape strips to enhance the comfort and safety of pedestrians.

iii) The responsibility for implementation and maintenance of sidewalks shall be as follows:

a. Sidewalks in Public Rights-of-Way: Responsible Public Agency

b. Sidewalks fronting Coors Boulevard and Coors Bypass on Private Property: Property Owner

5.2 Off-street multi-use trails designated in the Long Range Bikeway System Map prepared by MRCOG or in the City's Bikeways and Trails Facility Plan shall be implemented in the Coors Corridor.

i) A minimum 10 foot-wide multi-use trail shall be provided within a landscaped area, which would accommodate both pedestrians and bicyclists. The specific width and design of multi-use trails shall be determined based on the specifications of the agency responsible for trail maintenance, typically the City of Albuquerque Parks Department.

5.3 Connections of sidewalks and multi-use trails to the neighborhoods, businesses, and institutions adjoining Coors Boulevard and Coors Bypass shall be provided to improve connectivity between the corridor and these land uses. [See Chapter D. Sections 3.6 and 3.7]

On-street bicycle use shall be accommodated in the Coors Corridor.

At-grade pedestrian crossings require proper treatments for safe crossings.

C. Traffic Movement, Access Management, and Roadway Design

5.4 On-street bicycle travel shall be accommodated in the Coors Corridor.

i) On Coors Boulevard and Coors Bypass (NM45), it should be accommodated in the shoulders of the roadway. At intersections, striped bicycle buffer lanes should be provided where exclusive right-turn lanes and/or transit lanes are provided to separate the bicycle through movement from right-turning traffic and/or bus stops/stations, as appropriate. The minimum shoulder width should be eight feet, and the minimum striped bicycle buffer/lane width should be six feet. [See Figures C-3, C-4, and C-5.]

ii) If curbside BRT is implemented and bicycle demand in the Coors Corridor is substantial, consideration of one-way cycle tracks (e.g., buffered bike lanes) should be considered on both sides of Coors Boulevard between the vehicle travel lanes and the BRT lanes. Combining the cycle track with the BRT lane may be viable and will be determined by future engineering study.

5.5 Pedestrian crossings of Coors Boulevard and Coors Bypass should be designated at major intersections, at pedestrian/bicycle grade-separations, and as needed to access BRT stations.

i) Intersection crossings should be provided at signalized intersections with appropriate pedestrian crossing features. Where crossing distances are greater than 150 feet, accommodations for two-stage pedestrian crossings should be provided.

ii) The *Long Range Bikeway System* map prepared by MRCOG identifies the locations of existing and proposed grade-separations along Coors Boulevard and Coors Bypass. Future planning and engineering studies will determine the type and specific location of new grade separations. The general location of pedestrian/bicycle grade separations identified for Coors Corridor are listed below.

a. Existing
- Fortuna Road (pedestrian bridge)
- Ouray Road (part of highway)

b. Proposed
- Sevilla Avenue/San Antonio Arroyo
- La Orilla Road
- Eagle Ranch Road (south)
- Paseo del Norte
- Calabacillas Arroyo

5.6 Rationale

The existing Corridor is not friendly for pedestrians and has few connections between the Corridor and adjoining land uses. Convenient pedestrian and bicycle access is important for local patrons and employees of businesses along Coors Boulevard and Coors Bypass. An investment in high-capacity transit must include efficient access for passengers arriving on foot or by bicycle to improve multi-modal accessibility. The design of these facilities must emphasize efficiency of access, safety, and comfort.

6.0 Signalized Major Intersections

6.1 The distance between signalized major intersections on Coors Boulevard and Coors Bypass shall be as far apart as practical to encourage continuous traffic flow. A minimum distance of approximately one-half mile shall be maintained between signalized intersections except where signalized intersections have already been established.

Signalized intersections have been established along the Coors Corridor with access control and spacing per the following tables, listed from south to north.

Among other items, Figure C-13 through Figure C-21 illustrate the location of signalized intersections.

i) Coors Boulevard (NM45)

Intersection	*Access*	*Distance to the Next Intersection to the North*
Bridge Boulevard	*Full access*	*4,075 ft.*
Central Avenue	*Full Access*	*2,290 ft.*
Bluewater Road	*Full Access*	*1,760 ft.*
Los Volcanes Road	*Full Access*	*1,230 ft.*
Fortuna Road	*Full Access*	*2,340 ft.*
Hanover Road	*Full Access*	*1,150 ft.*
Iliff Road	*Partial Access*	*Not Applicable**
Quail Road	*Full Access*	*2,185 ft.*
Sequoia Road	*Full Access*	*2,440 ft.*
St. Josephs Drive	*Full Access*	*2,470 ft.*
Western Trail - Namaste Road	*Full Access*	*2,265 ft.*
Sevilla Avenue	*Full Access*	*2,530 ft.*
Dellyne Avenue - Learning Road	*Full Access*	*2,575 ft.*
Montaño Road	*Full Access*	*1,900 ft.*
Montaño Plaza Drive	*Full Access*	*2,425 ft.*
La Orilla Road	*Full Access*	*5,540 ft.*
Eagle Ranch Road	*Full Access*	*1,720 ft.*
Southwestern Indian Polytechnic Inst. (SIPI) Road	*Temporary Full Access*	*1,185 ft.*
Paseo del Norte (NM 423)	*Full Access*	*2,530 ft.*
Irving Boulevard	*Full Access*	*3,090 ft.*

** Due to I-40 Interchange*

C. Traffic Movement, Access Management, and Roadway Design

ii) Coors Boulevard (NM448)

Intersection	*Access*	*Distance to the Next Intersection to the North*
Coors Bypass	*Full Access*	*1,410 ft.*
Cottonwood Loop	*Full Access*	*1,100 ft.*
7 Bar Loop Road	*Full Access*	*1,170 ft.*
Old Airport Road	*Full Access*	*1,030 ft.*
Alameda Boulevard (NM 528)	*Full Access*	*terminus*

iii) Coors Bypass (NM45)

Intersection	*Access*	*Distance to the Next Intersection to the North*
Coors Boulevard	*Full Access*	*1,160 ft.*
Eagle Ranch Road	*Full Access*	*2,270 ft.*
7 Bar Loop Road	*Partial Access*	*1,685 ft.*
Ellison Road	*Full Access*	*terminus*

6.2 New signalized intersections along Coors Cooridor not listed above shall be considered only under extenuating circumstances when the need can be demonstrated based on traffic and/or safety conditions, and the installation of an additional traffic signal will not compromise the traffic-carrying capacity and functionality of Coors Boulevard and Coors Bypass as principal arterial streets.

6.3 Additional grade-separated roadways and interchanges may be considered for locations where existing and expected congestion is highest, including the following:

i) Montaño Road [see concept in Figure C-8]: A single-point diamond interchange with Coors Boulevard as the continuous roadway would improve traffic operations and is consistent with the long-range plan for this intersection. Additional access controls would be required on each approved leg.

ii) Paseo del Norte (NM423) [see concept in Figure C-9]: This interchange is expected to change because of existing and forecast congestion and to accommodate multi-modal travel needs. While the development of improvements will be the subject of another engineering study, a concept was developed for this Plan to address the south-to-east movement. A fly-over ramp would increase the capacity of the south-to-east movement and would improve the throughput of Coors Boulevard through the intersection.

iii) Northbound Coors Boulevard from Quail Road through Sequoia Road [see concept in Figure C-10 and Figure C-11]: Congestion on northbound Coors Boulevard results in traffic backing up on I-40. The traffic backups result in safety concerns on I-40. To resolve this, a grade-separated, elevated roadway concept was developed. Southbound Coors would remain as an at-grade surface street.

Additional engineering studies should be performed to verify the feasibility, benefits, and configuration of additional grade separations or modifications to existing interchanges.

6.4 Rationale

Intersection spacing is a key component of a safe and efficient urban major arterial roadway and the overall access management plan for the Coors Corridor. Establishing the maximum practical distance between signalized intersections is essential to realizing the best possible traffic flow to accommodate the existing and anticipated traffic volumes on Coors Boulevard and Coors Bypass. Closely spaced or irregularly spaced traffic signals on an arterial roadway are disruptive to traffic flow and contribute to travel delay and crashes. New grade-separated facilities offer safety enhancements as well as traffic performance benefits for all modes of travel, and can be effectively deployed to address critical issues in the Coors Corridor.

Figure C-8: *Conceptual Single-point Diamond Interchange at Montaño Road*

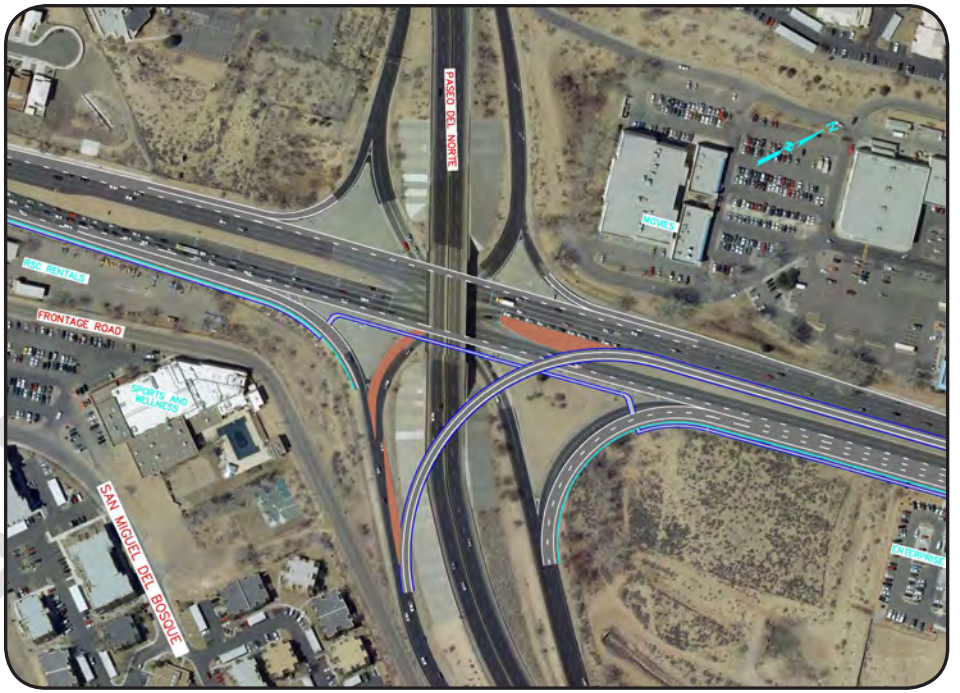


Figure C-9: *Conceptual New Flyover Ramp at Paseo del Norte*

C. Traffic Movement, Access Management, and Roadway Design

***Note:** Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.*

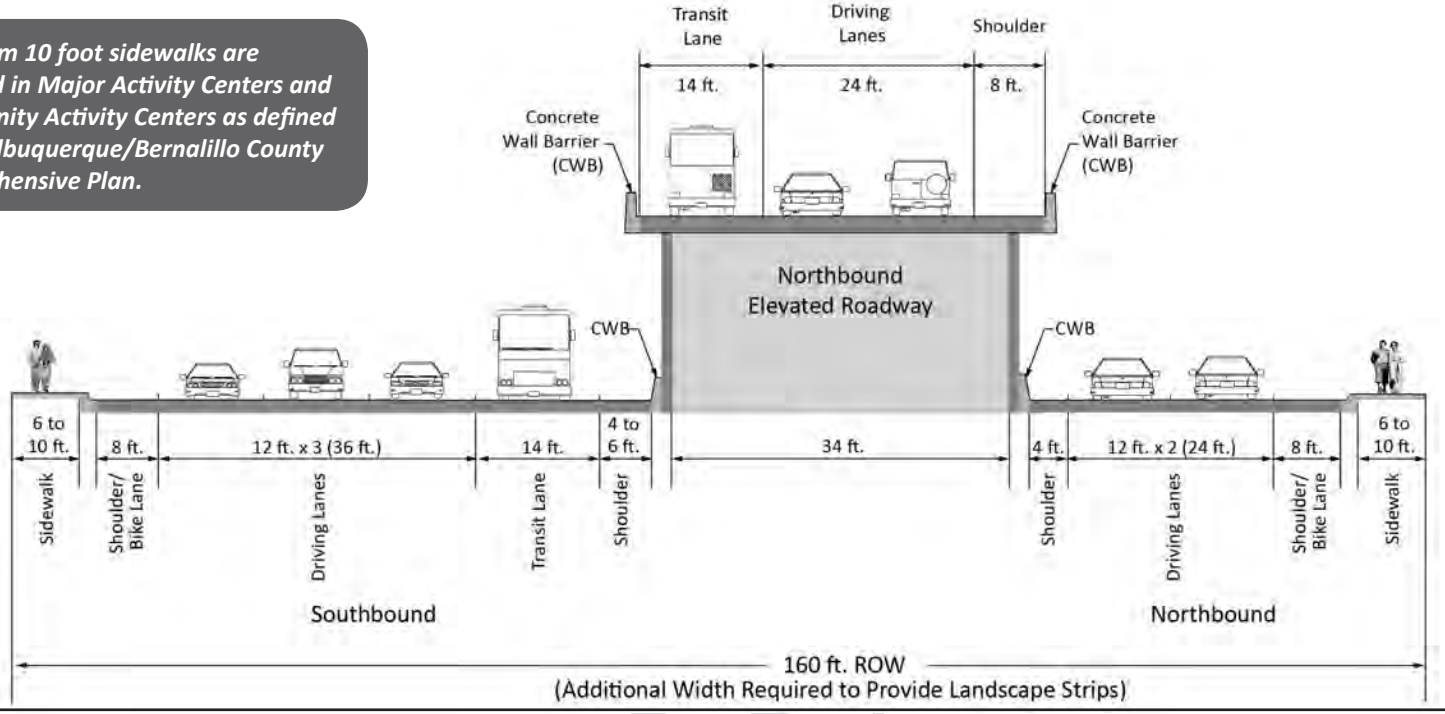


Figure C-10: *Typical Section of Conceptual Grade-Separated, Elevated Roadway on Coors Boulevard (NM 45) from Quail Road through Sequoia Road*

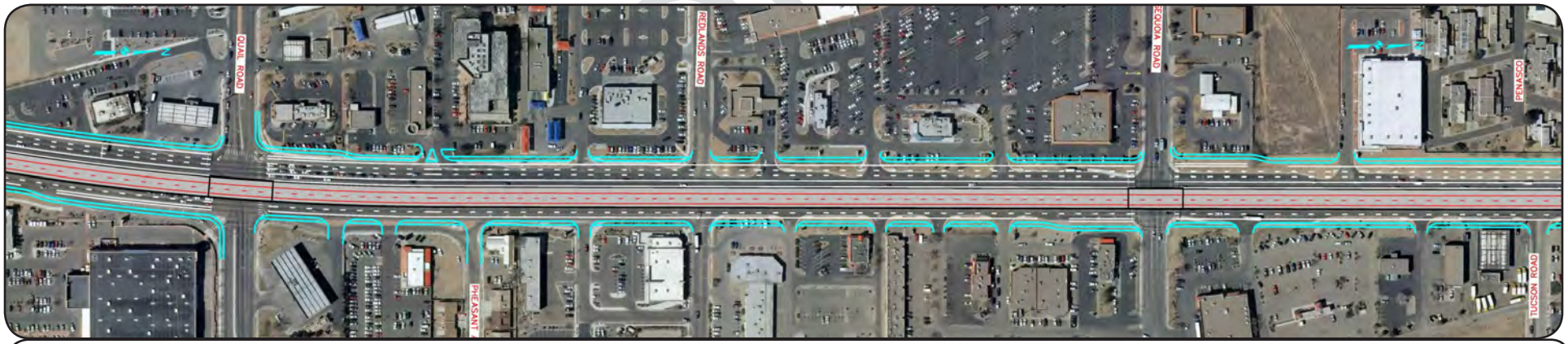


Figure C-11: *Conceptual Grade-Separated, Elevated Roadway from Quail Road through Sequoia Road*

7.0 Unsignalized Minor Intersections and Median Openings

7.1 Unsignalized minor intersections and median openings shall be managed along Coors Boulevard and Coors Bypass. Figures C-12 through C-19 illustrate the locations of intersections and median openings and the turn movements allowed at each median opening and at public access points as of 2013.

7.2 Unsignalized Minor Intersections

Minor intersections include public streets and private service streets with direct access to Coors Boulevard and Coors Bypass. For public streets, minor intersections are unsignalized in cases where traffic signal control is prohibited because of signalized intersection spacing requirements [see Section C.6.1 on page 41] and/or safety considerations. Private service streets consolidate access for more than one property or for shopping center sites, which helps to minimize traffic delay for motorists on Coors Corridor. Minor intersections may provide full or partial access to Coors Boulevard and Coors Bypass, depending on their location with respect to major intersections.

i) New direct access to Coors Boulevard and Coors Bypass may be considered only when access is not available from the established street network.

ii) New full-access minor intersections shall be located a minimum of one-quarter mile from a major signalized intersection. In developed areas where the public street system is established, changes to the public street network may not be required; however, median opening restrictions may be required at a minor intersection if operations at the minor intersection have detrimental impacts on an adjacent major signalized intersection.

iii) New partial-access minor intersections shall meet the minimum distance from adjacent major intersections as noted below (i.e., centerline to centerline spacing):

a. For segments with posted speeds of 35-40 mph: 325 feet

b. For segments with posted speeds of 45-50 mph: 450 feet

c. For segments with posted speeds 55 mph or greater: 625 feet

iv) The need for and design of right-turn deceleration lanes at minor intersections shall be determined by the agency responsible for maintenance and operations.

7.3 Median Openings

i) All median openings associated with public and private streets and other access points shall comply with the following requirements. These requirements may be modified where physical constraints, existing structures and/or right-of-way impacts restrict installation. The location and design of new median openings are subject to approval by the agency responsible for maintenance and operations.

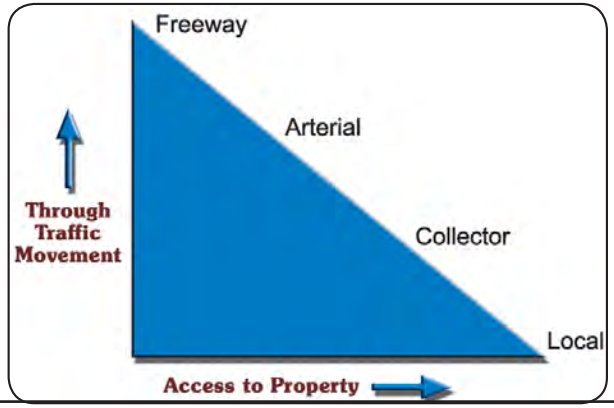


Figure C-12: *Graphic illustrating the relationship between property access and mobility by street type*

C. Traffic Movement, Access Management, and Roadway Design

a. All medians shall be designed to accommodate left turns, landscaping, drainage, pedestrian refuge areas, and other necessary improvements, as appropriate. [See Section 10.2 on page 51]

b. The spacing between channelized median openings should allow for the proper design of left-turn lanes. Adequate storage, deceleration and taper lengths should be provided based upon site-specific requirements.

c. The median opening length should be designed to accommodate the largest design vehicle anticipated to use the opening, and may be as great as the width of the minor street section using the median opening. Excessive median lengths shall be avoided to reduce conflicts within the median opening.

Example of a full-access median opening

Example of a partial-access median opening

d. Where a median opening is proposed, access to both sides of the street shall be considered. If left-turn access is provided to both sides of Coors Boulevard or Coors Bypass, left-turn bays for both directions shall be required at the median opening. Where offset access points are expected to result in turning movement conflicts at the median opening, access restrictions shall be considered.

e. Full left-turn access may be restricted at some locations due to safety or operational concerns. Where access restrictions are imposed, medians and/or islands should be used to prohibit restricted movements.

ii) If BRT is designed to be in the median as a result of future studies and engineering analysis, closures of median openings between major signalized intersections will be required, and the median design requirements will be adjusted based on the accommodations needed for the BRT service.

7.4 Rationale

Coors Boulevard (NM45) and Coors Bypass (NM45) are designated as limited-access arterials, and, along with Coors Boulevard (NM448), carry high traffic volumes and serve multiple travel modes. Median openings that allow left-turns to and from adjacent properties result in disruptive movements along any traffic-carrying facility. Full-access and partial-access unsignalized minor intersections also introduce conflicts between through and turning vehicles, transit vehicles, bicyclists, and pedestrians. Median openings and minor intersections must be managed along Coors Boulevard and Coors Bypass to preserve the quality and safety of traffic flow by reducing the number of conflict points along the corridor, by providing sufficient spacing between conflict points thereby accommodating turning vehicles, and by designing these highway components to a high standard consistent with the intended function of the roadway.

8.0 Access Management for Adjacent Properties

8.1 Access to specific properties shall be managed along Coors Boulevard and Coors Bypass (NM45). Access along Coors Bypass (NM448) should remain as it exists as of 2013.

Access can be managed by consolidating access for more than one property or for shopping center sites via private service streets that connect to Coors Boulevard at unsignalized intersections. Access can be improved further by constructing new connector streets parallel to Coors Boulevard that also provide an alternative for local circulation.

This policy addresses driveways and potential connector streets in the Coors Corridor. Items not specifically stated in this policy shall comply with the standard practice for a principal arterial.

Table C-1 through Table C-9 summarize existing access management conditions for Coors Boulevard and Coors Bypass and recommend changes to implement the following policies.

8.2 Driveways

The location and design of driveways (i.e., curb cuts) along Coors Boulevard and Coors Bypass are subject to approval by the agency responsible for maintenance and operations.

i) Direct Access: Direct driveway access to Coors Boulevard or Coors Bypass may be considered only when functional access to other adjacent roadway facilities is not available.

a. Alternatives may involve sharing access at a driveway or taking access from an adjacent public or private minor street. (Cross-access easements may be needed.) [See Section 7.2 on page 45.] Alternatives to providing direct driveway access to a property are to be considered by the agency having jurisdiction over land use, either the City of Albuquerque or Bernalillo County.

b. The City or County shall work with property owners, developers, neighborhood associations, and residents to establish a circulation system to provide alternative access opportunities to properties from facilities other than Coors Boulevard or Coors Bypass. Where alternative access for adjacent properties is identified, it shall be developed before existing direct driveways are closed or new driveways are allowed.

c. Where alternative access cannot be identified, the number of driveways with direct access should be limited to one per site unless the property frontage is adequate and design-hour traffic volumes indicate that the operational and safety performance for a single driveway is expected to be below applicable minimum acceptable standards. [See the responsible agency for details.]

ii) Access Spacing

a. Full-access driveways shall be a minimum distance of one-quarter mile from a major intersection or from a full-access minor intersection/median opening. Relative to adjacent access points, partial-access driveways shall be located based on the greater of the existing spacing or the following (i.e., centerline to centerline spacing):

- For segments with posted speeds of 35-40 mph: 325 feet
- For segments with posted speeds of 45-50 mph: 450 feet
- For segments with posted speeds of 55 mph or greater: 625 feet

b. Driveway access should not be permitted within a right-turn or left-turn lane on Coors Boulevard or Coors Bypass, or within 50 feet of either the leading or trailing limits of a turn lane. Driveway access shall not be permit-

ted within the access control limits of an interchange or within 300 feet of the leading or trailing edge of the access control limits for the interchange.

c. In developed or redeveloping areas where existing driveway locations preclude access spacing based on the above requirements, new driveways should be located to minimize conflicts with existing access points. Driveways should be consolidated where possible to provide shared property access.

iii) Right-turn Lanes: The need for and design of a right-turn deceleration lane at a driveway shall be determined by the agency responsible for maintenance and operations.

iv) Driveways on Intersecting Streets: City of Albuquerque, Bernalillo County, or NMDOT requirements should be used for locating driveways on the minor street approaches and departures of intersections with Coors Boulevard and Coors Bypass, as applicable.

v) Design for All Modes: Driveway designs shall provide for the safe movement of all right-of-way users, including but not limited to personal vehicles, commercial trucks, buses, pedestrians, bicyclists, and persons with disabilities. Where pedestrians are expected to cross a driveway, the driveway shall be designed in accordance with the Americans with Disabilities Act (ADA) and applicable local standards, including vertical and horizontal design characteristics. Where non-motorized facilities (e.g., a sidewalk or trail) cross a driveway, appropriate modifications shall be made to maintain safe operations for both facilities.

vi) Visibility: Sight distance requirements shall be met at all driveway locations to provide safe operating conditions for the motoring public. A driveway should not be allowed unless adequate visibility is provided for motorists passing the driveway and for motorists using the driveway. Unobstructed sight distance shall be maintained in both directions from the driveway. Any potentially obstructing objects, such as but not limited to advertising signs, structures, trees and bushes, shall be designed, placed and maintained at a height not to interfere with the sight distances needed by any vehicle using the driveway.

8.3 Local Connector Streets

i) New local connector streets parallel to Coors Boulevard should be designed and constructed where feasible to enhance local circulation, to reduce dependence on Coors Boulevard, and to direct traffic to major signalized intersections.

a. West of Coors Blvd., Costa Maresme Drive to Dellyne Avenue [See Figure C-16 and Table C-4]

b. East of Coors Blvd., Winter Haven Road to Bosque Plaza Lane [See Figure C-17 and Table C-5]

c. East of Coors Blvd., Eagle Ranch Road to SIPI Road [See Figure C-18 and Table C-6]

ii) Further studies should be performed to investigate the feasibility of these potential connector streets.

iii) The design of the connector streets should be based on the street design standards of the relevant jurisdiction at that location (i.e. City of Albuquerque or Bernalillo County).

8.4 Rationale:

The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. Access management is particularly important along limited-access arterials such as Coors Boulevard/ Bypass (NM45) so they can provide high capacity and safe movement of traffic, as well as access to property. Access management balances the need to provide safe and efficient traffic movement with the need to provide reasonable access to adjoining properties.

The intent of this policy is to limit the number of allowable driveways and to encourage the use of shared driveway access between property owners. Access points should be located to minimize turning movement conflicts between adjacent access facilities and to provide adequate separation of conflicts for oncoming motorists. The management of access is directly tied to the speed of travel on Coors, because the frequency and spacing of driveways and other access points is based on motorists having time to safely react to the conflicts associated with driveways.

C. Traffic Movement, Access Management, and Roadway Design

9.0 Right-of-Way

The existing right-of-way along Coors Boulevard from Coors Bypass to Alameda Boulevard (i.e. NM448) is sufficient to accommodate four general purpose traffic lanes (two northbound and two southbound), the appropriate auxiliary lanes at or between intersections to facilitate turning movements at intersections and other access points, a median and sidewalks [see typical section in Figure C-6].

For the remainder of the Coors Corridor (i.e. NM45), additional right-of-way will be needed in several locations to fully implement the desired multi-modal facility, because the right-of-way needed along Coors Boulevard and Coors Bypass exceeds the 156-foot standard for principal arterials (160-225 feet per the typical sections in Figure C-4 and Figure C-5).

The right-of-way needed for each major segment of Coors Boulevard and Coors Bypass is identified in Table C-1 through Table C-9.

9.1 Where necessary, the City of Albuquerque and Bernalillo County, together with the NMDOT, shall acquire right-of-way through the land development process and/or the project development process sufficient to implement the desired multi-modal facility in all locations where vacant parcels exist and/or where redevelopment occurs along Coors Boulevard and Coors Bypass (i.e. NM45), including but not limited to, the following elements:

i) six general purpose traffic lanes plus separate turn and auxiliary lanes at intersections to achieve reasonable traffic operations;

ii) a median;

iii) two dedicated transit lanes (does not apply from Bridge Blvd. to Central Ave.);

iv) bus stops/stations;

v) a sidewalk along each side of the roadway and multi-use trail where designated; and

vi) landscape strips.

Standard right-of-way acquisition procedures apply for developed/established properties. Refer to the conceptual design layouts included in the Coors Corridor Study Alternatives Analysis Report under separate cover.

9.2 Where potential connector streets are determined to be feasible and are selected to be implemented, the relevant jurisdiction (i.e. City of Albuquerque or Bernalillo, depending on the location) shall obtain the necessary right-of-way and/or easements from property owners. [See Figures C-12 through C-19 for several potential connector streets that are recommended to be designed and constructed to provide circulation within areas adjacent to Coors Boulevard to minimize the need to use Coors Boulevard for short trips. [See also Section 8.3 on page 48.]

9.3 Rationale

Adequate right-of-way is needed to implement the highway, transit, and bicycle and pedestrian facilities within the Coors Corridor. The necessary amount of right-of-way should be identified, and a strategy should be in place to obtain additional right-of-way as new development or redevelopment occurs. Including this proactive strategy in the Plan ensures that new construction does not hinder the ability to implement an improved multi-modal facility over time.

10.0 Streetscape Design

10.1 Streetscape improvements shall be implemented to improve the visual character and to enhance the walkability and overall pedestrian experience along Coors Boulevard and Coors Bypass. These improvements shall include plantings within medians and roadside landscape strips and in the areas along any multi-use trails. When median and street-side plantings are used, they shall be placed outside the clear sight triangle to maintain safe sight distances. Street furniture, such as benches and shade structures, should be included in the streetscape as appropriate. Landscaping or other streetscape features located on private property shall be the responsibility of the property owner and shall comply with City and County ordinances.

10.2 Streetscape improvements shall be provided within the public right-of-way and may also be incorporated into landscaping plans for abutting properties as part of the land development process. Improvements within public rights-of-way shall be maintained as specified in maintenance agreements between the NMDOT and the City or other local agencies, as applicable. They shall be designed per City prototypes and standards if they are to be maintained by the City (typically by the City Parks Department).

10.3 A sustainable approach to streetscape improvements should be followed. Where possible, Low Impact Development (LID) measures appropriate for urban transportation corridors should be considered, such as bioretention associated with stormwater management. A unified approach for the Corridor shall be developed by the City in collaboration with the NMDOT and other local agencies, as applicable.

10.4 Rationale

Landscaping and street furniture will enhance and promote pedestrian use and will make the Corridor more attractive. Aesthetic treatments along transportation facilities improve the quality of life for all users of the facilities.

Median landscaping enhances the aesthetic quality of the overall user experience of the Coors Corridor.

Pedestrian amenities along trails and sidewalks are important for accommodating users' needs.

C. Traffic Movement, Access Management, and Roadway Design

11.0 Public Viewsites

11.1 Public viewsites shall be provided at appropriate locations along Coors Boulevard north of Western Trail/Namaste Road as recommended in Section E.2 of this Plan.

11.2 Viewsites should be sited to avoid conflicts with higher density development associated with major transit stations and Major and Community Activity Centers.

11.3 Where possible, viewsites shall be located as part of pedestrian paths and multi-use trails and shall include amenities such as benches and trees or other shade structures.

11.4 Rationale

Scenic views of the Rio Grande Bosque and of the Sandia Mountains are available from the Coors Corridor. Opportunities for these views can be from sidewalks, multi-use trails and adjacent properties. The views enhance the quality of the overall experience within and from the Corridor.

At-grade view of the Sandia Mountains and Rio Grande Bosque from the Coors/Montaño intersection.

Aerial view of the Rio Grande Bosque at the Montaño Road river crossing.

12.0 Traffic Noise

12.1 The City and the NMDOT shall consider measures to abate traffic noise as part of future engineering studies performed within the corridor. The noise abatement criteria and procedures followed by the NMDOT should be used, as well as FHWA's noise standards and abatement procedures if federal funds are anticipated.

12.2 Measures to preserve pedestrian access to the corridor from the adjoining neighborhoods and commercial/ employment land uses shall be included in any noise barriers implemented within the Corridor.

12.3 The analysis of noise walls shall also consider and balance the preservation of scenic views.

12.4 All noise mitigation measures shall be in accordance with other design guidelines and policies contained within the Coors Corridor Plan.

12.5 Rationale

The high traffic volumes found along the Coors Corridor create nuisance traffic noise. Measures to mitigate traffic noise impacts to the neighborhoods and other noise-sensitive land uses along Coors Boulevard and Coors Bypass may be required, to be balanced with other needs in the corridor.

C. Traffic Movement, Access Management, and Roadway Design

13.0 Corridor Segment Recommendations

The following figures and tables provide recommendations for specific segments of the Coors Corridor from south to north, including needed right-of-way, travel lanes, medians, intersections, driveways, potential connector streets, transit stops and pedestrian and bicycle facilities.

Streetscape improvements, public viewsites, and noise abatement measures will be specified in conjunction with future public and private projects, as appropriate.

Segment	*Figure*	*Table*
Coors Boulevard		
Bridge Boulevard to Central	Figure C-13	Table C-1
Central to I-40	Figure C-14	Table C-2
I-40 to St. Josephs Drive	Figure C-15	Table C-3
St. Josephs Drive to Dellyne Avenue/ Learning Road	Figure C-16	Table C-4
Dellyne Avenue/Learning Road to La Orilla Road	Figure C-17	Table C-5
La Orilla Road to Paseo del Norte	Figure C-18	Table C-6
Paseo del Norte to Coors Bypass	Figure C-19	Table C-7
Coors Bypass	Figure C-20	Table C-8
Coors Boulevard (i.e. NM448) - Coors Bypass to Alameda Boulevard	Figure C-21	Table C-9

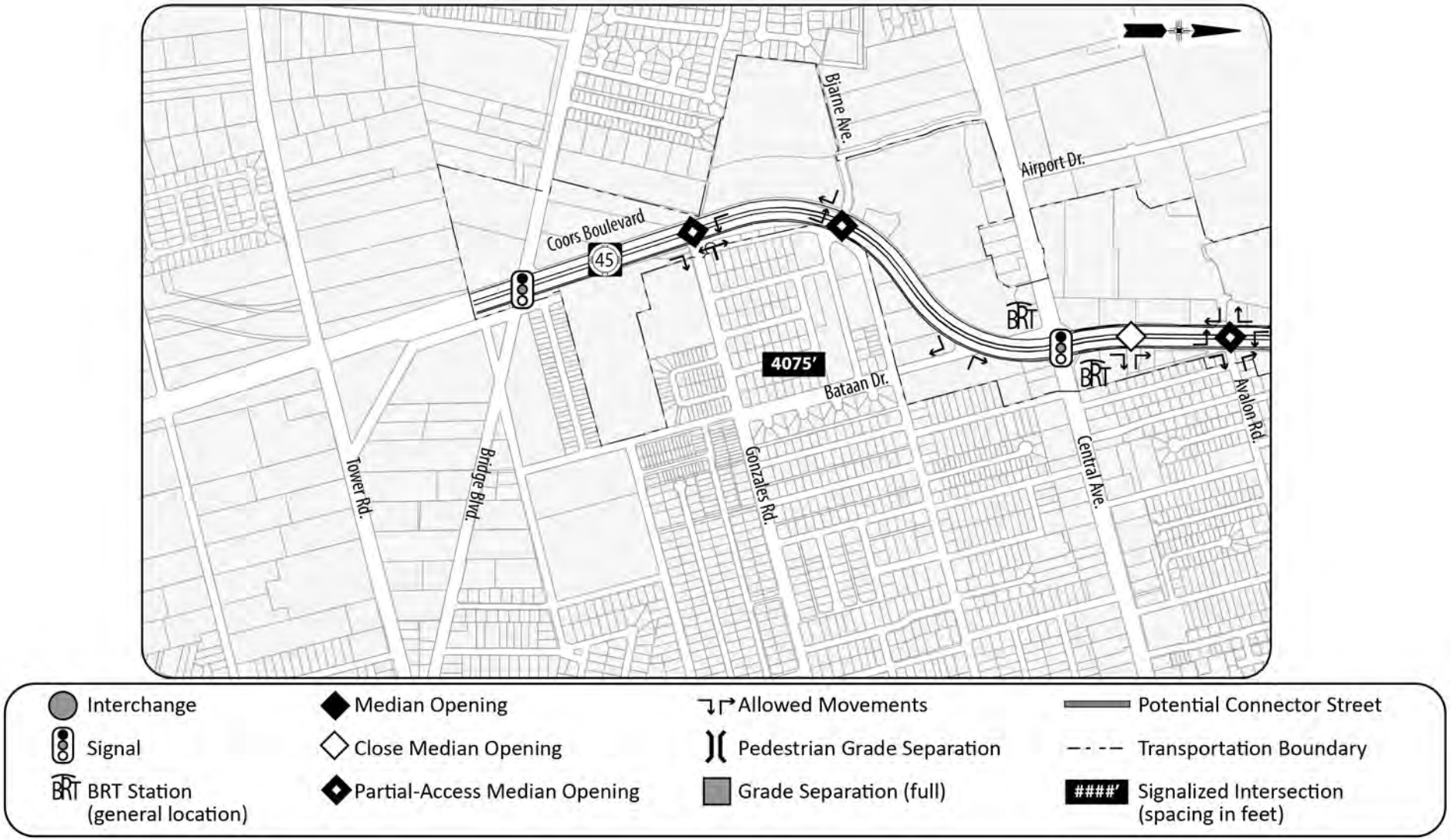


Figure C-13: *Bridge Boulevard to Central Avenue*

[See also Table C-1.]

C. Traffic Movement, Access Management, and Roadway Design

Table C-1: *Policy Recommendations – Bridge Boulevard to Central Avenue* *[See also Figure C-13.]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	*Between major intersections:* ▪ 156 feet of ROW *At major intersections without BRT stations:* ▪ Single left-turns: 175 feet of ROW ▪ Dual left-turns: 200 feet of ROW	Existing ROW is 156 feet. Identify and secure additional ROW at the major intersections with Bridge Boulevard and Central Avenue.
2. Travel Lanes ▪ General Purpose ▪ Bus Rapid Transit (BRT)	Three general-purpose travel lanes in each direction BRT not proposed south of Central Avenue	Utilize the existing median width to provide a third travel lane in each direction (widen to the inside).
3. Median ▪ Curbside BRT ▪ Median BRT	Not Applicable Not Applicable	Existing median width is 46 to 52 feet with approximately half reserved for future general purpose travel lanes in each direction.
4. Intersections ▪ Signalized ▪ Unsignalized – Full Access – Partial Access	Minimum distance of ½-mile spacing Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.
5. Driveways ▪ Full Access ▪ Partial Access	Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	No changes recommended. Policy for future changes only.

C. Traffic Movement, Access Management, and Roadway Design

Table C-1 (Continued): *Policy Recommendations – Bridge Boulevard to Central Avenue* *[See also Figure C-13.]*

Item	Policy	Existing Condition (2012) / Potential Change
7. Transit Stops and Stations	*Local Bus Stops* ▪ along curb sides per ABQ Ride, with shelters ▪ not combined with BRT Stations *BRT Stations* ▪ at Central Avenue (see next section)	Local stops and shelters as required per ABQ Ride ABQ RIDE to determine if existing bus bays/pull outs to be kept. Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide multi-use trails where designated. Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	Provide continuous sidewalks through this segment on both sides of Coors; existing sidewalk widths are 0 feet and 6 feet. On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.

C. Traffic Movement, Access Management, and Roadway Design

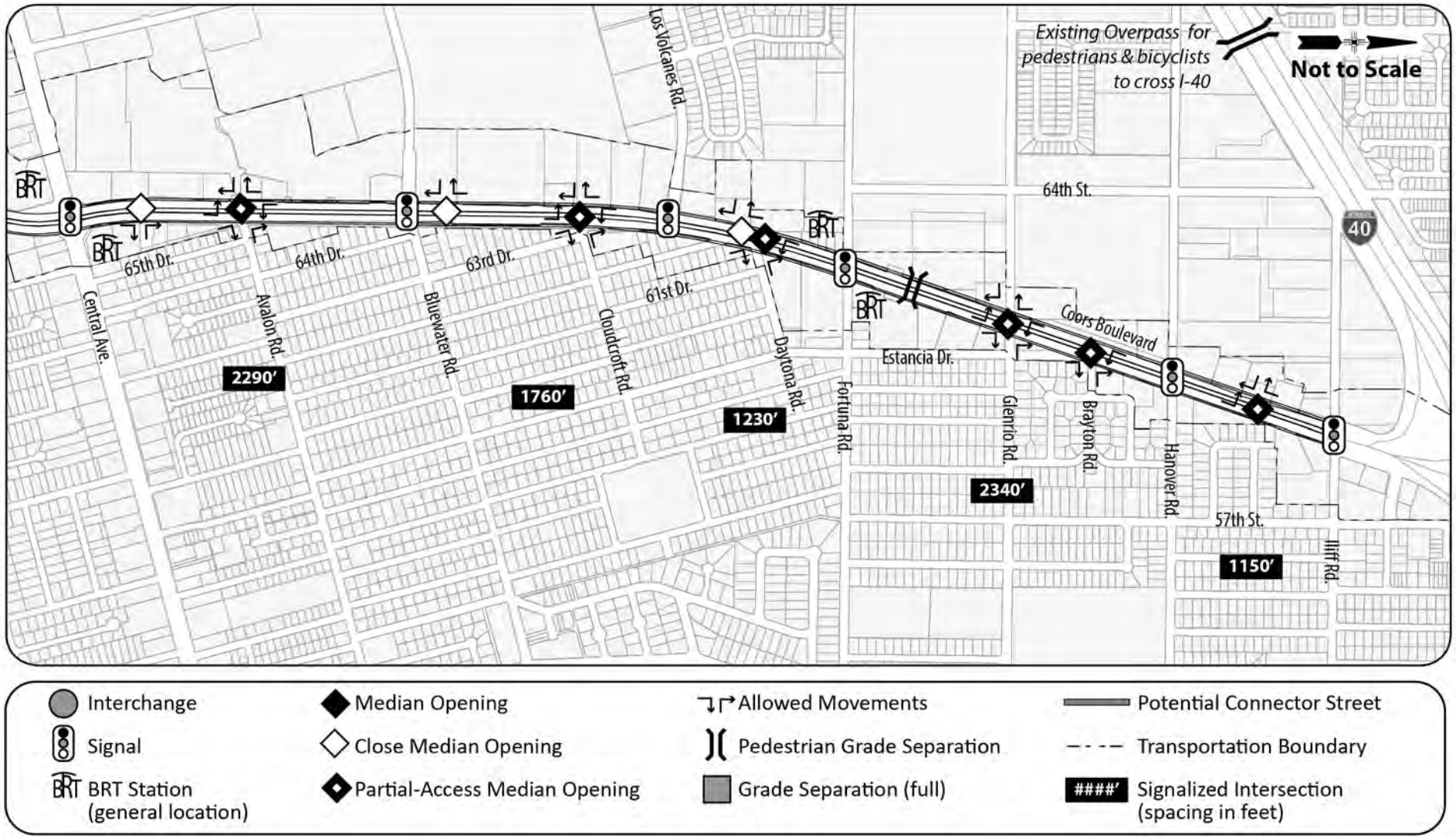


Figure C-14: *Central Avenue to I-40*

[See also Table C-2.]

C. Traffic Movement, Access Management, and Roadway Design

Table C-2: *Policy Recommendations – Central Avenue to I-40* *[See also Figure C-14.]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: ▪ 160 feet of ROW At major intersections with BRT stations: ▪ Single left-turns: 200 feet of ROW ▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW At major intersections without BRT stations: ▪ Single left-turns: 175 feet of ROW ▪ Dual left-turns: 200 feet of ROW	Existing ROW varies from 120 feet to 156 feet. Identify and secure additional ROW needed at various locations between Central Avenue and I-40 and at the major intersections, including: ▪ Central Avenue intersection (BRT Station) ▪ Bluewater Road intersection ▪ Los Volcanes Road intersection ▪ Fortuna Road intersection (BRT Station) ▪ Hanover Road intersection ▪ Iliff Road intersection
2. Travel Lanes		
▪ General Purpose	Three general-purpose travel lanes in each direction	No changes recommended.
▪ Bus Rapid Transit (BRT)	One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	Add one dedicated transit lane in each direction for BRT.
3. Median		
▪ Curbside BRT	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections.	Existing median width: ▪ Most of the segment: 18-feet ▪ North of Central Avenue: 30 feet ▪ Near Iliff Road: 28 feet
▪ Median BRT	Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections		
▪ Signalized	Minimum distance of ½-mile spacing	No changes recommended. Policy for future changes only.
▪ Unsignalized		
– Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
– Partial Access	Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.

C. Traffic Movement, Access Management, and Roadway Design

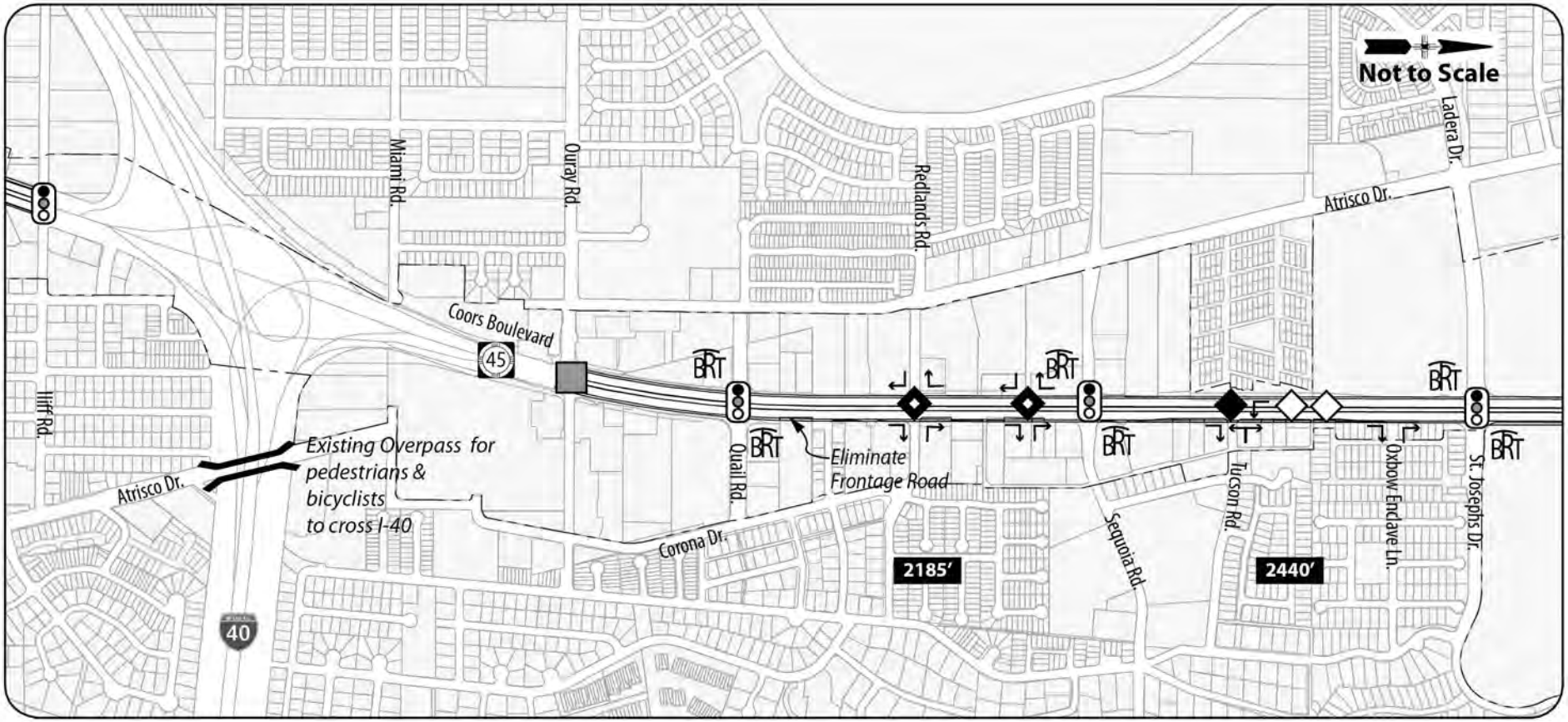
Table C-2 (Continued): *Policy Recommendations – Central Avenue to I-40* *[See also Figure C-14.]*

Item	Policy	Existing Condition (2012) / Potential Change
5. Driveways		
▪ Full Access	Minimum distance of ¼-mile spacing	If redeveloped, close median to reduce access from full to partial at the following locations: ▪ 415 feet north of Central Avenue ▪ 290 feet north of Bluewater Road ▪ 290 feet north of Los Volcanes Road If redeveloped, remove access at the following locations: ▪ 210 feet north of Central Avenue, west side ▪ 200 feet south of Fortuna Road, east side ▪ 100 feet north of Hanover Road, west side ▪ 120 feet north of Hanover Road, east side ▪ 230 feet north of Hanover Road, west side
▪ Partial Access	Minimum distance of 450 foot spacing	If redeveloped, consolidate access at the following locations: ▪ Driveways 190 feet and 360 feet south of Avalon Road, east side ▪ Driveways 70 feet and 190 feet south of Cloudcroft Road, west side ▪ Driveways 290 feet and 450 feet north of Los Volcanoes Road, west side ▪ Driveways 100 feet and 200 feet south of Glenrio Road, west side ▪ Driveways 125 feet and 275 feet north of Hanover Road, east side ▪ Driveways (7) from 100 feet to 950 feet north of Hanover Road, west side
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	No changes recommended for this segment.

Table C-1 (Continued): *Policy Recommendations – Central Avenue to I-40* *[See also Figure C-14.]*

Item	Policy	Existing Condition (2012) / Potential Change
7. Transit Stops and Stations	Local Bus Stops: ▪ Along curb sides per ABQ RIDE, with shelters ▪ Not combined with BRT Stations BRT Stations: ▪ At Central Avenue ▪ In the vicinity of Fortuna Road	Local stops and shelters as required per ABQ RIDE. Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide shoulders for on-street bike lanes and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	Existing sidewalk width: ▪ From Central Avenue to Fortuna Road: 10 feet ▪ From Fortuna Road to Iliff Road: 6 feet Pedestrian bridge to remain north of Fortuna. On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.

C. Traffic Movement, Access Management, and Roadway Design



Note: On northbound Coors Boulevard, a grade-separated, elevated roadway from Quail Road to St. Josephs Drive should be considered in future transportation planning efforts [See Figures C-9 and C-10].

Figure C-15: *I-40 to St. Josephs Drive*

[See also Table C-3.]

Table C-3: *Policy Recommendations – I-40 to St. Josephs Drive* *[See also Figure C-15.]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections (north of Quail Road): ▪ 160 feet of ROW (minimum) At major intersections with BRT stations: ▪ Single left-turns: 200 feet of ROW ▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW At major intersections without BRT stations: ▪ Single left-turns: 175 feet of ROW ▪ Dual left-turns: 200 feet of ROW	Existing ROW: ▪ Between I-40 and Quail Road: Varies from 185 feet to 225 feet ▪ North of Quail Road: Varies from approximately 140 feet to 156 feet Identify and secure additional ROW needed at various locations between I-40 and St. Josephs and at the major intersections, including: ▪ Quail Road intersection (BRT Station) ▪ Sequoia Road intersection (BRT Station) ▪ St. Josephs Drive intersection (BRT Station)
2. Travel Lanes		
▪ General Purpose	Three general purpose travel lanes in each direction and an auxiliary lane in each direction from I-40 to Sequoia Road Future Study – elevate northbound lanes from Quail to St. Josephs [see Figures C-9 and C-10]	Identify and secure sufficient ROW from Redlands Road to Sequoia Road to accommodate an auxiliary lane in each direction.
▪ Bus Rapid Transit (BRT)	One dedicated transit lane in each direction and BRT stations as required [see #7 in this table].	Add one dedicated transit lane in each direction for BRT.
3. Median		Existing median width: ▪ For most of the segment: 18 feet. ▪ At Quail Road: Approximately 26 feet.
▪ Curbside BRT	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections.	
▪ Median BRT	Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections		
▪ Signalized	Minimum distance of ½-mile spacing	No changes recommended. Policy for future changes only.
▪ Unsignalized		
– Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
– Partial Access	Minimum distance of 325 foot spacing	No changes recommended. Policy for future changes only.

C. Traffic Movement, Access Management, and Roadway Design

Table C-3 (Continued): *Policy Recommendations – I-40 to St. Josephs Drive* *[See also Figure C-15.]*

Item	Policy	Existing Condition (2012) / Potential Change
5. Driveways		
▪ Full Access	Minimum distance of ¼-mile spacing	If redeveloped, reduce full access median to partial access at the following locations: ▪ 280 feet north of Tucson Road ▪ 690 feet north of Tucson Road
▪ Partial Access	Minimum distance of 325 foot spacing	If redeveloped, consolidate access at the following: ▪ Driveways 188 feet and 420 feet north of Redlands Road, west side ▪ Driveways (3) from 180 feet to 530 feet north of Redlands Road, east side ▪ Driveways 290 feet and 490 feet north of Tucson Road, east side
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	No changes recommended for this segment.
7. Transit Stops and Stations	Local Bus Stops: ▪ Along curb sides per ABQ RIDE, with shelters ▪ Not combined with BRT Stations	Local stops and shelters as required per ABQ RIDE.
	BRT Stations: ▪ In the vicinity of Quail Road ▪ In the vicinity of Sequoia Road ▪ In the vicinity of St. Josephs Drive	Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide multi-use trails where designated.	Provide continuous sidewalks through this segment on both sides of Coors; existing sidewalk widths are 0 feet, 6 feet, and 8 feet.
	Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.

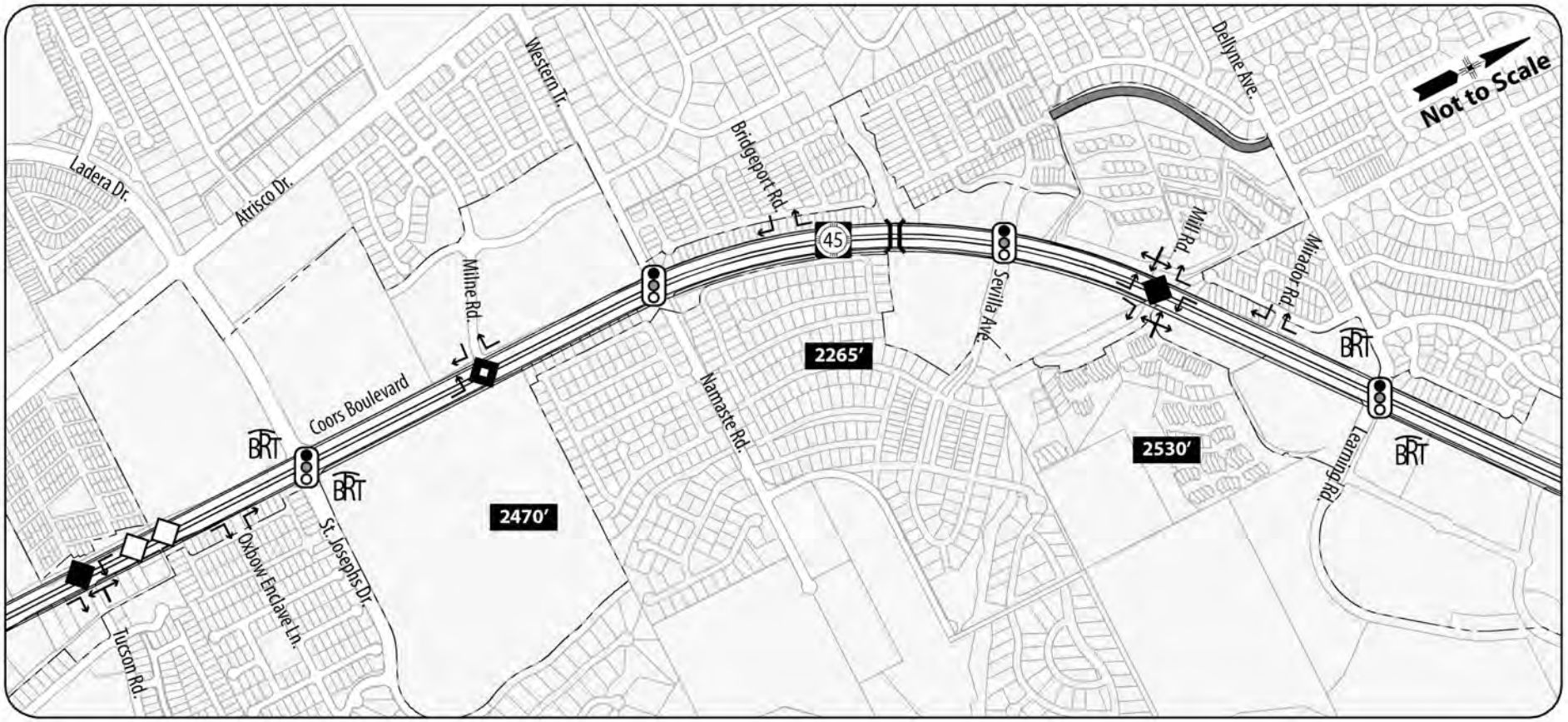


Figure C-16: *St. Josephs Drive to Dellyne Avenue / Learning Road* *[See also Table C-4.]*

C. Traffic Movement, Access Management, and Roadway Design

Table C-4: *Policy Recommendations – St. Josephs Drive to Learning Road/Dellyne Avenue* *[See also Figure C-16.]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: ▪ 160 feet of ROW (minimum) At major intersections with BRT stations: ▪ Single left-turns: 200 feet of ROW ▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW At major intersections without BRT stations: ▪ Single left-turns: 175 feet of ROW ▪ Dual left-turns: 200 feet of ROW	Existing ROW is 156 feet from St. Josephs Drive to Learning Road/Dellyne Avenue. Identify and secure additional ROW needed at various locations and at the major intersections, including: ▪ Namaste Road/Western Trail intersection ▪ Sevilla Avenue intersection ▪ Learning Road/Dellyne Avenue intersection (BRT Station)
2. Travel Lanes		
▪ General Purpose	Three general purpose travel lanes in each direction.	No changes recommended.
▪ Bus Rapid Transit (BRT)	One dedicated transit lane in each direction and BRT stations as required [see #7 in this table].	Add one dedicated transit lane in each direction for BRT.
3. Median		Existing median width: ▪ For most of the segment: 18-feet ▪ At Namaste Road/Western Trail: 30 feet ▪ At Learning Road/Dellyne Avenue: approximately 30 feet Provide new medians as required to implement BRT when preferred configuration is determined.
▪ Curbside BRT	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections.	
▪ Median BRT	Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	
4. Intersections		
▪ Signalized	Minimum distance of ½-mile spacing	No changes recommended. Policy for future changes only.
▪ Unsignalized		
– Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
– Partial Access	Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.
5. Driveways		
▪ Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
▪ Partial Access	Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.

Table C-4 (Continued): *Policy Recommendations – St. Josephs Drive to Learning Road/Dellyne Avenue* *[See also Figure C-16.]*

Item	Policy	Existing Condition (2012) / Potential Change
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development	Construct a connector street from Costa Maresme Drive to Dellyne Avenue.
7. Transit Stops and Stations	Local Bus Stops: ▪ Along curb sides per ABQ RIDE, with shelters ▪ Not combined with BRT Stations BRT Stations: ▪ In the vicinity of Dellyne Avenue	Local stops and shelters as required per ABQ RIDE. Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM Provide multi-use trails where designated. Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate. Pedestrian/bicycle grade separation proposed at Sevilla Ave./ San Antonio Arroyo.	Provide continuous sidewalks through this segment on both sides of Coors; existing sidewalk widths are 0 feet, 6 feet, 8 feet, and 10 feet. On-street bike lanes are not currently provided. Modify bicycle lane accommodations consistent with the remainder of the Corridor when improvements are implemented. Type and specific placement to be determined by future study.

C. Traffic Movement, Access Management, and Roadway Design

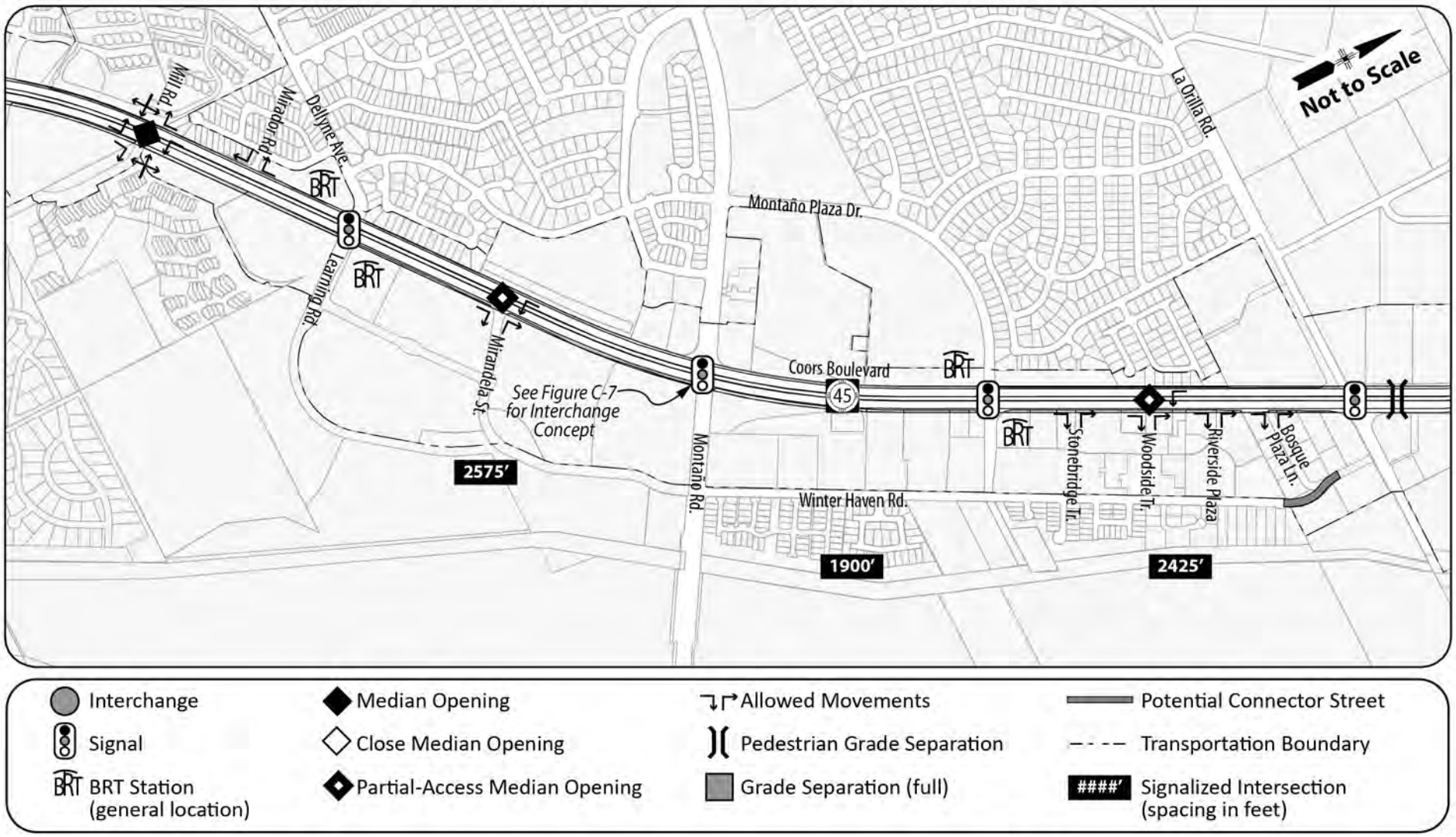


Figure C-17: *Dellyne Avenue / Learning Road to La Orilla Road* *[See also Table C-5.]*

Table C-5: *Policy Recommendations – Dellyne Avenue / Learning Road to La Orilla Road* *[See also Figure C-17.]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: ▪ 160 feet of ROW (minimum) At major intersections with BRT stations: ▪ Single left-turns: 200 feet of ROW ▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW At major intersections without BRT stations: ▪ Single left-turns: 175 feet of ROW ▪ Dual left-turns: 200 feet of ROW	Existing ROW: ▪ South of Montaño Road: 165 feet ▪ North of Montaño Road: 156 feet Identify and secure additional ROW needed at various locations and at the major intersections, including: ▪ Montaño Road intersection (future interchange) ▪ Montaño Plaza Drive intersection (BRT Station) ▪ La Orilla Road intersection
2. Travel Lanes		
▪ General Purpose	Three general purpose travel lanes in each direction	No changes recommended.
▪ Bus Rapid Transit (BRT)	One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	Add one dedicated transit lane in each direction for BRT.
3. Median		Existing median width: ▪ For most of the segment: 18-feet ▪ At Montaño Road: 28 feet ▪ At La Orilla Road: 30 feet Provide new medians as required to implement BRT when preferred configuration is determined.
▪ Curbside BRT	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections.	
▪ Median BRT	Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	
4. Intersections		
▪ Signalized	Minimum distance of ½-mile spacing	No changes recommended. Policy for future changes only.
▪ Unsignalized		
– Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
– Partial Access	Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.

C. Traffic Movement, Access Management, and Roadway Design

Table C-5 (Continued): *Policy Recommendations – Dellyne Avenue / Learning Road to La Orilla Road* *[See also Figure C-17.]*

Item	Policy	Existing Condition (2012) / Potential Change
5. Driveways		
▪ Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
▪ Partial Access	Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	Construct a connector street from Winter Haven Road to Bosque Plaza Lane.
7. Transit Stops and Stations	Local Bus Stops: ▪ Along curb sides per ABQ RIDE, with shelters ▪ Not combined with BRT Stations	Local stops and shelters as required per ABQ RIDE.
	BRT Stations: ▪ In the vicinity of Montaño Plaza	Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide multi-use trails where designated.	Existing sidewalk widths: Varies from 0 feet, 6 feet, 8 feet, and 10 feet Provide continuous sidewalks through this segment on both sides of Coors.
	Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	On-street bike lanes are not currently provided. Modify bicycle lane accommodations consistent with the remainder of the Corridor when improvements are implemented.
	Pedestrian/bicycle grade separation proposed at La Orilla Rd.	Type and specific placement to be determined by future study.

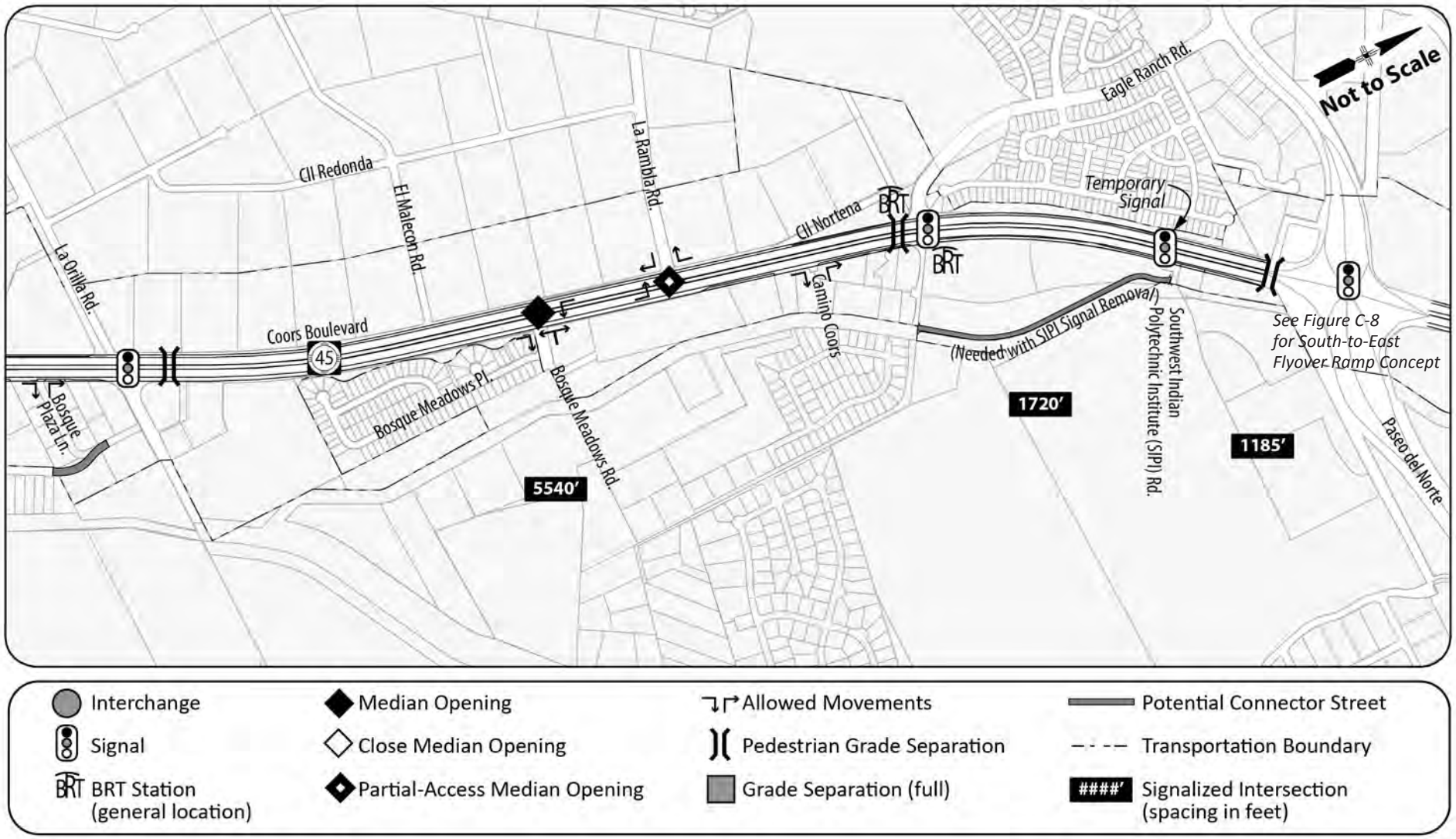


Figure C-18: *La Orilla Road to Paseo del Norte* *[See also Table C-6.]*

C. Traffic Movement, Access Management, and Roadway Design

Table C-6: *Policy Recommendations – La Orilla Road to Paseo del Norte* *[See also Figure C-18]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: ▪ 160 feet of ROW (minimum) At major intersections with BRT stations: ▪ Single left-turns: 200 feet of ROW ▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW At major intersections without BRT stations: ▪ Single left-turns: 175 feet of ROW ▪ Dual left-turns: 200 feet of ROW	Existing ROW: ▪ South of Montaño Road: 165 feet ▪ North of Montaño Road: 156 feet Identify and secure additional ROW needed at various locations and at the major intersections, including: ▪ Eagle Ranch Road intersection (BRT Station) ▪ Southwestern Indian Polytechnic Institute (SIPI) Road intersection (temporary signal; may not require additional ROW when signal is removed)
2. Travel Lanes		
▪ General Purpose	Three general purpose lanes in each direction	No changes recommended.
▪ Bus Rapid Transit (BRT)	One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	Add one lane in each direction for BRT.
3. Median		Existing median width: ▪ For most of the segment: 18 feet ▪ At Eagle Ranch Road: 30 feet ▪ From SIPI Road to Paseo del Norte: 24 to 48 feet Provide new medians as required to implement BRT when preferred configuration is determined.
▪ Curbside BRT	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections.	
▪ Median BRT	Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	
4. Intersections		
▪ Signalized	Minimum distance of ½-mile spacing	Eliminate the signalized intersection serving SIPI Road; provide alternative access via a new connector street [see #6 in this table].
▪ Unsignalized		
– Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
– Partial Access	Minimum distance of 625 foot spacing	No changes recommended. Policy for future changes only.

Table C-6 (Continued): *Policy Recommendations – La Orilla Road to Paseo del Norte* *[See also Figure C-18]*

Item	Policy	Existing Condition (2012) / Potential Change
5. Driveways		
▪ Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
▪ Partial Access	Minimum distance of 625 foot spacing	No changes recommended. Policy for future changes only.
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	Construct a new connector street from Eagle Ranch Road to SIPI Road.
7. Transit Stops and Stations	Local Bus Stops: ▪ Along curb sides per ABQ RIDE, with shelters ▪ Not combined with BRT Stations	Local stops and shelters as required per ABQ RIDE.
	BRT Stations: ▪ In the vicinity of Eagle Ranch Road	Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ Development Process Manual (DPM). Provide multi-use trails where designated.	Existing sidewalk widths: Varies from 0 feet to 6 feet Provide continuous sidewalks through this segment on both sides of Coors.
	Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	On-street bike lanes are not currently provided. Modify bicycle lane accommodations consistent with the remainder of the Corridor when improvements are implemented.
	Pedestrian/bicycle grade separations proposed at Eagle Ranch Rd. and Paseo del Norte	Type and specific placement to be determined by future study and in conjunction with potential interchange at Paseo del Norte, see Figure C-9

C. Traffic Movement, Access Management, and Roadway Design

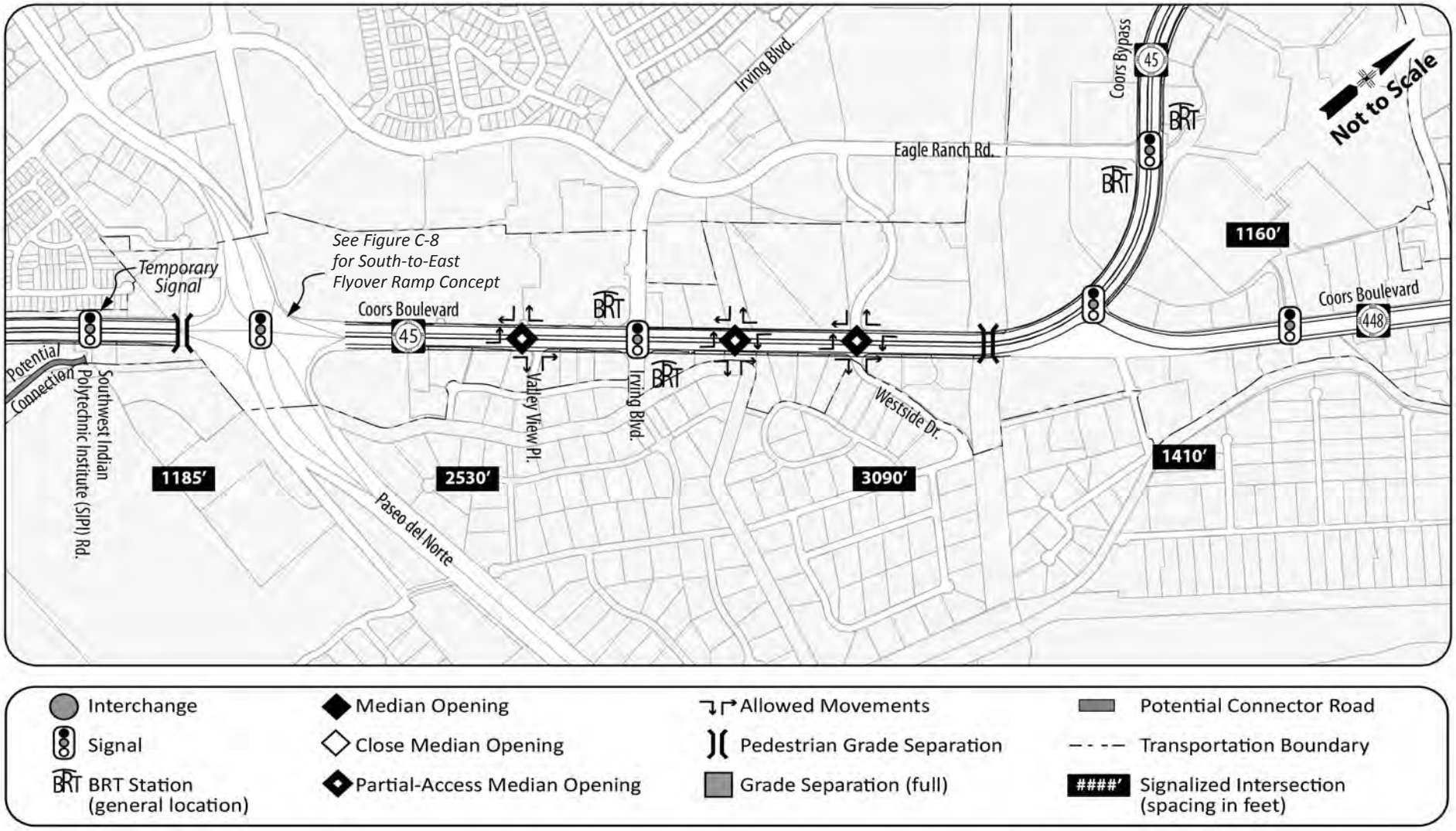


Figure C-19: *Paseo del Norte to Coors Bypass* *[See also Table C-7.]*

Table C-7: *Policy Recommendations – Paseo del Norte to Coors Bypass* *[See also Figure C-19.]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: ▪ 160 feet of ROW (minimum) At major intersections with BRT stations: ▪ Single left-turns: 200 feet of ROW ▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW At major intersections without BRT stations: ▪ Single left-turns: 175 feet of ROW ▪ Dual left-turns: 200 feet of ROW	Existing ROW varies from 156 feet to approximately 190 feet Identify and secure additional ROW needed in the vicinity of the Irving Boulevard intersection, and for a BRT Station between Paseo del Norte and Irving Boulevard
2. Travel Lanes		
▪ General Purpose	Three general purpose travel lanes in each direction and auxiliary lanes: • 2 northbound Paseo del Norte to Irving Boulevard; • 1 northbound Irving Boulevard to Coors Bypass Boulevard; and • 1 southbound Irving Boulevard to Paseo del Norte	No changes recommended.
▪ Bus Rapid Transit (BRT)	One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	Add one lane in each direction for BRT.
3. Median		Existing median width: ▪ 44 feet from Paseo del Norte to Irving Boulevard ▪ 18 feet from Irving Boulevard to Calabacillas Arroyo ▪ 32 feet from Calabacillas Arroyo to Coors Bypass
▪ Curbside BRT	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections	
▪ Median BRT	Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections	Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections		
▪ Signalized	Minimum distance of ½-mile spacing	No changes recommended. Policy for future changes only.
▪ Unsignalized		
– Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
– Partial Access	Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.

C. Traffic Movement, Access Management, and Roadway Design

Table C-7 (Continued): *Policy Recommendations – Paseo del Norte to Coors Bypass* *[See also Figure C-19.]*

Item	Policy	Existing Condition (2012) / Potential Change
5. Driveways		
▪ Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
▪ Partial Access	Minimum distance of 450 foot spacing	If redeveloped, consolidate access at the following: ▪ Driveways 400 feet and 600 feet north of Irving Boulevard, west side ▪ Driveways 600 feet and 800 feet north of Irving Boulevard, west side
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	No changes recommended for this segment.
7. Transit Stops and Stations	Local Bus Stops: ▪ Along curb sides per ABQ RIDE, with shelters ▪ Not combined with BRT Stations	Local stops and shelters as required per ABQ RIDE.
	BRT Stations: ▪ Between Paseo del Norte and Irving	Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide multi-use trails where designated.	Provide continuous sidewalks through this segment on both sides of Coors; existing sidewalk widths are 0 feet and 6 feet.
	Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.
	Pedestrian/bicycle grade separation proposed at Calabacillas Arroyo.	Type and specific placement to be determined by future study.

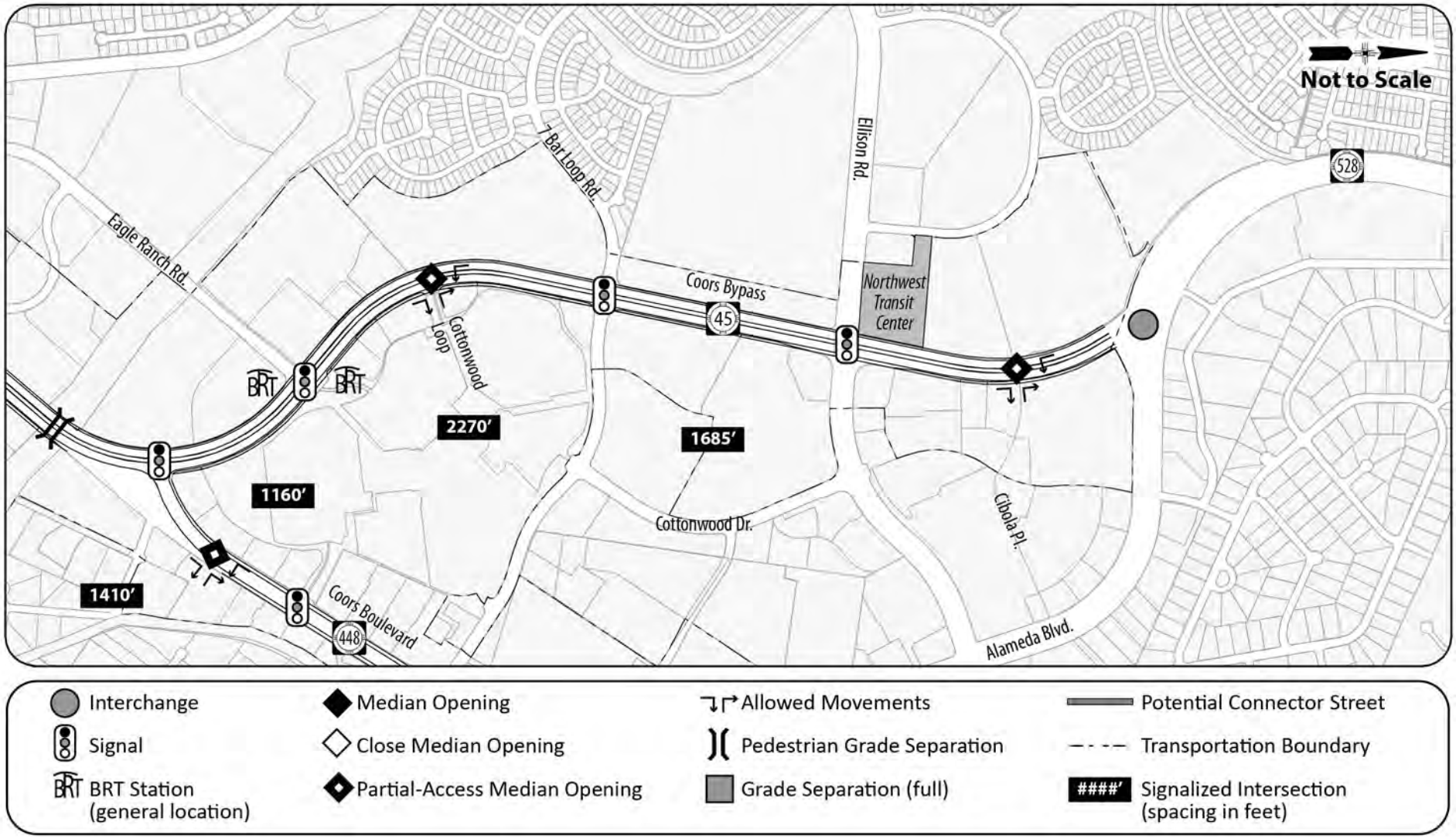


Figure C-20: *Coors Bypass (NM45) from Coors Boulevard to Alameda Boulevard* *[See also Table C-8.]*

C. Traffic Movement, Access Management, and Roadway Design

Table C-8: *Policy Recommendations – Coors Bypass (NM45) from Coors Boulevard to Alameda Boulevard* *[See also Figure C-20.]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: ▪ 160 feet of ROW along Coors Bypass (NM 45) At major intersections with BRT stations: ▪ Single left-turns: 200 feet of ROW ▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW At major intersections without BRT stations: ▪ Single left-turns: 175 feet of ROW ▪ Dual left-turns: 200 feet of ROW	Existing ROW is 156 feet from Coors Boulevard to the Alameda Boulevard/NM 528 Interchange. Identify and secure additional ROW needed at various locations and at the major intersections, including: ▪ Eagle Ranch Road intersection (BRT Station) ▪ 7 Bar Loop Road intersection ▪ Ellison Road intersection
2. Travel Lanes		
▪ General Purpose	Three general purpose travel lanes in each direction	No changes recommended.
▪ Bus Rapid Transit (BRT)	One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	Add one dedicated transit lane in each direction for BRT.
3. Median		
▪ Curbside BRT	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections.	Existing median width: approximately 30 feet
▪ Median BRT	Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections		
▪ Signalized	Minimum distance of ½-mile spacing	No changes recommended. Policy for future changes only.
▪ Unsignalized		
– Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
– Partial Access	Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.
5. Driveways		
▪ Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
▪ Partial Access	Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.

Table C-8 (Continued): *Policy Recommendations – Coors Bypass (NM45) from Coors Boulevard to Alameda Boulevard* *[See also Figure C-20.]*

Item	Policy	Existing Condition (2012) / Potential Change
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	No changes recommended for this segment.
7. Transit Stops and Stations	Local Bus Stops: ▪ Along curb sides per ABQ RIDE, with shelters ▪ Not combined with BRT Stations BRT Stations: ▪ In the vicinity of Eagle Ranch Road ▪ At the Northwest Transit Center	Local stops and shelters as required per ABQ RIDE. Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide multi-use trails where designated. Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	Existing sidewalk widths: 0 feet and 6 feet. Provide continuous sidewalks through this segment on both sides of Coors. On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.

C. Traffic Movement, Access Management, and Roadway Design

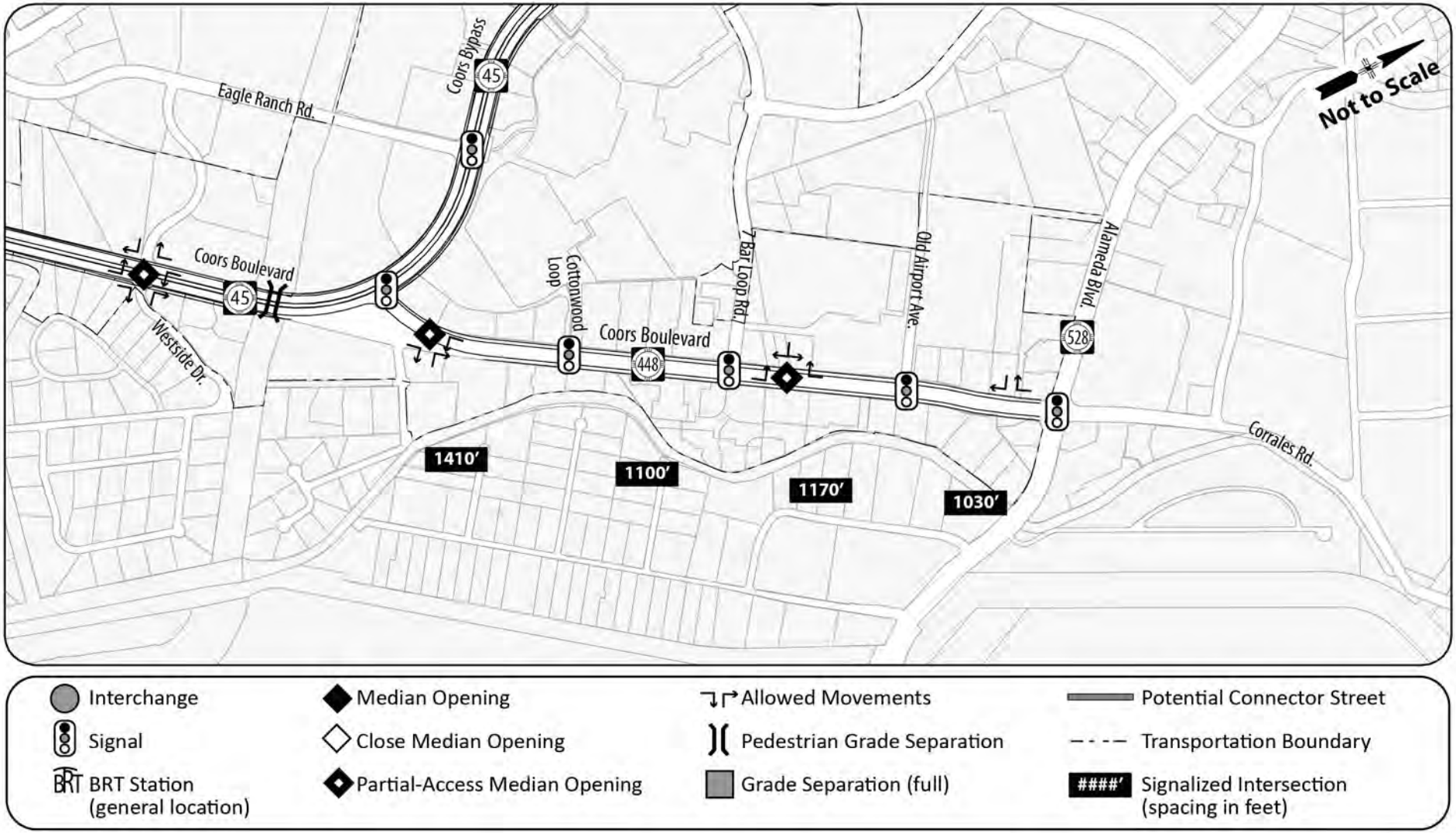


Figure C-21: *Coors Boulevard (NM448) from Coors Bypass to Alameda Boulevard*

[See also Table C-9.]

Table C-9: *Policy Recommendations – Coors Boulevard (NM448) between Coors Bypass and Alameda Boulevard [See also Figure C-21.]*

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Maintain existing ROW	No changes recommended Existing ROW varies from 150 feet to 156 feet
2. Travel Lanes	Two general purpose travel lanes in each direction	No changes recommended.
3. Median	Maintain a median width of 18 feet to 28 feet	Existing median width: ▪ From Coors Bypass to 7 Bar Loop Road: 26 feet ▪ From 7 Bar Loop Road to south of Alameda Boulevard/ NM 528: 18 feet ▪ South of Alameda Boulevard/NM 528: 28 feet No changes recommended.
4. Intersections		
▪ Signalized	Minimum distance of ½-mile spacing	No changes recommended. Policy for future changes only.
▪ Unsignalized		
– Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
– Partial Access	Minimum distance of 325 foot spacing	No changes recommended. Policy for future changes only.
5. Driveways		
▪ Full Access	Minimum distance of ¼-mile spacing	No changes recommended. Policy for future changes only.
▪ Partial Access	Minimum distance of 325 foot spacing	If redeveloped, consolidate access at the following: ▪ Driveways 360 feet and 470 feet south of Alameda Boulevard, east side
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development	No changes recommended for this segment.
7. Transit Stops	*Local Bus Stops* ▪ Along curb sides per ABQ RIDE, with shelters	Local stops and shelters as required per ABQ RIDE.

C. Traffic Movement, Access Management, and Roadway Design

Table C-9 (Continued): *Policy Recommendations – Coors Boulevard (NM448) between Coors Bypass and Alameda Boulevard [See also Figure C-21.]*

Item	Policy	Existing Condition (2012) / Potential Change
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM Provide multi-use trails where designated.	Existing sidewalk widths: 0 feet and 6 feet Provide continuous sidewalks through this segment on both sides of Coors.
	Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate	On-street bike lanes are provided in northbound direction only from Cottonwood Loop/Briscoe Ranch Trail to Alameda. Provide on-street bicycle accommodations through this segment in both directions.

14.0 Definitions of Transportation Terms

- **Connector Street:** A connector street is a road that provides for local circulation within a small area. It may connect adjoining land parcels or connect several parcels with the intent to keep local traffic off major arterial streets when a trip can be accommodated locally.
- **CWB:** Concrete Wall Barrier, term for a roadside safety barrier used to protect vehicles from obstacles and/or steep slopes and may also be used to control access.
- **Direct Access:** The connection between the major street (i.e., Coors Boulevard) and abutting property occurs along the property frontage and is perpendicular to the major street.
- **Full Access:** An access point that provides for all possible movements (i.e., left turns, right turns, and through movements) between the major street and the minor street or driveway.
- **ITS:** Intelligent Transportation Systems (ITS) involves strategic placement of advanced sensors and dynamic message boards located on the roadside, which are operated remotely from a multi-agency management center to monitor and manage congestion on the roadway system and to coordinate incident response. ITS can help maximize the efficiency of roadways with high traffic volumes by adjusting signal timing for optimal traffic flow and alerting drivers in real time to congestion "downstream" so that they can avoid any delays.
- **Lane Balance:** A consideration to ensure that at decision points for motorists along a roadway, such as on Coors Boulevard approaching the I-40 interchange, the number of lanes approaching and the number of lanes departing do not result in abrupt and potential unsafe movements.
- **Partial Access:** An access point that restricts certain movements, usually left-turn and through movements, from the minor street or driveway. For example, a right-in/right-out access provides partial access from a major street to a minor street or driveway.
- **Premium Transit Service:** Refers to Bus Transit Service (BRT), which provides a higher standard of service for speed and reliability than conventional local bus service.

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D. Design Overlay Zone

1.0 Introduction

1.1 The purpose of the Design Overlay Zone (DOZ) is to ensure that development and redevelopment of properties within the Coors Corridor DOZ boundary help realize the Plan's goals and policies for the area. The DOZ applies to all land use types unless specified otherwise. Most of the properties within the DOZ sub-area are zoned for commercial or multi-family residential uses. In addition to General Development Regulations that apply throughout the DOZ area, the DOZ includes View Preservation (VP) Regulations that only apply to the VP sub-area located east of Coors Blvd.

1.2 The VP regulations prevail over any conflicting regulations in the DOZ.

1.3 Where a provision of the DOZ conflicts with applicable regulations of an overlapping sector development plan or the Zoning Code, the provision of the DOZ prevails, unless the other regulation is specific to a particular land use. In that case, the most restrictive regulation prevails.

1.4 Where the DOZ is silent, other applicable regulations govern. These include but are not limited to general regulations of the Zoning Code for off-street parking, shopping center sites, signs, landscaping, building and site design, and walls and fences.

1.5 Terms used in these regulations are as defined in the Zoning Code, unless they are *italicized* indicating that they appear under Definitions (see Section 3.1), or are otherwise qualified within this Plan.

2.0 Urban Design and Environmental Protection Policies

The following policies articulate the Plan's goals (see Chapter A Section 6.0) in more detail as they relate to development and redevelopment along the Corridor. They help express the intent of the DOZ regulations. They may also be relevant to a zone change application for a property within the DOZ area, where the proposed change in land uses, density or intensity of development may impact the transportation function of Coors Blvd. or the area adjacent to the property.

2.1 **Open Space Policies**:

i) Aroyos and existing flood control channels and ditches within the Plan area should help link the Petroglyph National Monument to the Rio Grande State Park to create an interconnected open space system that provides corridors for wildlife, visual amenities and opportunities for pedestrian connections.

ii) Open Space areas within and abutting the Plan area, such as the Rio Grande State Park, should be buffered from urban development and formal non-native landscaping.

D. Design Overlay Zone

2.2 **View Preservation Policies**:

i) Views of the bosque and Sandias Mountains should be maintained through buffers for waterways and public open spaces and the design of streets, trails, and built forms.

ii) Public viewsites should be provided at appropriate locations along Coors Blvd. and within the View Preservation sub-area to enhance the public's enjoyment of the Corridor's scenic assets.

2.3 **Urban Design and Development Policies:**

i) Moderate to high-density employment and mixed-use development are encouraged in designated Activity Centers and near major transit stops, in order to serve adjacent neighborhoods, increase housing choice and strengthen the viability of non-motorized modes of transportation.

ii) Development should maintain connectivity for all modes of transportation and improve it where possible, to ensure access and traffic flows in and through the Plan area.

iii) Natural features on-site, such as existing vegetation, slopes and outward views, should be considered in site design. Design should also relate to the surrounding natural landscape of existing and planned Open Spaces.

iv) Buildings should be sited to minimize the alteration of existing topography.

v) Common open space areas in Activity Centers and on shopping center sites should create a sense of place and community identity, and take advantage of views to the bosque and Sandia Mountains where possible.

vi) As property develops and re-develops in the VP area, care should be taken to preserve existing views of the bosque and Sandia Mountains from Coors Blvd.

2.4 **Grading and Drainage Policies**:

i) Changes to natural topography and building on steep slopes should be kept to a minimum in order to avoid major erosion problems.

ii) If grading is necessary, contour grading is preferred in order to preserve natural features including vegetation.

iii) A portion of stormwater run-off from development should be held and utilized on-site to reduce the potential for down-stream pollution, to supplement irrigation for landscaping and encourage infiltration.

iv) Swales and ponding areas should be designed to provide landscape and/or passive recreational amenities in addition to controlling stormwater.

2.5 **Pedestrian and Bicycle Facilities Policies**

i) As development and re-development occur, pedestrian and bicycle facilities along Coors Blvd. and other streets should be constructed to ensure continuous non-motorized routes between destinations such as Activity Centers and residential neighborhoods that are located within and adjacent to the DOZ sub-area. The facilities will be sidewalks and bike lanes within the public ROW, and may include off-street paved multi-use trails depending on the location and context of a particular development site.

ii) Commercial, apartment and mixed-use developments should be designed to allow safe pedestrian circulation throughout the development sites. In addition to required pedestrian connections to sidewalks, they should provide convenient connections to any adjacent multi-use trails, transit stops and residential neighborhoods.

iii) Edges of arroyos, flood control channels and ditches should be considered as potential alignments for new off-street paths linking urban and Open Space areas, in order to improve non-motorized public access to Open Space areas and complement the City's designated multi-use trail network.

2.6 **Utility Policies:**

i) The City should work with the utility companies to encourage and support moving existing power distribution lines and communication lines underground as they need to be replaced. New lines shall be installed underground in accordance with existing regulations.

D. Design Overlay Zone

3.0 General Development Regulations

3.1 Definitions

Gated community. A residential area where accessibility is controlled by means of a gate, guard or barrier which restricts access to normally public spaces such as streets and pedestrian/bike paths. A residential development with controlled access that functions as a nursing home or that offers multiple levels of care (e.g."assisted living") or a community residential program is not considered a gated community.

Monument sign. A free-standing sign mounted on a visible solid base with no clear space in-between, where the base is connected to the ground and equal to at least 75% of the width of the sign face.

Multi-Use Trail. A path physically separated from motorized vehicle traffic by an open space or barrier, and constructed within the street right-of-way or within an independent right-of-way, including shared-use rights-of-way or utility or drainage easements, that permits more than one type of non-motorized use. Multi-use trails are typically paved.

Pedestrian-oriented areas. Areas that are intended primarily to provide access, amenities or space for services that benefit people on foot. They include but are not limited to sidewalks, walkways, multi-use trails, transit stops, spaces for outdoor seating or vending, plazas, parks, and public facilities associated with City Open Space.

Portable sign. A sign fixed on a movable, self-supporting stand or frame that is not: firmly embedded in the ground; supported by an animal, person or other object; mounted on wheels, a movable vehicle; or made easily movable in any other manner.

3.2 Site Design

The following regulations calls for site design that takes into consideration any natural assets of the site, how the development relates to its surroundings and to Coors Blvd., and that maintains or enhances connectivity in the Corridor.

i) Natural features on the site, including topographical features and trees, and views from the site to adjacent features such as the bosque or watercourses shall be considered in the site design. They shall be retained or incorporated where feasible. Applicants shall demonstrate how any on-site or adjacent natural features influence the site design.

ii) Buildings shall generally be oriented to the street by providing a main entrance that faces the street and has convenient pedestrian access to the sidewalk. However, on sites adjoining Coors Blvd., buildings may have their primary entrances on internal or secondary streets rather than Coors Blvd. in the following situations:

   a. On shopping center sites or in mixed-use developments on premises of 5 or more acres located in designated Activity Centers, where the site design would help create a discrete destination and sense of place.

   b. Where the grade differential between the developable area of the site and the nearest driving lanes of Coors Blvd. is such that the entrance to a building facing Coors Blvd would not be visible from the roadway, or that ADA-compliant access to the entrance is not viable.

iii) Applications for development shall include a multi-modal circulation plan that includes access points for cars, service vehicles, pedestrians and bicycles to adjacent public streets and areas with compatible uses, and to the multi-use trail

network as appropriate. Site plans and site development plans for building permit shall also detail internal circulation for all modes of transportation.

iv) The number and location of access points shall meet applicable requirements for access to Coors Blvd./Bypass in Chapter C Section 8.0. Note that an application may result in a requirement from the NMDOT and/or the City Engineer for the development to share access with an adjacent property-owner. Depending on the location and traffic impact of the development and conditions in the area such as traffic congestion levels and road safety issues, the City may also pursue a feasibility study for a connector street per Chapter C Section 8.3 in coordination with NMDOT and other agencies,

3.3 **Landscape Setback/Buffer**

A landscaped strip is required along Coors Blvd., watercourses and Open Space areas that functions as both a setback and buffer. Along Coors Blvd. it enhances the Corridor, maintaining a degree of open-ness, and protects customers, employees or residents of the development from the noise and visual impact of traffic. In the other locations, the landscaped strips provide a transition zone and protection for the ecosystems and/or recreational uses associated with waterways and Open Spaces.

i) **Coors Blvd.**

a. South of Western Trail or Namaste Rd.: 15 ft. minimum width from the right-of-way (ROW) for Coors Blvd. recommended in Chapter C (see Table C-1 through Table C-4).

b. North of Western Trail or Namaste Rd.: 35 ft. minimum width from the ROW at the time of the Plan's adoption. Minimum width may be reduced to accommodate a turn lane to access development or if additional ROW is required to comply with recommendations in Chapter C (see Table C-4 through Table C-9), but shall be no less than 15 ft.

ii) **Detention Dams, Arroyos, Canals, Ditches & Drains**

a. Corrales Riverside Drain: 100 ft. minimum width from the drain ROW or the Rio Grande State Park/Open Space boundary, whichever is closer.

b. San Antonio and Calabacillas Arroyos: 20 ft. minimum width from the property or easement line of the facility.

c. Other MRGCD and AMAFCA surface facilities: 5 ft. minimum width from the property or easement line.

See Chapter F Map F-17 through Map F-21 for location of facilities.

iii) **Petroglyph National Monument or Open Space west of the Corrales Riverside Drain**: 25 ft. minimum width in addition to any street located between the public land and the site.

iv) **Design**.

a. The setback/buffer shall be landscaped using low to medium water use vegetation, including plants native to the West Mesa, to achieve 50% minimum live vegetative coverage at maturity.

b. The setback/buffer may contain a pre-existing access easement or a multi-use trail, benches, educational signage or shade structures for pedestrians, but no other structures except retaining walls or screens for parking areas, drives and drive-through lanes.

c. Witin setbacks/buffers ii) and iii), existing vegetation shall be left in place, unless it poses a fire hazard as determined by the Fire Marshall or it includes species prohibited by City Ordinance. Additional perennial native plants shall be added where necessary to achieve 50% minimum live

vegetative cover at maturity. (See plant list in Chapter F Section 4.1 for appropriate species.)

3.4 **Setbacks for Structures (other than walls and fences)**

Setbacks are per the underlying zone, with the following exceptions:

i) Adjoining a landscape setback/buffer, the minimum setback is 0 ft., unless the setback/buffer is on a separate parcel, where the minimum setback is 5 ft.

ii) The minimum setback is 5 ft. from the ROW of a street other than Coors Blvd., another limited access roadway or principal arterial, unless the setback must accommodate a Public Utility Easement or a *public Right-of-Way* for a public utility or drainage.

iii) The setback is 11 ft. minimum from the junction of a driveway and an existing or proposed public sidewalk.

iv) Clear sight triangles shall be maintained.

3.5 **Walls and Fences**

i) Solid fences and walls along Coors Blvd., other than retaining walls and screen walls for vehicles, are not allowed within the landscape setback/buffer.

a. Retaining walls within the setback/buffer shall be located at least 10 ft. back from the ROW of Coors Blvd. and shall not exceed 3 ft. in height.

b. Screen walls within the setback/buffer shall be located no more than 5 ft. back from the edge of parking areas, drives and drive-through lanes.

ii) Screen walls for parking, drives and drive-through lanes shall be 3 1/2 ft. in height, i.e. sufficiently high to screen headlights of Sports Utility Vehicles and light trucks as well as sedans.

iii) Vinyl plastic fencing, chain link with viny slats, barbed tape, razor or barbed wire or similar materials are not allowed along Coors Blvd.. or other public street. or adjacent to a visitor facility or designated path in Open Space. Public utility structures and Albuquerque Police Department and Transit Department facilities are exempt from this regulation.

3.6 **Pedestrian Circulation**

i) Continuous sidewalks shall be provided along public streets as follows:

a. On Coors Blvd. and Coors Bypass per Chapter C Section 5.1 and Figure C-3 through Figure C-6.

b. Adjacent to Major Activity Centers and Community Activity Centers as designated in the Albuquerque/Bernalillo County Comprehensive Plan or lower-ranked City plan, whichever is the more current designation: 10 ft. minimum on arterial streets; 8 ft. minimum on collector streets.

c. The width at other locations shall be per City standard.

d. Sidewalks on adjoining sites shall align to the extent possible.

ii) The pedestrian walkways between street sidewalks and the principal entrance(s) of the nearest building(s) on a site shall be located to provide convenient access for transit stops, including BRT stops proposed in this Plan (see Chapter C Figure C-13 through Figure C-20), by making the connections as direct as possible.

iii) Pedestrian connections shall be provided to adjoining Open Space:

a. where visitor facilities, including trailheads, exist or are designated in plans such as the Bosque Action Plan; and

b. these facilities are located within 300 ft of the development site.

3.7 **Multi-Use Trail Network**

i) Trail segments that meet the following criteria shall be provided as part of development in order to provide convenient access for pedestrians and cyclists and to fill gaps in the network:

a. Segments that are designated in the Long Range Bikeway System map of the Metropolitan Transportation Plan or in an adopted City plan, such as the Trails and Bikeways Facility Plan or the Facility Plan for Arroyos. (See Chapter F Map F-23 through Map F-27 for facilities current at Plan adoption.)

and

b. Segments that are located within or adjoining the property line of the development site.

ii) Connections for pedestrians and cyclists from a site to a designated trail on adjacent property shall be provided where feasible and at a minimum interval of 300 ft.

iii) The design, construction and maintenance of multi-use trails and connections shall meet City standards. Public multi-use trails shall be paved; connections to trails shall be paved or may be constructed of another surface acceptable to the City.

3.8 **Off-Street Parking**

i) The minimum number of required car parking spaces per land use plus 10% is the maximum number of car parking spaces allowed.

ii) On shopping center sites or other sites containing 5 or more acres governed by a site development plan, cross-access and cross-parking shall be provided internally between any smaller lots that form the site. Parking spaces dedicated to residents and employees, but not to visitors and customers, are exempt from this requirement.

Note: Cross access may be required between adjoining sites to comply with access management policies in Chapter C Section 8.0.

iii) No parking area shall intrude upon required landscape setbacks/buffers.

3.9 **Landscaping**

i) The total landscaped area required for each development shall equal not less than 20% of the net lot area as defined in §14-16-3-10(E)(1) of the Zoning Code. Landscape setbacks/buffers on the same property as the development count toward the total landscaped area.

ii) The required percentage of vegetative cover at maturity is 75% except within landscape setback/buffers (see Section 3.3.iv)a.)

iii) Existing mature deciduous trees shall be incorporated into landscape design, unless they are of a species prohibited by the Albuquerque Pollen Control Ordinance.

iv) Terraced landscaping is encouraged on steeper slopes.

v) Artificial turf is not permitted. Where a lawn is desired, native grass species are encouraged.

vi) The use of coarse gravel (e.g. river rock) is discouraged east of Coors Blvd. except in drainage swales or on slopes vulnerable to erosion.

vii) Landscaping along public, paved multi-use trails shall be drought tolerant native plant, tree or grass species and shall be planted at least 3 ft. from either side of the trails so they do not encroach on this 3 foot "clear zone" for maintenance purposes.

3.10 **Grading and Drainage**

i) Contour grading and terracing are encouraged.

ii) In order to minimize opportunities for fugitive dust during

D. Design Overlay Zone

site development and construction, development shall comply with the following standards:

a. All development over ¾ acres must comply with the joint Albuquerque and Bernalillo CountyFugitive Dust Ordinance found in the New Mexico Administrative Code 20.11.20.

b. All development must comply with the City Drainage Control Ordinance and the Flood Hazard Control Ordinance, including a requirement for an approved Erosion and Settlement Control Plan prior to being issued a grading permit.

c. For all non-residential and mixed-use developments, grading permits shall only be issued concurrently with building permits. For developments over ¾ of an acre, applicants shall provide proof of a 20.11.20 NMAC Fugitive Dust Control Permit from the Environmental Health Department prior to being issued a building permit.

d. For exclusively residential developments, a grading permit shall only be issued after a preliminary plat and an Erosion and Sediment Control Plan have been approved.

e. In situations that require grading without a building permit or a preliminary plat, or in advance of a building permit or a preliminary plat, the City Engineer may grant a grading permit if an applicant makes a special request, provided that the requirements in items (a) through (c) above are met, as well as other requirements from both the City Engineer and the City Environmental Health Department.

f. Grading within public rights-of-way or public easements is exempt.

iii) Stormwater runoff shall be detained or retained on-site as required by the City Hydrologist, and be integrated with the site and landscape plan by means of the following measures:

a. Mandatory

- Minimize cross-sections and corner radii on streets that are not typically used by service vehicles;
- Slope sidewalks to drain to any flanking landscape areas;
- Notch curbs along streets and in parking areas to allow stormwater run-off into swales, landscape areas or tree wells.

b. Where feasible

- Use permeable material for parking spaces other than disabled spaces;
- Surface parking areas with gravel (see parking lot regulations in §14-16-2-15 (12)(a) of the Zoning Code);
- Direct roof run-off to swales and ponding areas that are also designed to provide landscaping and/or passive recreational amenities.

3.11 **Utilities**

i) Electrical

a. All screening and vegetation surrounding ground-mounted transformers and utility pads must allow 10 ft. of clearance in front of the equipment door and 5 to 6 ft. of clearance on the remaining three sides for access and to ensure the safety of the work crews and public during maintenance and repair. Ground-level clearance may include parking area.

b. Consult the Facility Plan *Electric System, Transmission and Generation 2010-2020 (2012)* and the PNM Electric Service Guide for further details.

Note that standards for other utilities, such as easements for water and sewer lines, may also apply. Consult the City Planning Department or the utility company for further information.

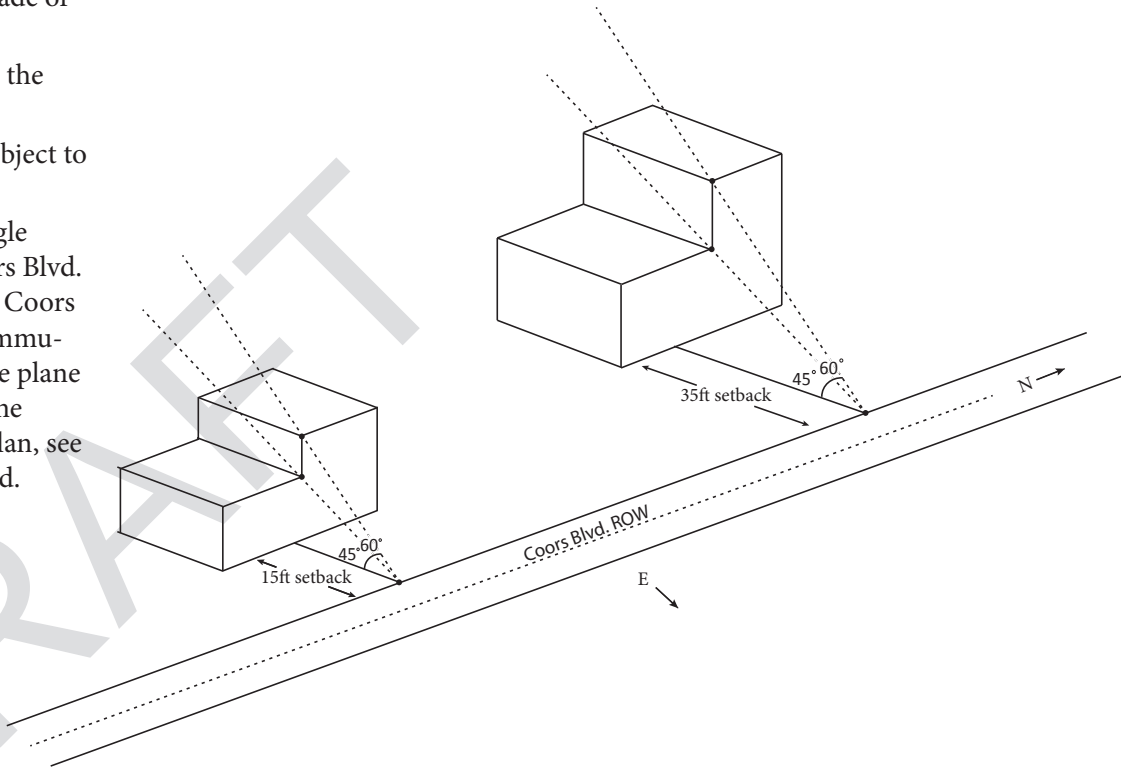
3.12 **Structure Height**

i) Height of structures is determined from the finished grade of the site.

ii) Maximum height shall be per the underlying zone with the following exceptions:

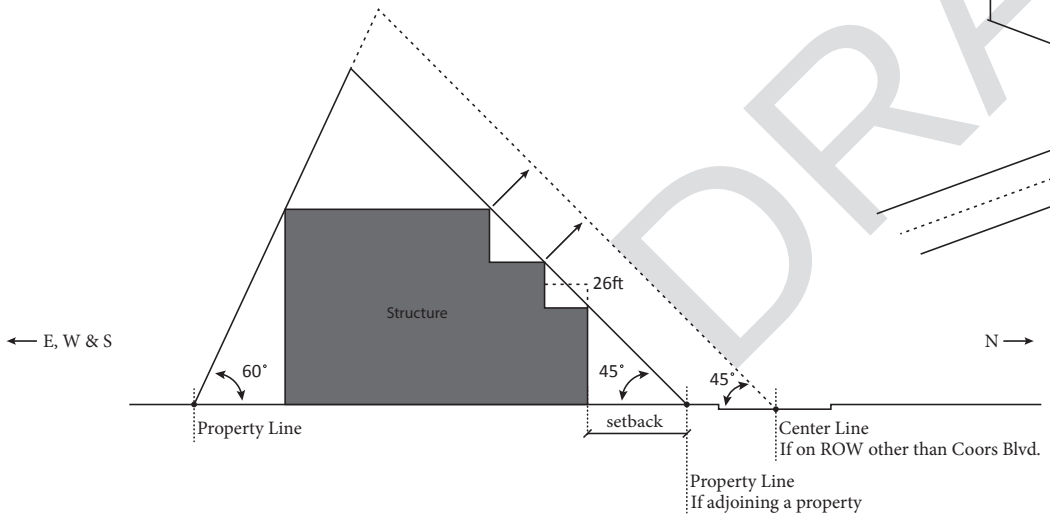
a. Structures in the View Preservation sub-area are subject to its height and mass regulations (see Section 4.3).

b. In zones where structure height is limited by an angle plane, structures on properties that adjoin the Coors Blvd. ROW, or adjoin the landscape setback/buffer at the Coors Blvd. ROW, and are located outside designated Community or Major Activity Centers: the 45º or 60º angle plane on Coors Blvd. shall be drawn from the property line (using the full ROW width recommended in this Plan, see Figure D-1) rather than the centerline of Coors Blvd.



(Note: Not to scale. For illustrative purposes only.)

Figure D-1: *Structure Height controlled by Angle Planes on Coors Blvd.*



(Note: Not to scale. For illustrative purposes only.)

Figure D-2: *Structure Height controlled by Angle Planes on frontages other than Coors Blvd.*

D. Design Overlay Zone

3.13 Solar Access

Non-Residential as well as residential buildings shall meet the standards to preserve solar access of any adjoining property to the north per §14-16-3-3 (A)(7) of the Zoning Code.

3.14 Architecture

The following regulations and guidelines aim to foster design of buildings and other architectural features that enhance the urban environment of the Coors Corridor and complement its natural setting. They are not intended to discourage innovative forms and materials, nor establish a uniform style throughout the Corridor.

i) Multiple buildings on one premises shall be designed to create a visually cohesive development.

ii) National "trademark" architecture is discouraged, unless it fully complies with the rest of the regulations in the DOZ.

iii) Predominant exterior building materials shall be durable and of high quality including: tinted and textured concrete masonry units, brick, stone, wood, architectural metal panels and/or stucco. Other materials will be considered on a case-by-case basis and approved by the *EPC* or the Planning Director (or his/her designee), as appropriate.

iv) Predominant façade finishes and colors shall have lower light reflective values (20 to 50%).

v) Trim may contrast with the remainder of the façades, but shall avoid the use of high intensity, metallic or fluorescent materials and colors.

vi) Glazing shall have low reflective value and no reflective coatings.

vii) Elevations and architectural details of a building and any accessory structures shall be coordinated with regard to form, color, and type and number of materials, in order to achieve harmony and continuity of design. Architectural details include such features as roof lines, parapets, window openings, canopies, entrances and portals. Accessory structures in this Plan include but are not limited to monument signs, refuse enclosures, walls and fences.

viii) Solar panels shall be designed as visually integral parts of their supporting structures, e.g. of building or carport roofs, or screened per the general zoning regulations that apply to mechanical and electrical equipment.

ix) The material and color of permanent site furnishings, including but not limited to lightpoles, seating, bicycle racks, bollards and trash receptacles, shall be coordinated with the architecture and landscape design of the development.

3.15 Lighting

The following shall apply to non-residential and mixed-use developments, in order to mitigate night-time light pollution without compromising security:

i) All outdoor light fixtures used for security purposes or to illuminate walkways, driveways, equipment yards and parking lots shall be designed and operated as cutoff or semi-cutoff fixtures and shall be equipped with light and motion sensors and/or automatic timing devices.

ii) All outdoor lighting fixtures on buildings shall be mounted no higher than 16 ft. above finished grade, except as required by Federal or State regulations.

iii) All outdoor light fixtures on properties abutting residential zones shall remain off between 11:00 PM and sunrise except for specified security purposes or because the establishments operate during those hours.

3.16 **Signage**

The sign regulations of underlying zones and relevant general regulations of the Zoning Code, including shopping centers (§14-16-3-2) and signs (§14-16-3-5), shall apply with the following exceptions:

i) **Type and Location**

a. Free-standing signs.

- One free-standing sign shall be allowed for each street frontage of each premises, or joint sign premises, provided the street frontage is at least 100 ft.
- Premises or an area governed by a site development plan that is 5 acres or larger shall be allowed a second free-standing sign on each street frontage longer than 600 ft.
- All free-standing signs shall be *monument signs*.

b. Building-mounted signs for a single business are limited to three façades of a building.

c. Building-mounted signs, as defined in §14-16-1-5 of the Zoning Code, shall not extend above the predominant roof line of the building, except:

- An on-premise religious sign consisting only of a religious symbol may extend 6 ft. above the roof line of a building used as a place of worship.
- A request for one sign adjacent to a new elevated segment of Coors Blvd. on a development site outside the View Preservation sub-area may be submitted for review and approval by the EPC or Planning Director (or his/her designee), as appropriate. The factors that the approving body uses in coming to a decision may include, but are not limited to:
  - the length of the site frontage along the elevated segment
  - the sign's proximity to the elevated segment
  - the sign's orientation to the direction of traffic flow on the elevated segment, e.g. within a 45° angle
  - the sign's height above the grade of the elevated segment.

  The sign area will be included in calculations for the total sign area of building-mounted signs.

ii) **Size**

a. The area for each sign face of a freestanding or projecting sign shall be limited to 75 sq. ft. except multi-tenant and joint-premise signs on shopping center sites may be increased by 15 sq. ft. per tenant or additional premise, up to a maximum of 105 sq. ft.

b. Total sign area of building-mounted signs other than projecting signs is limited to 6% of each façade area.

c. Individual letters are limited to a maximum height of 3 ft.

d. Logos are limited to a maximum height and width of 3 ft.

iii) **Height and Width**

a. Free-standing signs for a multi-family residential development are limited to a maximum height and width of 9 ft.

b. Free-standing signs for other uses are limited to a maximum height and width of 12 ft.

iv) **Prohibited Signs**

a. Electronic display/board panel, as defined in the Zoning Code §14-16-1-5.

Note: All electronic signs, including message reader boards, are prohibited in parts of the Corridor by General Sign Regulations in §14-16-3-5 (C)(2): in residential zones; within 660 ft of the Coors Blvd. ROW south of Central Ave.; within 660 ft of Coors Blvd. between St

Joseph's Drive and the Calabacillas Arroyo/Coors Bypass; and within 1320 ft. of Major Public Open Space and the Petroglyph National Monument.

b. A sign consisting of banners, pennants, ribbons, streamers, strings of light bulbs and spinners, unless it is displayed during a holiday season or a special event for a maximum period of 21 days and is approved by the Planning Director or his/her designee.

c. A sign that is in any way animated (including twinkling or wind-activated movable parts); emits smoke, visible vapors, particles, or odor; rotates or moves in any manner.

d. A portable sign as defined in this DOZ, unless it is a small A-frame sign that meets the definition and regulations for portable signs in §14-16-1-5 and 14-16-3-5(K) of the Zoning Code respectively.

e. A sign that is painted on or affixed to a water tower, storage tank, utility pole or other similar structure.

f. A sign that is painted on or affixed to trees, rocks or other natural features.

g. A sign that covers or intrudes upon any architectural feature of a building, including a major ornamental feature.

3.17 **Drive-up service windows**

Developments with drive-up service window uses shall be designed to mitigate the impacts of traffic, noise, odors and lights on adjacent public and residential areas. In addition to zone-based and general regulations in the Zoning Code, the following apply:

i) Drive-up queuing lanes, order-boards and service windows shall not face residential zones, *pedestrian-oriented areas* and/or streets to the extent possible. (The areas to protect are listed here in priority order.)

ii) Where a queuing lane, order-board or service window faces these areas, it shall be screened at minimum by a 3 1/2 foot high solid wall and a 4 foot wide landscaped strip that is located on the residential, pedestrian or street side and is planted with evergreen shrubs. The 3 1/2 foot wall is optional next to a residential zone where a special landscape buffer that includes a 6 foot high solid wall is already required per §14-16-3-10(E)(4) of the Zoning Code.

3.18 **Regulations for Residential Development**

i) **Gated communities and Walled Subdivisions**. Larger *gated communities* and walled subdivisions would restrict their residents' access to local destinations and minimize connectivity in the Corridor, which generally does not have a grid pattern of roadways. These types of development would likely aggravate an existing congestion problem along the Corridor by funneling vehicular traffic onto a small number of public streets. Gated communities and walled subdivisions are therefore limited to sites of no more than 5 acres, unless they comply with the following requirements:

a. The development is split into smaller gated communities or walled subdivisions of no more than 5 acres separated by a publicly accessible street, or flanked by such a street on at least one side, that connects to the public roadway network. The access arrangements shall be consistent with Chapter C Section 8.0 (policies for access to Coors Blvd./Bypass) and Section 8.3 (recommendations for connector streets).

b. An opening and connecting path are provided every 600 ft minimum to the sidewalk on the adjacent street and to any adjacent multi-use trail. The connecting path shall be at least 10 ft wide, flanked by landscaped strips at least 5 ft wide, and shall conform to requirements of the Americans with Disabilities Act (ADA).

ii) **Multi-family Residential Development**

The intent of the following regulations is to break up the mass and vary the façades of apartment buildings, including attached townhouses,

a. The maximum length of a building shall be 400 ft.

b. The minimum distance between buildings shall be 20 ft. Building façades shall be articulated at least every 60 ft with:

- a wall plane projection or recess of at least 3 ft. that extends the width of one residential unit at minimum and
- one or more of the following: a change in color or material; a change in visible roof plane or parapet height; patios; balconies; or other treatment approved by the *EPC* or Planning Director (or his/her designee).

c. Residential buildings shall orient their primary entrances to the nearest street or internal path.

d. Surface parking, driveways, carports and garages shall not dominate primary building frontages:

- Individual parking spaces, carports and garages for units with ground floor entrances should be located at the side or rear of buildings. Where located at the front, they shall be limited to 50% of the unit's front façade. Every two adjoining units with direct vehicle access from a local or internal street shalle share a driveway with a maximum curb cut of 16 ft.
- Aggregate parking, carports and garages for residents shall be located to the side or rear of buildings. They shall be divided into groups of 40 spaces maximum with no more than 10 spaces side-by-side, separated by buildings or by landscaping at least 20 ft. wide that includes paths where appropriate.
- Visitor parking may be located at the front of buildings.

e. Usable open space shall be provided per the underlying zoning and meet the following requirements:

- Between 25% and 50% of the required usable open space shall be in the form of aggregate common space available to the development's residents, such as courtyards, roof terraces, playgrounds, passive or active recreational areas.
- Each aggregate common space shall be 400 sq. ft. minimum and contain seating and shade covering a minimum of 25% of the area.
- In developments abutting arroyos, including but not limited to AMAFCA and MRGCD facilities, aggregate common open space shall be adjacent to the arroyo to provide an amenity for the development and a landscape buffer for the arroyo.

iii) **Single-family residential development**

a. Where allowed, Private Commons Developments are encouraged to maintain visual and functional open space and views of adjacent natural features such as the bosque. (See Private Commons Development regulations in §14-16-3-16 of the Zoning Code).

3.19 **Regulations for Phased development**

The intent is to prevent unsightly vacant areas, to protect public health and the environment, and for each phase of development to attain a visual and functional completeness:

i) No grading or scraping of the site for future phases or interim ponding shall occur without timely and adequate stabilization of bare ground to prevent erosion (see also Section 3.10.ii)).

ii) The first phase of development shall at minimum include improvements to existing public right(s)-of-way on the perim-

D. Design Overlay Zone

eter of the entire site, including sidewalks and any multi-use trails, and the planting of associated street trees.

iii) Open space, including aggregate common space where feasible, shall be implemented with each phase.

iv) Temporary barriers or walls around lots that will be developed in future phases shall be painted and trimmed to complement the permanent construction.

4.0 View Preservation Regulations

The regulations in this section apply to development on sites in the city in the View Preservation sub-area.

Located north of Namaste Rd. and east of Coors Blvd., this sub-area of the Plan has a very scenic natural setting to the northeast, with the bosque forming the middle ground and the Sandia Mountains visible in the distance. Higher ranked City plans recognize visual quality, in particular views of the Bosque and Sandia Mountains, as a valuable community asset that adds to the City's livability and attractiveness. The intent of the View Preservation regulations is to keep a critical portion of this setting visible over the long-term, for the benefit of the many people who travel in the Coors Corridor including residents, commuters and visitors. This section also includes additional regulations to protect the Night Sky.

The protected views are based on the perspective of motorists (passengers in particular) heading northbound on Coors Blvd., for substantive and practical reasons: the views to the northeast are the most special; the number of people in cars is expected to continue forming the largest proportion of the travelling public; and if the views are maintained for people sitting in cars, they will also be maintained for truck passengers, cyclists, pedestrians, and transit riders in the Corridor all of whose sight lines begin at an equivalent or higher elevation above the pavement.

The regulations were informed by a comprehensive view analysis of the Corridor completed in 2008, with input from the Coors Corridor Plan advisory group that met through 2009 and from residential and commercial stakeholders in late 2013 and early 2014 (see Chapter F Sections 1.3 and 1.5). Changes in conditions and City policies and regulations since 2008 have also informed the regulations. The aim of the Plan is to srike an appropriate balance between protecting individual owners' rights to develop their property and protecting a public good that is highly valued by the West Side community and the community-at-large as reflected in adopted City policy. For example, a distinction between land north and south of Paseo del Norte is reflected in some of the regulations. North of Paseo del Norte, properties adjacent to Coors are at a similar grade to the pavement, tend to be smaller, and most are one lot deep, at the edge of a slope that drop significantly to the Corrales Riverside drain and the valley floor. The lowlands are mostly zoned for single family homes and are already developed.

D. Design Overlay Zone

4.1 Definitions

These definitions explain the measures for demonstrating compliance with the structure height and mass regulations that follow. They enable a comprehensive analysis of a development proposal's impact on views to the Sandias, in plan, section and elevation view.

View Area. Consists of two or more view frames for each site, depending on the size of the site. The bottom of the view area is formed by the elevation of Coors Blvd. The left and right edges of the view area are created by vertical extensions from the north and south boundaries of the site. The highest point of the ridgeline of the Sandia Mountains visible between the left and right edges of the view area forms the top of the view area.

View Frame. A vertical rectangle established at the east edge of the Coors Blvd. ROW, looking toward the Sandia Mountains. The sight line) begin at the edge of the Coors Blvd. ROW as follows:

- Sites of less than 5 acres * - the point at the south corner of the site; and at the mid-point of the property line along Coors Blvd. or at a distance of 660 ft. from the south corner, whichever distance is less.
- Sites of 5 acres or greater * - the point at the south corner of the site; and points at 660 ft intervals along the property line, up to the north corner of the site.
- Sight lines shall be added as necessary to incorporate all proposed structures on the site or to show the area between setbacks if the location of structures has not been determined e.g. in a site development plan for subdivision.

The direction of the sight lines follows a horizontal 45° angle from the alignment of Coors Blvd., i.e. in approximately a northeasterly direction.

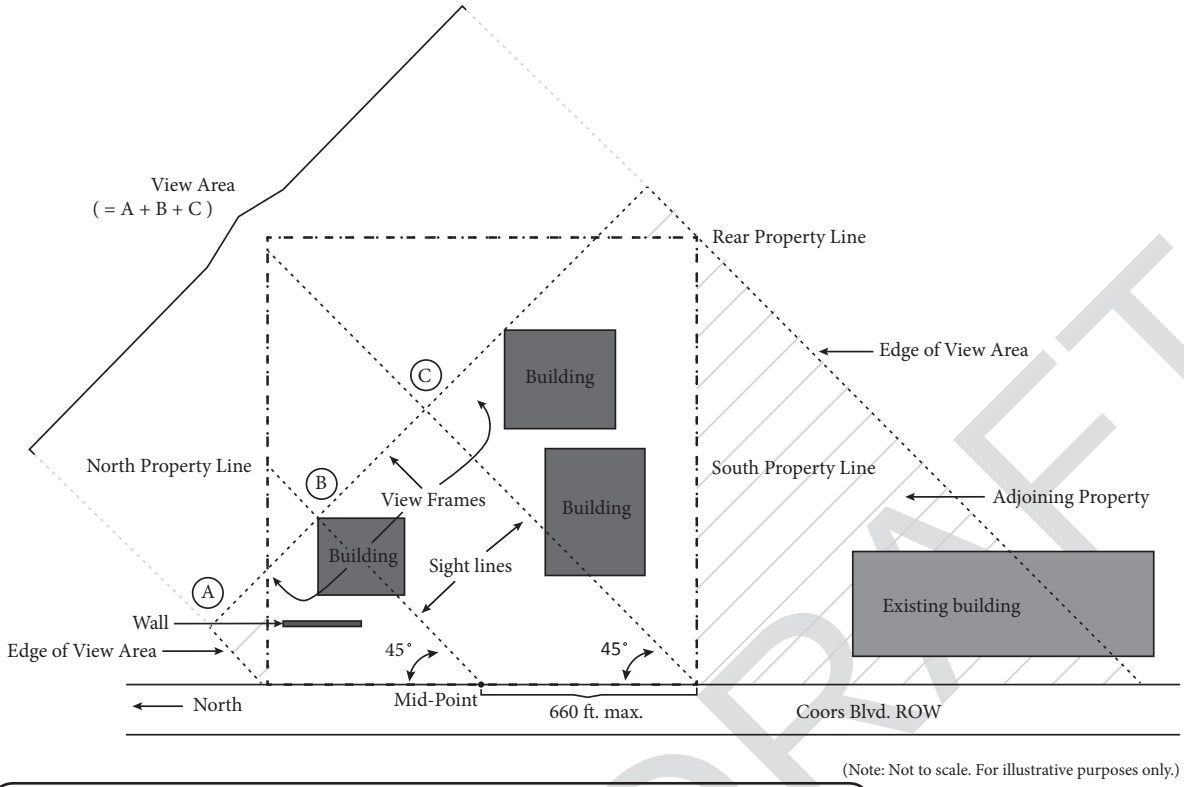


Figure D-3: *View Frames and View Area with Structures – Plan View*

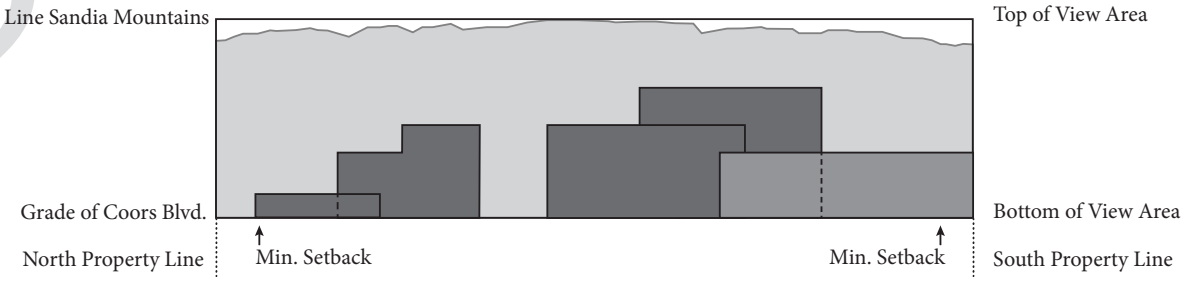


Figure D-4: *View Area with Structures – Elevation View*

D. Design Overlay Zone

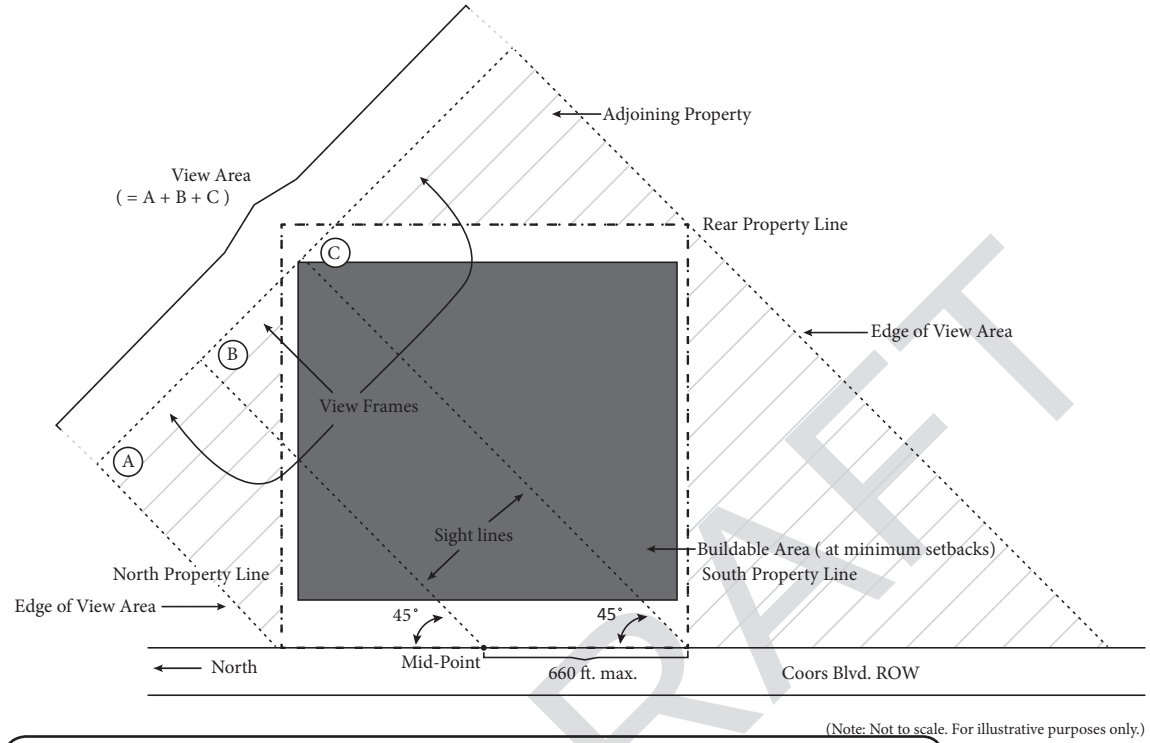


Figure D-5: *View Frames and View Area for Buildable Area – Plan View*

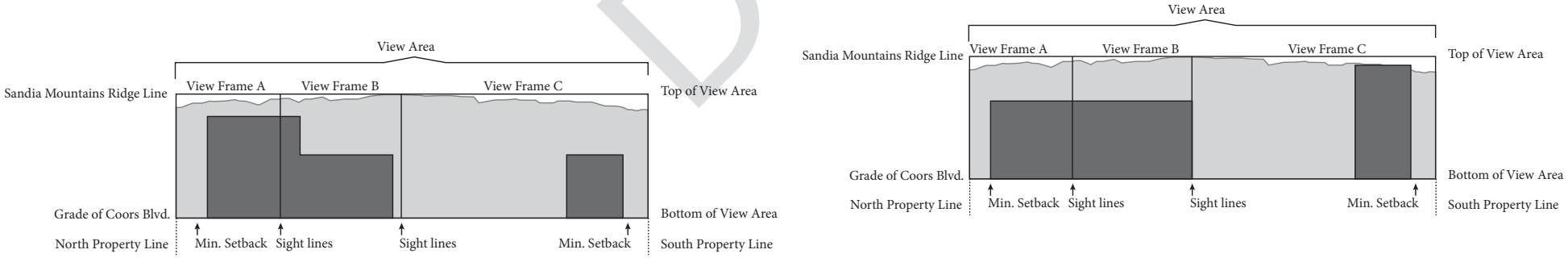


Figure D-6: *View Area for Buildable Area - Two Concepts with Structures – Elevation View*

D. Design Overlay Zone

* Note: For sites that are separated from the Coors Blvd. ROW by a platted strip of land forming the landscape setback or that are located further east, the sight lines of the view frames begin at points on Coors Blvd. that correspond to the south corner, mid-point etc. as drawn at a 90° angle from the nearest property line of the site to the Coors Blvd. ROW.

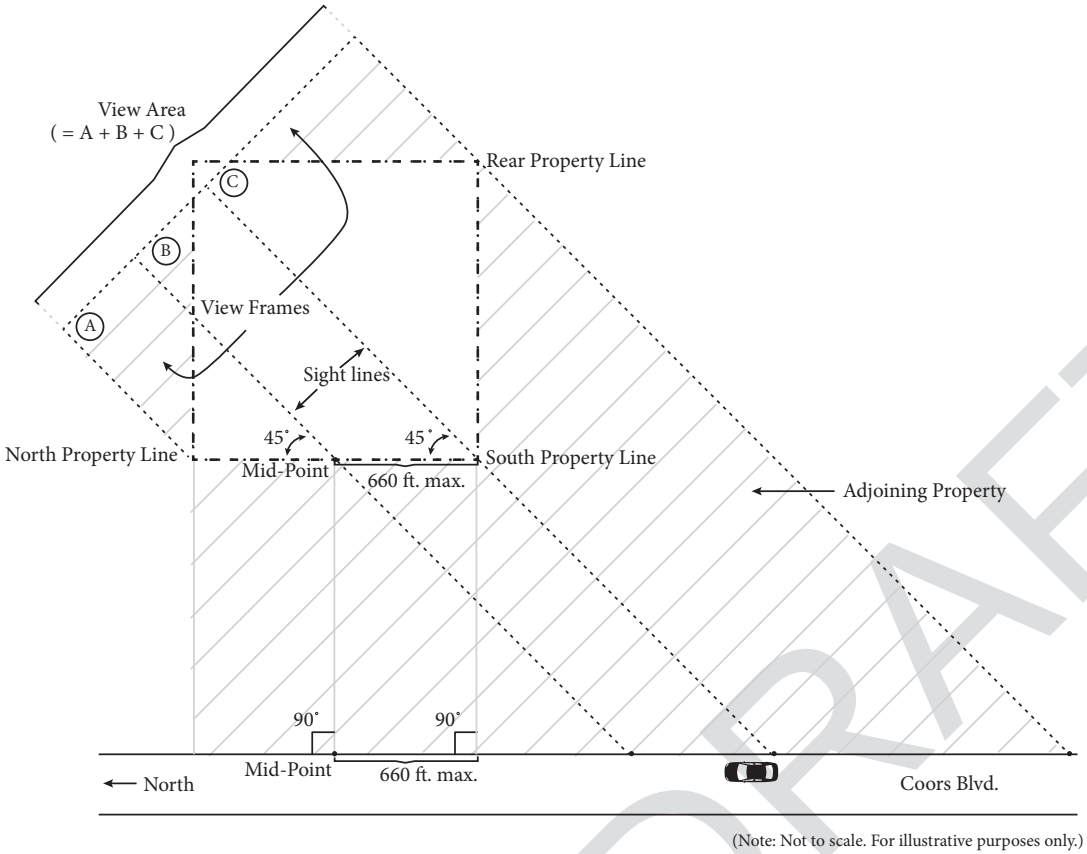
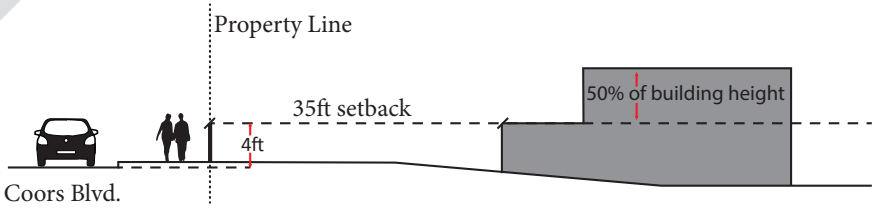


Figure D-7: *View Frames and View Area for a Site off Coors Blvd. – Plan View*

Horizontal View Plane. A horizontal plane established at 4 ft. above the east edge of the pavement of Coors Blvd. that begins at the edge of the Coors ROW and extends across the site to its eastern boundary. The grade of the pavement reflects the existing condition at the time of application.



(Note: Not to scale. For illustrative purposes only.)

Figure D-8: *Horizontal View Plane*

D. Design Overlay Zone

View Window. Consists of a vertical portion of a view area that provides an unobstructed view of the Sandia Mountains, and provides a view of the bosque to the extent possible. The direction of a view window may be at an angle between 45º and 90º from the alignment of Coors Blvd.

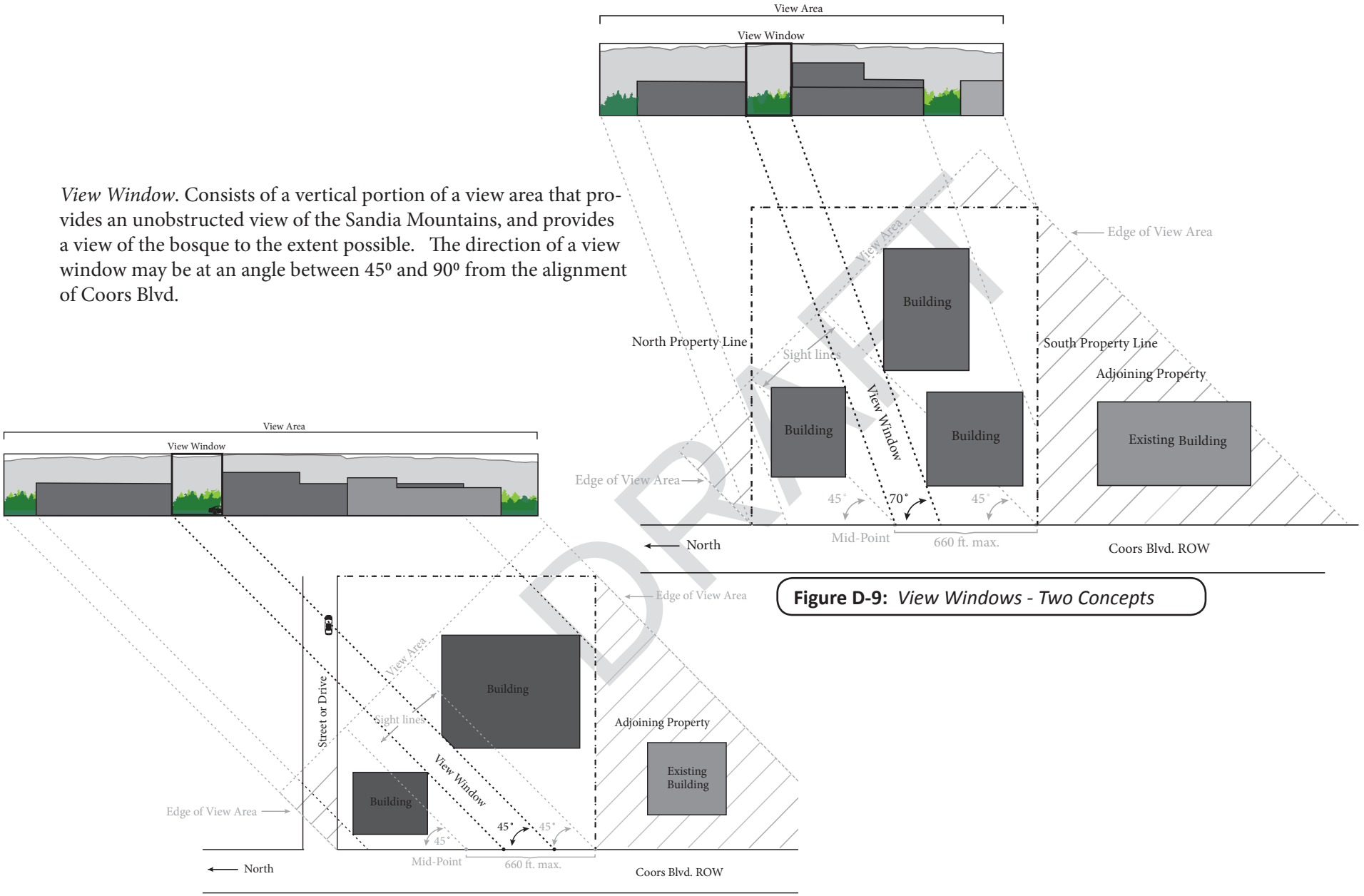


Figure D-9: *View Windows - Two Concepts*

4.2 **Building and Site Design Guidelines**

i) Developments with several buildings should provide a variety of building size and massing. A transition from lower building elevations on the Coors Blvd. frontage or adjoining Major Public Open Space to taller structures and larger buildings at the interior of the site is encouraged.

ii) In designing the site layout, the following should be considered to maintain visual open-ness where it helps preserve the public's view of the bosque and Sandia mountains from Coors Blvd., including:

a. Cluster buildings or, alternatively, maintain an adequate distance between buildings to provide a view window;

b. Where it is allowed by the underlying zone, design a residential development as a Private Commons Development with a private commons area;

c. Through the alignment of public rights-of-way and drives, e.g. in a northeasterly direction.

d. Through the placement and shape of off-street parking, aggregate open space (e.g. plazas and playgrounds), and landscape and ponding area(s).

4.3 **Structure Height and Mass**

i) Exceptions to height standards shall not apply to spires, ornamental towers, flag poles, etc. listed in the supplementary height regulations in §14-16-3-3(A)(1) of the Zoning Code

ii) **On sites south of Paseo del Norte:**

a. Height

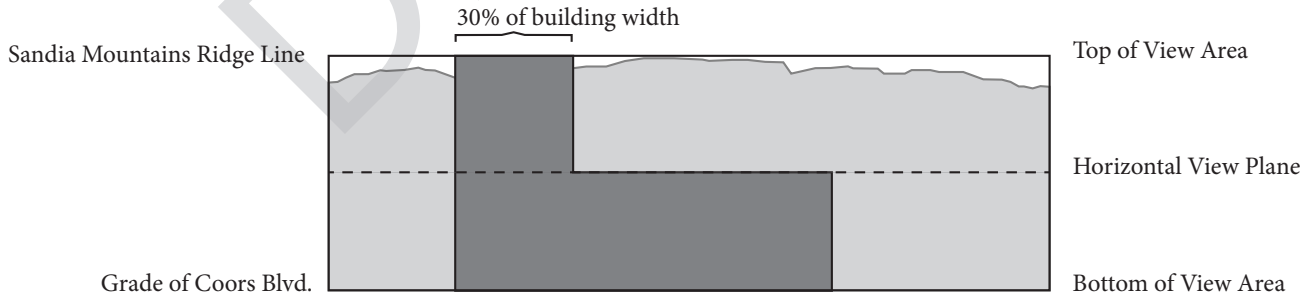
1. 50% of the total height of a structure may penetrate above the *horizontal view plane* provided the structure's height complies with the underlying zone and its mass complies with Section 4.3.ii)b.

2. No portion of a structure, including but not limited to parapet, building-mounted sign and rooftop equipment, may extend above the top of the *view area.*

b. Mass:

1. No more than 30% of an individual structure's width shall penetrate above the horizontal view plane as seen in the view area.

2. All the structures on the development site shall obscure no more than 50% of the view area.



(Note: Not to scale. For illustrative purposes only.)

Figure D-10: *Structure Mass in VP sub-area*

D. Design Overlay Zone

iii) **On sites north of Paseo del Norte:**

a. The height and mass of structures shall comply with Section 4.3.i) and ii)

or

b. Structures shall be placed on the site to provide a *view window* or *windows* of a minimum width according to the site area, as follows:

<3 acres	40 ft or 40% of the length of the lot facing Coors Blvd. whichever is larger
3 to <5 acres	80 ft.
5 to <8 acres	100 ft.
8 to <10 acres	125 ft.
10 to <12 acres	150 ft.
≥12 acres	175 ft.

c. On sites where more than one *view window* is provided, the minimum width of a *view window* shall be 40 ft.

d. To guarantee that the *view window(s)* will remain unobstructed, the *view window(s)* shall be defined and permanently established through the use of rights-of-way, easements, or other legal instrument acceptable to the City Attorney, but the land is not required to be owned by the City of Albuquerque.

e. Outside the *view windows*, no portion of a structure may extend above the top of the *view area* and structures shall be designed to minimize penetration of the *horizontal view plane.*

f. Maximum structure height shall be established on the site development plan and/or other official document as part of the City approval.

4.4 **Landscaping**

i) Only deciduous species are allowed as street trees and as shade trees in parking areas. Evergreen trees may be used to screen outdoor storage, service and loading areas.

ii) Tree species shall be selected and placed so that, at maturity, they do not block protected views of the bosque and Sandia Mountains.

iii) Trees may be planted singly or in groups to achieve these ends.

4.5 **Lighting**

Maximum height of lightpoles shall be 20 ft.

4.6 **Signage**

i) Illuminated signs shall not be mounted on the 30% portion of a building that may extend above the *horizontal view plane* as seen in the *view area* (see Figure D-10).

ii) A religious sign that extends above the roof line of the building to which it is mounted shall not be illuminated.

4.7 **Application Requirements**

i) All applications for development in the View Preservation sub-area shall provide a view analysis that contains sufficient data and graphic information to demonstrate compliance at the time of application for a site development plan for subdivision or building permit, or a site plan for building permit. Applications for development that do not show building footprints, i.e. for development that is phased and/or includes pad sites, shall demonstrate that the lot configuration will allow future structures to be sited to comply with the height and mass regulations.

ii) The view analysis documentation shall indicate the existing condition and proposed development of the site in plan, section and elevation formats, based at minimum on the following data and graphic elements:

a. The existing location of the pavement edge of Coors Blvd., and its proposed location if the public ROW will be widened to meet the corridor segment recommendations in the Plan (see Chapter C Section 13.0).

b. Existing spot elevations of Coors Blvd. along the site frontage beginning at the south corner of the site.

c. Proposed spot elevations at locations of structures (e.g. buildings, walls and fences, signs), including at the base of their highest elements, and of trees.

d. Finished floor grades of buildings.

e. Minimum setbacks for structures, and location of structures.

f. Photographs of the *view area* in its current condition, one of which will be used as a backdrop for the renderings and elevations of the proposed development.

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1.0 Transportation Projects

1.1 The Bus Rapid Transit (BRT) and major roadway projects recommended in the ROW of Coors Blvd. and Bypass are described in Chapter C Sections 4.0 and 6.3. A priority plan by corridor segment for all the transportation-related recommendations combined is in Chapter F Section 6.0.

1.2 BRT projects are also being pursued on Paseo del Norte and Central Ave., which intersect and impact the Corridor:

i) In 2013, MRCOG drafted a Locally Preferred Alternative for a BRT on Paseo del Norte, as part of the Paseo del Norte High Capacity Transit Study. Paseo del Norte intersects Coors Blvd. in the northern part of the Corridor and is the most heavily used river crossing in the metropolitan area after I-40.

ii) The City Transit Department (ABQ RIDE) has undertaken an Alternatives Analysis as the first step in determining the operational and financial feasibility of a BRT system along Central Avenue (historic Route 66), which crosses the southern part of the Corridor.

All the BRT projects will need to be coordinated to create an integrated system and make efficient use of funding.

2.0 Streetscape and Pedestrian Improvements along Coors Blvd.

2.1 The Priority Plan for Corridor Segment Recommendations calls for prioritizing improvements to pedestrian connectivity regardless of the location along the Corridor. This section expands on how these improvements would be implemented and, in addition, recommends beautification of the Corridor through streetscape improvements. There are strips of vacant land and missing or deficient sidewalks in several parts of the Corridor. The "orphan" strips are land that may be within the Coors ROW or may be privately-owned land that was left-over when Coors Blvd. was initially built or later widened. They are unlikely to be developed because they are narrow or small and they adjoin developed property under different ownership. Sidewalks do not exist in certain parts of the Corridor because they may not have been required in the past when roadway projects or adjacent private development were constructed. Streetscape improvements would enhance the appearance of the Corridor for all road users, encourage private investment and buffer adjacent residential properties. Note that the recommended improvements are not intended to replace the landscaping and sidewalks that are required as part of new development and redevelopment projects.

2.2 City departments (including at minimum Planning, Parks and Recreation and DMD) should work jointly to develop a project strategy, including:

i) Identify locations and nature of improvements. Known locations include:
   a. Segments on both sides of Coors Blvd. between Bridge Blvd. and Central Ave.
   b. The eastside of Coors Blvd south of I-40 between Avalon and Daytona.
   c. The northeast corner of Coors and Glenrio.
   d. The eastside of Coors Blvd. south of Eagle Ranch Rd.

ii) Research and assess feasibility, taking into account landownership, existence of utilities, etc.

iii) Agree criteria for prioritizing projects for implementation. The following should be considered:
   a. Prioritize sidewalks that connect residential neighborhoods to developed and developing Activity Centers,

shopping centers and other destinations that are within walking distance, e.g. 1/2 mile;

b. Prioritize the outer edges of the Corridor over medians in streetscape improvements to benefit pedestrians more directly;

c. Take advantage of opportunities to coordinate sidewalk and streetscape improvement with other public projects programmed in the same area.

iv) Develop design and maintenance specifications for the improvements.

v) Estimate costs and identify and secure funding.

vi) Draft agreements between City and ROW- or land-owner as appropriate.

3.0 Public Viewsites

3.1 Public roadway projects in the area north of Western Trail/Namaste Rd. should incorporate public viewsites in order to enhance viewing opportunities in the Corridor for pedestrians and cyclists. When transportation projects are initiated that create new sidewalks and multi-use trails, or improve existing ones, the lead department or agency shall consider integrating public viewsites into the project in consultation with City Planning and Parks and RecreationDepartments. Other parcels of publicly owned land in the Corridor also offer potential locations for public viewsites.

3.2 Map E-1 through Map E-3 show recommended locations for public viewsites at the Plan's adoption, based on one or a combination of the following factors:

i) Segments with characteristic views of the Sandia Mountains and bosque per the 2008 study that informed the Plan;

ii) Proximity to designated multi-use trails, Major Public Open Space and transit stops;

iii) Opportunity sites typically due to terrain and lot configuration that together ensure the view will remain open and a small viewsite would not compromise the development potential of the site.

Other locations for public viewsites may also be considered.

3.3 City departments (including but not limited to Planning, DMD and Parks and Recreation) should work jointly to develop a project design and implementation strategy. Public viewsites should be of sufficient size to include:

i) Informational signage;

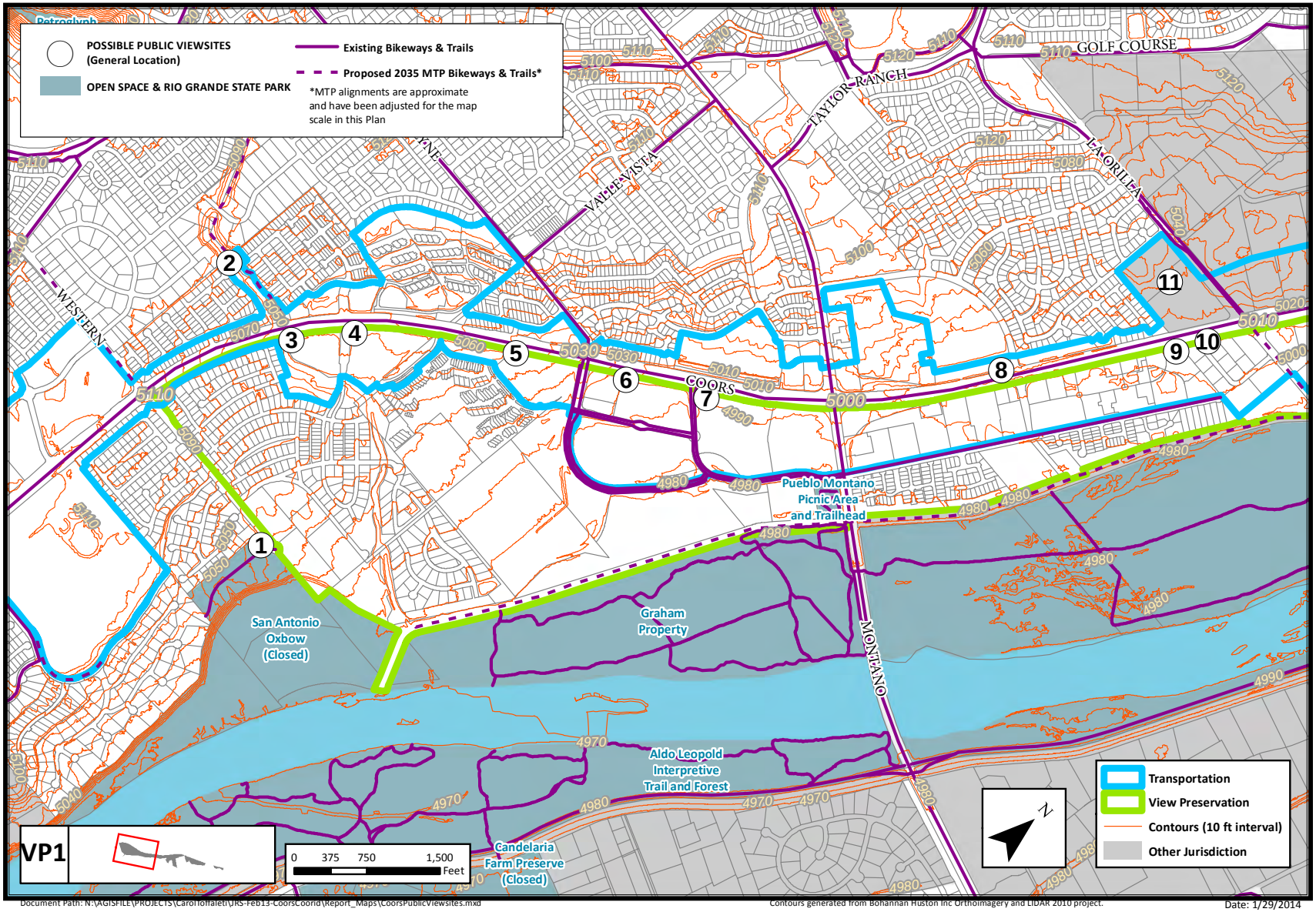
ii) Permanent seating;

iii) Shelter consisting at minimum of a shade structure or tree(s). Low wall(s) are encouraged to provide shelter from the wind and delineate the space. Trees shall comply with landscaping regulations in the Plan.

iv) Lighting, such as pedestrian scale lightpole or recessed lighting in a shade structure or wall;

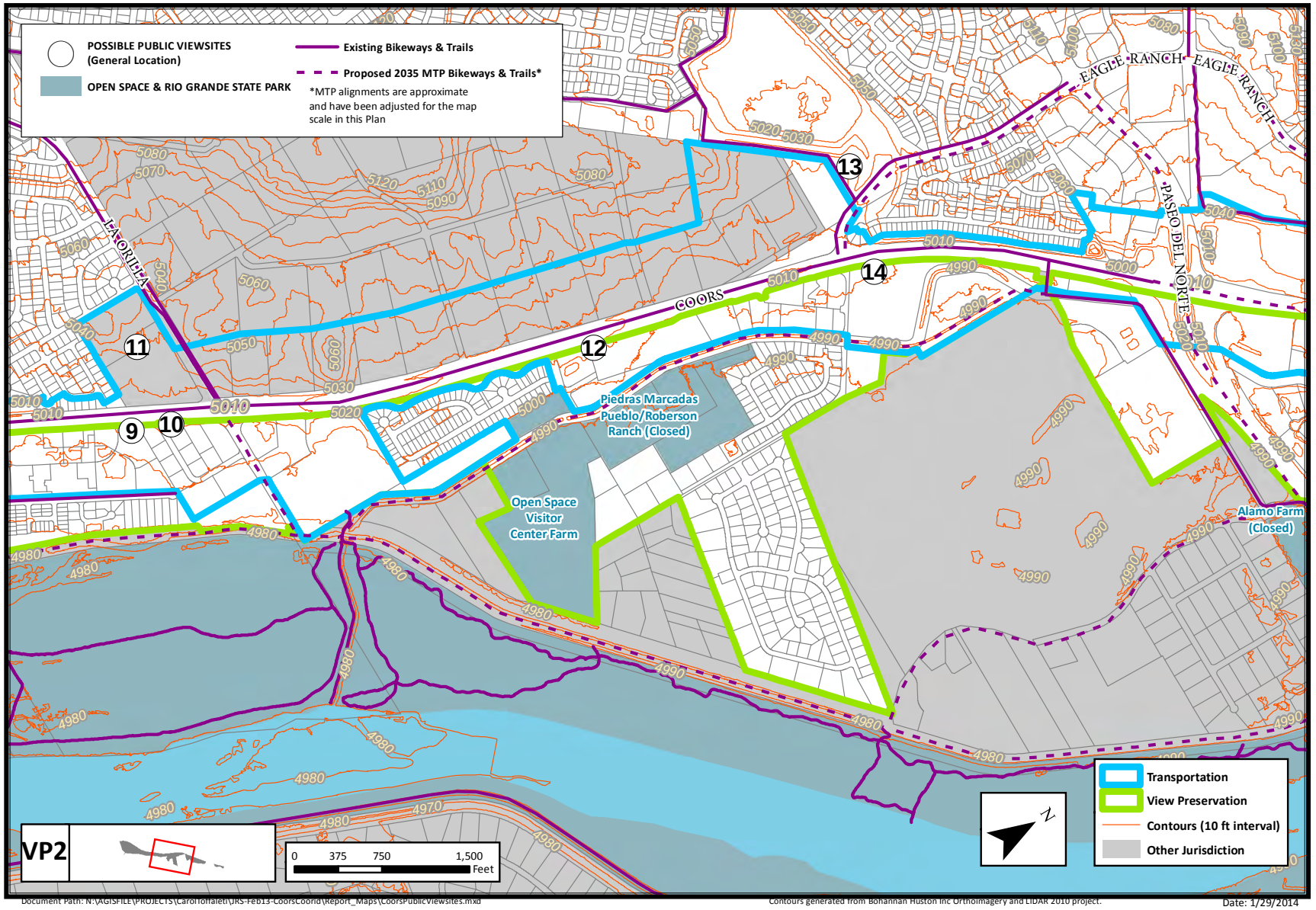
v) Public viewsites shall be designed, implemented and maintained by the appropriate department or agency.

3.4 Some of the viewsites may be provided on private property as amenities for customers, employees and/or residents. These would not be public capital projects, but result from the development process e.g. contribute to public space or usable open space that is required by the underlying zoning. In some developments such as shopping centers, the viewsites would typically be accessible to the public although they are owned, controlled and maintained by the private sector.

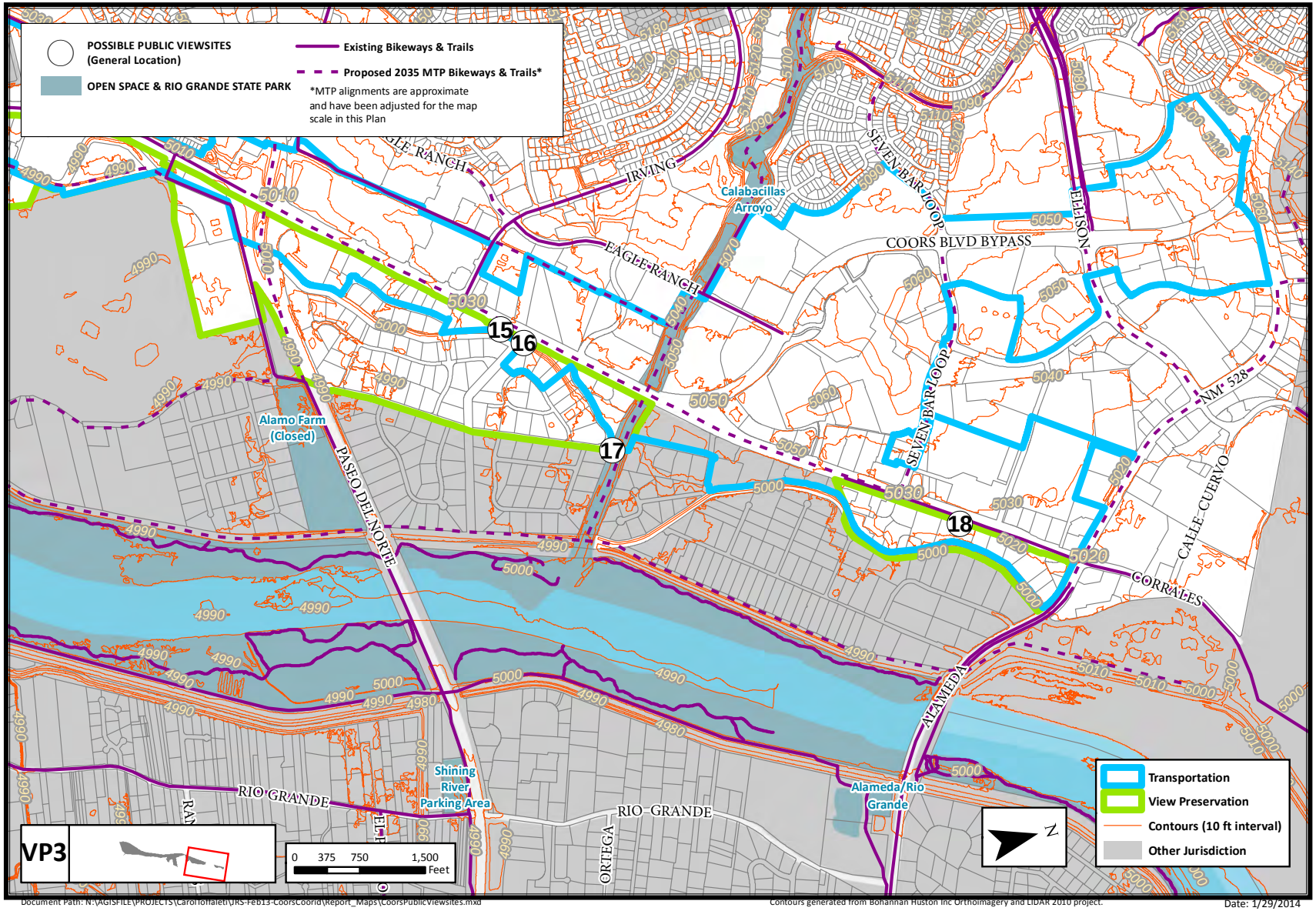


Map E-1: *Potential Public Viewsites*

E. Public Projects



Map E-2: *Potential Public Viewsites*



Map E-3: *Potential Public Viewsites*

E. Public Projects

4.0 Bikeways and Multi-use Trail Network

4.1 The *Long Range Bikeway System* (LRBS) map prepared by MRCOG incorporates the existing and proposed trail facilities of the City and other jurisdictions, such as Bernalillo County, within the Albuquerque metropolitan area. The trails and bikeway maps in the Coors Corridor Plan are based on the LRBS, but alignments for proposed trails have been adjusted to make sense at the smaller scale used for the Coors Corridor (see Map F-23 through Map F-27). For example, where possible the alignments are shown on public land or easements, and skirt rather than bisect private property.

4.2 The City' Parks and Recreation Department has identified the primary bikeways and trails in its *Trails and Bikeways Facility Plan* as priorities for construction and maintenance. They overlap with the Coors Corridor Plan area in the following locations listed from South to North:

i) Existing trail along the northside of I-40, that crosses Coors Blvd. at grade on Ouray Rd., and crosses to the east side of the river. on a pedestrian/bike bridge,

ii) Existing trail along Piedras Marcadas Arroyo that connects to the trails along Eagle Ranch Rd.

iii) Existing trail along Eagle Ranch Rd. with a proposed overcrossing at Coors Blvd.

iv) Proposed trail along Paseo del Norte with an overcrossing of Coors Blvd.

v) Proposed trail along Calabacillas Arroyo.

[The above is subject to revision, pending completion of the new City's Bikeways and Trails Facility Plan.]

4.3 The 50 Mile Loop is part of ABQ the Plan, the current Mayor's long term plan to invest in the future of Albuquerque. The intent of the 50 Mile Loop is to provide health and wellness benefits for the residents of Albuquerque, a different way for tourists and residents to enjoy the City's unique destinations, and to stimulate tourism and economic development. The proposed alignment loops around the City and crosses Coors Blvd near Paseo del Norte. A crossing at Coors/Eagle Ranch and link to the existing trail south of Paseo is prioritized for construction by 2017 (Segment 8 in the Loop Plan and also designated in the Trails & Bikeway Facilities Plan, see Map F-27). It would supplement a crossing as part of a future major interchange project at Coors/Paseo del Norte in the longer term.

4.4 Chapter C proposes grade-separated pedestrian/bike crossings of Coors Blvd. In addition, closing gaps in the designated multi-use network within the Coors Corridor Plan area should be given due priority in the City's general program for implementing the designated trail system. These facilities would make a significant contribution to expanding non-vehicular travel options on the West Side for recreation, commuting and other daily trips. The City (Parks and Recreation Department and DMD) will pursue opportunities to implement trail facilities through the Capital Implementation Program, and with federal and state grants through the metropolitan TIP. Improvements to trails should also be coordinated with all future roadway projects in the Coors Corridor, to fulfill the Plan's multi-modal strategy and make optimal use of scarce funding resources. The proposed interchange at Coors Blvd. and Paseo del Norte is a prime example of a project that should be designed to incorporate trail facilities (see Chapter C Section 6.3).

5.0 Implementation

Project	Location	Timeframe	Lead Agency
C. Transportation Projects in the Coors Blvd/Bypass ROW (see Priority Plan at F 6.0)			
Grade-separated roadways and interchanges	North of I-40, at Montaño, at Paseo del Norte	(see C.6.3)	NDMOT
Bus Rapid Transit and related facilities	Alameda Blvd. (NM528) to Central Ave.	long term	RMRTD or ABQ RIDE
Connector streets	off Dellyne, Bosque Plaza, Eagle Ranch	(see C.8.3)	City DMD
Bicycle facilities	at various locations	on-going	NDMOT
Pedestrian facilities	at various locations	on-going	NDMOT
E. Other Public Projects			
Public viewsites	View Preservation sub-area	on-going	City Planning
Streetscape and Pedestrian Improvements	at various locations along Coors Blvd.	short term	City Planning
Bikeways and Multi-use Trails	per City Facility Plan	medium term	City DMD and Parks & Recreation

Table E-1: *Public Projects Implementation* [to be completed]

COORS CORRIDOR PLAN

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116

1.0 Background / Sector Development Plan Process

The update of the 1984 Coors Corridor Plan occurred over a number of years and in three phases. In late 2005, the City of Albuquerque's Planning Department launched the update, with support from a private planning consulting firm. As directed by Council Enactment R-2005-054, the update focused primarily on revisions to design standards for development adjacent to Coors Blvd.and a view analysis was commissioned as part of that effort. The Planning Department's work was put on hold in 2009 to allow for a transportation study to be undertaken led by the City's Department of Municipal Development (DMD). In late 2013 the DOZ and transportation components were integrated into a Working Draft plan for public input, before the start of the official City review and approval process.

1.1 Planning Process 2005/2006

The 2006 draft Coors Corridor Plan reflected community input from approximately 80 stakeholders, consisting of landowners, developers and neighborhood association representatives, by means of a written survey and various meetings conducted over a 12-month period beginning in late 2005. A common theme to all suggestions from the community was to protect views to the east, specifically of the Sandia Mountains and the Rio Grande Bosque, and to protect the natural environment.

1.2 Plan Objectives 2006

The following objectives were identified through the 2005/2006 public process and from the team's analysis of the planning policy framework:

i) Improve design standards to achieve better spatial relationships.

ii) Improve the visual harmony between new and existing buildings and between the built environment and its natural setting.

iii) Improve site planning standards; balance and integrate the natural setting with building development; preserve unique natural features.

iv) Develop a Corridor Plan that conforms to current planning policies.

v) Improve the site and building design standards and the Design Overlay Zone that help maintain views of the Bosque and the Sandia Mountains.

vi) Develop transit linkages.

vii) Respect the Bosque as it abuts the Rio Grande Valley State Park.

viii) Recognize Coors Blvd. as a commuter route with limited access.

ix) Create safer pedestrian facilities and streetscapes, including new crossings.

x) Create a plan that is easy to follow and apply.

1.3 View Analysis and Visual Resource Preservation 2007-2009

In 2007, a draft of the Coors Corridor Plan was submitted to the Environmental Planning Commission (EPC) as the first step in the public review and approval process. One outcome was the EPC's request for a visual analysis of the east side of the plan area north of Western Trail/Namaste Rd. The Planning Department determined that specialist expertise was required and contracted the work out to a consulting firm.

i) **JF Sato Study (2008)**

In August of 2008, JF Sato and Company, a planning and engineering firm, was hired by the City to do a visual study of the Coors Corridor. The firm assessed the current views in segments 3 and 4 (see Map F-31 for comparison to View Preservation sub-area) and how those views had changed since the

plan was adopted in 1984. The study looked at several components of the "viewshed", but focused primarily on the view of the Sandia Mountains from viewpoints located at increments of one-tenth of a mile along Coors. At these selected viewpoints, the study analyzed how the size and placement of existing buildings related to the view of the natural surroundings and the view of the Sandia Mountains and the bosque.

This study analyzed developed and undeveloped parcels on the eastside of Coors Blvd. between the roadway and the Rio Grande, including residential and commercial land uses. Vacant parcels were identified as being a platted and City-approved development site or having no known development planned.

The existing landscape was documented and compared with photos from the 1984 Coors Corridor Plan. The photographs taken at one-tenth mile intervals were used in determining a "view plane" towards the Sandia Mountains on the east side of Coors. This was used as a gauge to help determine desirable current views and to detail key view points.

The 1984 Coors Corridor Plan required that "not more than 50% of the view area [in segments 3 and 4] ... shall be obscured by the bulk of the building(s) placed on the parcel." Based on their data and assessment, the JF Sato study recommended that this requirement be raised to preserve 70% of the view area. Property-owners in the area affected were concerned that this would be too restrictive.

The JF Sato Study is available for viewing from the public file at the City Planning Department.

ii) **Planning Department Alternative**

It was determined that a 70% view preservation requirement would render several properties adjacent to Coors Blvd. undevelopable, and would severely restrict development on other parcels located along Coors or behind properties that front the boulevard. In response, City staff formulated an alternative approach to balance view preservation with property-owners' rights to enjoy a reasonable level of enjoyment from, and/or financial return on their land. The approach provided two options: a view area or view corridor ["view window" in this Plan] protection. Essentially, where a view plane to the Sandia Mountains cannot be reasonably obtained from a given parcel along the east side of Coors, a view corridor ("view window" in this Plan) to the bosque can be retained in its place.

Over the course of 2009, City staff worked on alternative view preservation regulations with an advisory group consisting of residents, property-owners and developers.

1.4 Transportation Study 2010-2012

The City of Albuquerque's DMD initiated a study to update the transportation component of the Coors Corridor Plan in fall 2010, known as Issue 1 — Traffic Movement/Access and Roadway Design in the original 1984 Coors Corridor Plan. The transportation objectives of the 1984 Plan were to provide policy and guidelines for the design of Coors Boulevard as a limited-access arterial so that it would function as the major north-south arterial serving the Northwest Mesa area. A second objective was to identify a preferred transportation alternative for Coors Boulevard/Coors Bypass to guide future planning and infrastructure improvements.

In contrast to the undeveloped conditions that existed in the early 1980's, most of the land within the Corridor is now developed. The original Plan was largely focused on the roadway, needed right-of-way, intersections, and access. The update evaluated multi-modal improvements to the transportation system to serve existing and future transportation needs within the Corridor through a 2035 design year.

An Alternatives Analysis (AA) specific to Coors Boulevard was completed to evaluate existing and future transportation conditions, focusing on Albuquerque's West Side, and to provide the information needed to select a preferred transportation alternative for the long-term future of the Coors Corridor.

Alternatives were identified using a collaborative and iterative process beginning with a needs assessment. The needs assessment established the basis for the types and range of alternatives considered. Key considerations included: (1) the physical constraints within the Corridor, including available right-of-way and proximity of development adjacent to the existing highway; (2) the characteristics of travel on Coors Boulevard including projected traffic volumes, origin-destination data, and existing transit usage; (3) the relationship of Coors Boulevard to other major streets serving the West Side and the locations of river crossings; (4) long-range plans for the metropolitan area, especially high capacity transit plans and planned improvements to the major street system; and, (5) suggestions received from the general public at public information meetings in 2011.

An interagency steering committee of transportation professionals provided input throughout the AA study process, which is documented in the Coors Corridor Study Alternatives Analysis report available under separate cover from the City DMD or Planning Department for viewing. The steering committee guided the direction of the evaluations and ultimately the selection of a preferred approach for the future of the Coors Corridor which is reflected in Chapter C of the Plan.

1.5 Integration of Transportation Component and DOZ

From 2013 through early 2014, City Planning and DMD staff, with support from a transportation consultant, worked on integrating policies, regulations and project recommendations into a Working Draft. Input from departments, agencies and a range of stakeholders including neighborhood associations, businesses, and design and commercial real estate professionals was provided at two Open Houses and through meetings and written comments.

2.0 Changed Conditions since the Original Plan's Adoption

Significant changes have occurred since the Plan was adopted in 1984, including:

2.1 **Population:** Population in U.S. Census tracts covered by the Plan (see Map F-32) is estimated at 75,500 per the 2007-2011 American Community Survey, representing an increase of approximately .... [pending]

2.2 **Employment:** Employment density as of 2008 ranges from ≤2 jobs to >10 jobs per acre, as shown on Map F-33.

2.3 **Land Development:** Major developments include Cottonwood Mall and St. Pius X High School. Approximately .... acres of vacant land remain in the Plan area. [to be completed]

2.4 **Historic Properties:** La Luz del Oeste Units 1, 2 & 3 were already accepted to the State Register of Cultural Properties in 1977. Piedras Marcadas Pueblo was accepted to the State and National Registers in 1985 and 1990 respectively and is a property within the Petroglyph National Monument, a.k.a. the Las Imagines: Albuquerque West Mesa Archaeological District.

2.5 **Major Public Open Space:** The City has acquired property for Open Space and built visitor facilities at several locations north of I-40 within or adjacent to the Plan area, including the San Antonio Oxbow Marsh, Montaño Picnic Area, Open Space Visitor Center area and Alamo Farm.

F. Appendix

2.6 **Infrastructure**

i) **Coors Blvd.** In the 1980s a link road between Coors Rd. SW and Coors Blvd. NW was provided to relieve congestion on Central Ave. and to connect traffic between "North Coors" and "South Coors." Jurisdiction over the roadway was transferred in 2012 from the City of Albuquerque to NMDOT. Coors Blvd. has been widened, and its elevation over I-40 was extended northward over Ouray. The Coors Bypass was constructed.

ii) **Other infrastructure:** Paseo del Norte, Eagle Ranch Rd., the Montaño bridge and the Piedras Marcadas dam are major facilities that have been built since 1984.

iii) **Transit Services and Facilities:** Local (66 Central, 155 Coors, 157 Montaño/Uptown/Kirtland). commuter (96 Crosstown Commuter, 251 Rio Rancho-ABQ/Rail Runner Connection) and Rapid Ride services (766, 790) operate within the Plan area and the Northwest Transit Center, which includes a park and ride, is located off Coors Bypass.

2.7 **Adopted and/or Amended Higher-Ranked City Plans and Ordinances**

i) **Plans**

a. Rank I Comprehensive Plan (amended through 2013)
b. Rank II West Side Strategic Plan (1993, amended through 2011)
c. Rank II Major Public Open Space Facility Plan (1998/1999)
d. Rank II Bosque Action Plan (1993)
e. Rank II Facility Plan for Arroyos (1986)
f. Rank II Facility Plan: Electric System, Transmission and Generation 2010-2020 (2012)

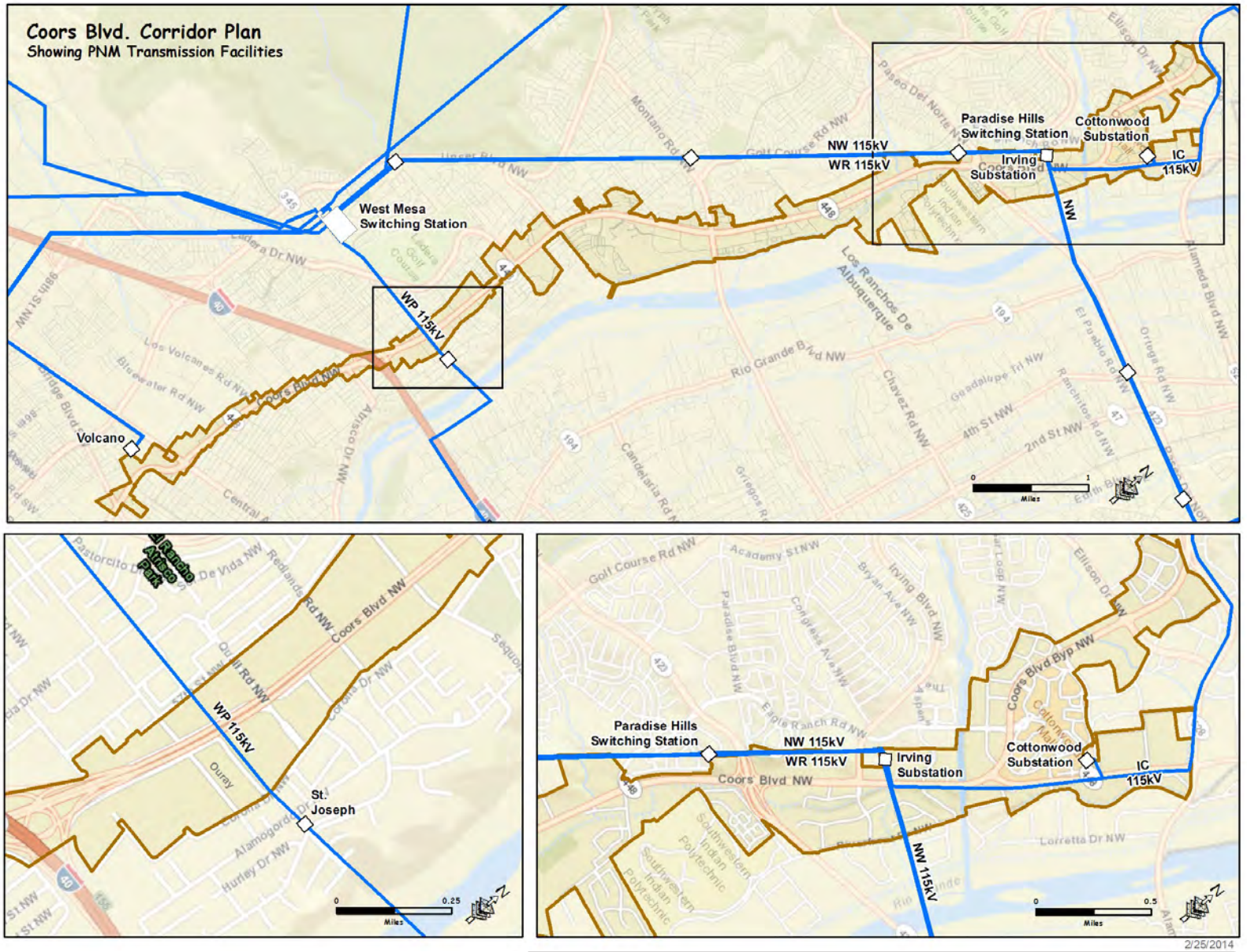
ii) **Ordinances.** The following are some of the more pertinent ordinances to development in the Corridor:

a. Water Conservation Landscaping and Water Waste Ordinance (§ 6-1-1)
b. Streets and Sidewalks (§ 6-5)
c. Street Tree Ordinance (§ 6-6-2-1 et seq.)
d. Albuquerque Pollen Control Ordinance (§ 9-12)
e. Drainage Ordinance (§ 14-5-2-1 et seq.)
f. Planning Ordinance (§ 14-13-2-1 et seq.)
g. Subdivision Ordinance (§ 14-14-1)
h. Comprehensive City Zoning Code (§14-16). Additions and amendments include Wireless Telecommunication Facilities, Electronic Signs, residential uses in C-1 and C-2 zones, the Albuquerque Archaeological Ordinance.

2.8 **Drainage and Flood Control**

The northern half of the Plan area, from Alameda Blvd. to approximately Western Trail/Namaste Rd., presents difficulties for dealing with runoff from developed areas due to limited capacity downstream. Although the Corrales Acequia, Corrales Canal and Corrales Riverside Drain run parallel to Coors Blvd. and the bosque in this area, their primary purpose is irrigation not drainage. In addition, this part of Coors Blvd./Bypass has smaller stormdrains than the City standard because the roadway was constructed to NMDOT specifications, which are based on historic flows, i.e. they do not reflect typical urban development that increases impervious area.

MRGCD controls the use of its facilities for drainage through a licensing system, primarily to control water quality. MRGCD delegates the handling of stormwater requests to AMAFCA. There are a few AMAFCA facilities that developers may use as outfalls. However, due the limited capacity in this area, the City Hydrologist generally requires on-site detention.



Map F-1: *Public Service of New Mexico Electric Transmission Facilities*

Runoff from the top end of the Cottonwood Mall area is routed north of Alameda Blvd. The area extending south of Calabacillas Arroyo to La Orilla Rd. is governed by the North Coors Blvd. Middle Area Master Drainage Plan (dated 2/1/1997).

[to be completed]

3.0 Higher-Ranked Plans relevant to Coors Corridor Plan

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

This is the Rank 1 plan that sets the basic long-range policy for the development and conservation of the City and unincorporated area of the County. The following concepts pertain to the Coors Corridor:

i) **Development Areas**

The Comprehensive Plan contains five development areas that allow for development intensities and character based on natural features and man-made development patterns. Many of the current designations are out of date.

ii) **Activity Centers and Transportation Corridors** (see Map F-10 through Map F-15)

The Comprehensive Plan calls for a network of activity centers linked by transportation corridors to guide future development and redevelopment across the metropolitan area.

The activity centers range in scale, intensity and range of uses according to their service or market area: neighborhood, community or major (regional). However, all are meant to be served by transit, in addition to private vehicles, and be convenient to walk around.

a. 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/Montaño Village and Coors/Paseo del Norte. There is one neighborhood activity center as designated in the West Side Strategic Plan: Coors/Western Trail.

The Comprehensive Plan designates four types of transportation corridors: Express, Major Transit, Enhanced Transit, and a general category of Arterial. Higher density development, with residential, non-residential or a mix of the two use categories, are desirable to support transit.

b. Express and Major Transit Corridors exist in the Plan Area. Express Corridors are higher speed roadways with commuter transit service. Major Transit Corridors are designated to accommodate frequent transit services that operate for longer hours.

- Coors Bypass and Coors Blvd. south of the Bypass form a Major Transit Corridor, which intersects with corridors that run east-west:
- Alameda Blvd.(Express),
- Paseo del Norte (Express),
- Montaño Rd. (Major),
- I-40 (Express) and
- Central Ave. (Major).

3.2 West Side Strategic Plan (1997, amended through 2011)

This Rank 2 area plan provides a policy framework to guide growth on Albuquerque's West Side, one that reflects its position within the metropolitan area along with its own conditions and community values. The West Side Strategic Plan (WSSSP) includes directives that are especially pertinent to the Coors Corridor Plan, which are summarized below:

i) **Visual Quality.**

a. Maintain development standards that preserve a portion of views east of Coors Blvd. toward the bosque and Sandia Mountains in the area north of Western Trail.

b. Maintain the prohibition on off-premise signs (billboards) and designing on-premise signs to limit impairment of unique views.

c. The design of walls along major streets and arroyos will be controlled to protect key viewpoints and provide pedestrian access.

d. Identify and protect or acquire significant viewpoint sites for enjoyment by the public.

ii) **Transportation**

a. Undertake a corridor study that addresses multiple modes of transportation and, in particular, considers the expansion and upgrade of transit service.

b. Support transit use by concentrating nodes of commercial and employment activity in designated centers that are surrounded by moderate to high-density residential land uses.

iii) **Communities**

a. Seven-Bar Ranch**.** Establish setback criteria for trail and public opens space along Calabacillas Arroyo, which is a defining natural feature of the West Side.

b. Taylor Ranch. It is particularly important in this growth area to incorporate mixed-uses and multi-modal access in the design of community centers, with pedestrian and bicycle linkages to its residential neighborhoods.

c. Ladera. Apply design and site layout standards to the community activity centers, including for pedestrian amenities.

iv) **Natural, cultural and recreational resources**

a. Bosque interface/transition. Protect this multi-faceted resource through design guidelines for new development and tree preservation.

3.3 2035 Metropolitan Transportation Plan

A Metropolitan Transportation Plan (MTP) is adopted every five years by a Board comprised of locally elected officials from the counties and municipalities in the region, along with representatives of the New Mexico Department of Transportation (NMDOT). The MTP evaluates 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 influenced the Plan are:

i) Expand Transit and Alternative Modes of Transportation;

ii) Integrate Land Use and Transportation Planning;

iii) Maximize the Efficiency of Existing Infrastructure.

3.4 Facility Plans

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

i) *Major Public Open Space Facility Plan (1998/1999).* This joint Albuquerque/Bernalillo County plan establishes policies for: planning; making land use decisions; and acquiring and managing lands in the metropolitan area that are dedicated to

conservation, preservation, outdoor education and low impact recreation. The sections on the Rio Grande Bosque and Arroyos are relevant to the Coors Corridor.

ii) *Bosque Action Plan (1993).* This plan identifies specific environmental and recreational improvements for the Rio Grande Valley State Park and sets out general policies for their implementation. Improvements are located southwest of the Alameda Bridge, and around the Calabacillas Arroyo and La Orilla Road.

iii) *Facility Plan for Arroyos (1986).* This plan establishes guidelines and procedures for creating a network of recreational trails and open space along arroyos. The Calabacillas Arroyo is designated both a Major Open Space Arroyo and Link; the Piedras Marcadas a Major Open Space Link; and the San Antonio an Urban Recreational Arroyo.

iv) *Trails & Bikeways Facility Plan (1996)* [3]. This is the City's long-term plan for off-street facilities used by pedestrians, cyclists and equestrians.

v) *Albuquerque Comprehensive On-street Bicycle Plan (2000)* [4]. This plan focuses on bikeways within the public right-of-way.

vi) *Electric System, Transmission and Generation 2010-2020 (2012).* This joint Albuquerque/Bernalillo County plan protects the existing electric system and establishes standards for new generation and transmission facilities to meet future needs. Generation is sourced from utility-owned facilities and privately-owned installations, including wind and solar. 115kV transmission lines exist in the Coors Corridor Plan area around, and north of, Paseo del Norte. The Paradise Hills Substation Unit II is being expanded.

3.5 **Overlapping sector development plans.**

The following Rank 3 plans have overlapping boundaries with the Plan area at the time of its adoption. Their goals, policies and regulations may therefore also apply (see AGIS Zoning Map or consult the Code Enforcement Division of the Planning Department). Their relationship with the Coors Corridor Plan at adoption is summarized below:

i) *Seven-Bar Ranch Sector Development Plan.* This plan established zoning (land uses) and includes design guidelines. It continues to apply to development of properties along Coors Bypass and Coors Blvd. north of the Calabacillas Arroyo. The Coors Corridor Plan applies up-to-date transportation policies and design standards.

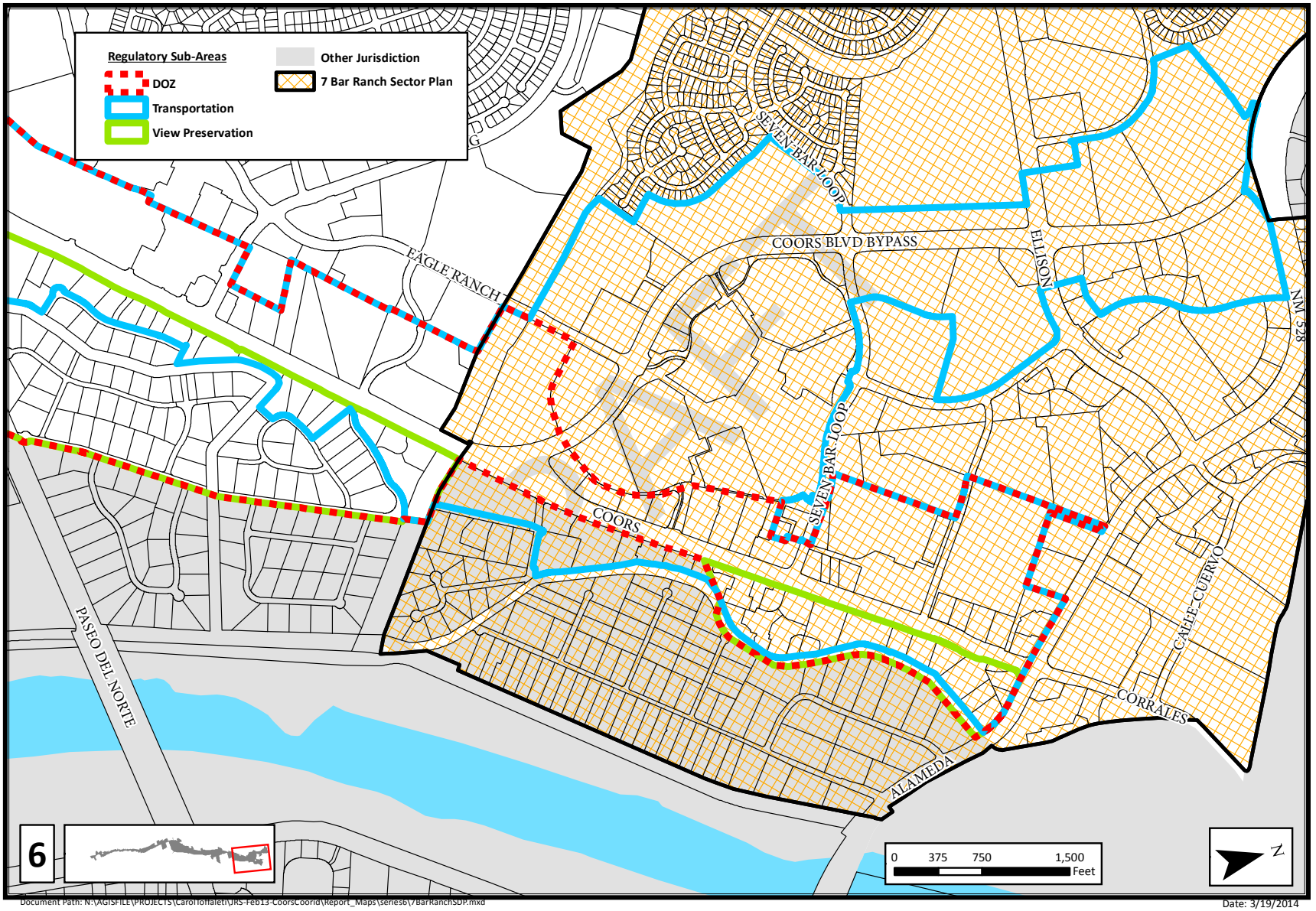
ii) *Riverview Sector Development Plan.* The small area of overlap is limited to a drainage-way south of Paseo del Norte on the west side of Coors Blvd. and a handful of properties around its intersection with Eagle Ranch Rd. The Coors Corridor Plan applies up-to-date transportation policies and design standards.

iii) *University of Albuquerque Sector Development Plan.* The plan area spans Coors Blvd. around Western Trail and Saint Joseph's Dr. This older, one-page plan established an SU-3 Special Center zone on 12 parcels that refers to conventional zone categories. It specifies allowable land uses, acreages and densities on each parcel. The Coors Corridor Plan applies up-to-date transportation policies and design standards.

iv) *East Atrisco Sector Development Plan.* The area of overlap is west of Coors Blvd. between Quail Rd. and I-40. However this older. basic plan has no content that conflicts with the Coors Corridor Plan transportation policies and design standards.

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

4 see footnote 3



Map F-2: *Plan Area Overlap with 7 Bar Ranch SDP*

F. Appendix

v) *West Route 66 Sector Development Plan*. The area of overlap, located between Avalon Rd. and Central Ave., only relates to the transportation element of the Coors Corridor Plan. Transportation projects affecting the intersection or function of the arterials will need to be coordinated.

4.0 References and Resources

4.1 Streetscape Design

i) City Parks and Recreation Department: Streetscape Design Criteria and Master Plan List (2013) [to be inserted]

5.0 Additional Figures and Maps

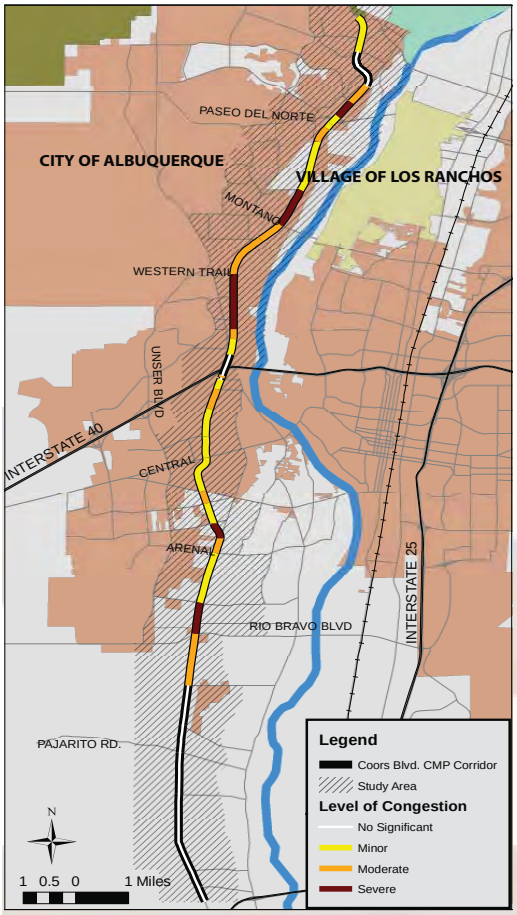
1. Traffic Congestion Profile for Coors Blvd. from 2035 MTP
2. Average Weekday Traffic Flows 2012, see page 129
3. Maps referenced in Chapter D. Design Overlay Zone:
   - Activity Centers and Transportation Corridors, see page 134
   - AMAFCA & MRGCD Facilities, see page 141
   - Bikeways and Multi-Use Trails, see page 147
4. 1984 Plan Area & Segments compared to updated Plan, see page 152
5. 2010 US Census Tracts, see page 156
6. 2008 Employment Density, see page 157

6.0 Priority Plan for Corridor Segment Recommendations

See end of Plan document.

Coors Blvd

#8



Corridor Notes

- Coors Blvd is the primary north-south facility in the AMPA west of the Rio Grande.
- The Coors CMP corridor extends nearly 20 miles from I-25 to NM 528. The corridor covers parts of unincorporated Bernalillo County and the City of Albuquerque, and provides access to the City of Rio Rancho (via NM 528).
- The most severe congestion occurs between I-40 and the Coors Bypass. Congestion is tied to overall slow speeds across the corridor and particularly high volumes during the peak periods between Montaño and Paseo del Norte. There is very little congestion south of Rio Bravo Blvd.
- Sections of Coors at Paseo del Norte and I-40 have daily **volumes** of more than 60,000 and 80,000 respectively.
- The slowest **speeds** along Coors are found south of Pajarito Rd.
- **Crash rates** across the corridor are significantly above the regional average and a major source of non-recurring congestion. The intersections at Central and Paseo del Norte both have crash rates more than four times the regional average.
- A considerable amount of **growth** and infill development is projected along corridor with more than 13,000 new residents and 12,000 jobs apiece by 2035.

Profile & Statistics

Corridor Profile*			
Study Area	32.5 Sq. Miles		
Length & No. of Segments	19.6 Miles - 42 segments		
Functional Class	Principal Arterial		
Access Control	Limited Access: Rio Bravo to Coors Bypass		
Lanes	4 - 7 lanes		
	Majority of corridor is 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes		
	ITS deployment: Yes - PF, CCTV, DMS, VDS		
Transit	*ABQ Ride* : 790 (Rapid Ride Blue), 155 (local)		
	Northwest Transit Center at Coors/Ellison		
Bicycle Facilities	Lanes: South of Sage to Central		
	Lanes: Ladera to Paseo del Norte		
Summary Data^			
Daily Volume	5,000 - 80,500		
Average Speeds (PM North)	19 - 56 mph		
Average Speeds (PM South)	19 - 59 mph		
Total Delay (PM North)	404 seconds (21 sec./mile)		
Total Delay (PM South)	529 seconds (27 sec./mile)		
Demographic Trends			
Measure	***2000***	***2008***	***2035***
Population	78,171	95,142	108,417
Employment	20,892	30,467	42,619
Corridor Ranks			
Volume/Capacity Ratio	**14 / 30**		
Speed Differential	**12 / 30**		
Crash Rates	**2 / 30**		
Overall Rank	**8 / 30**		

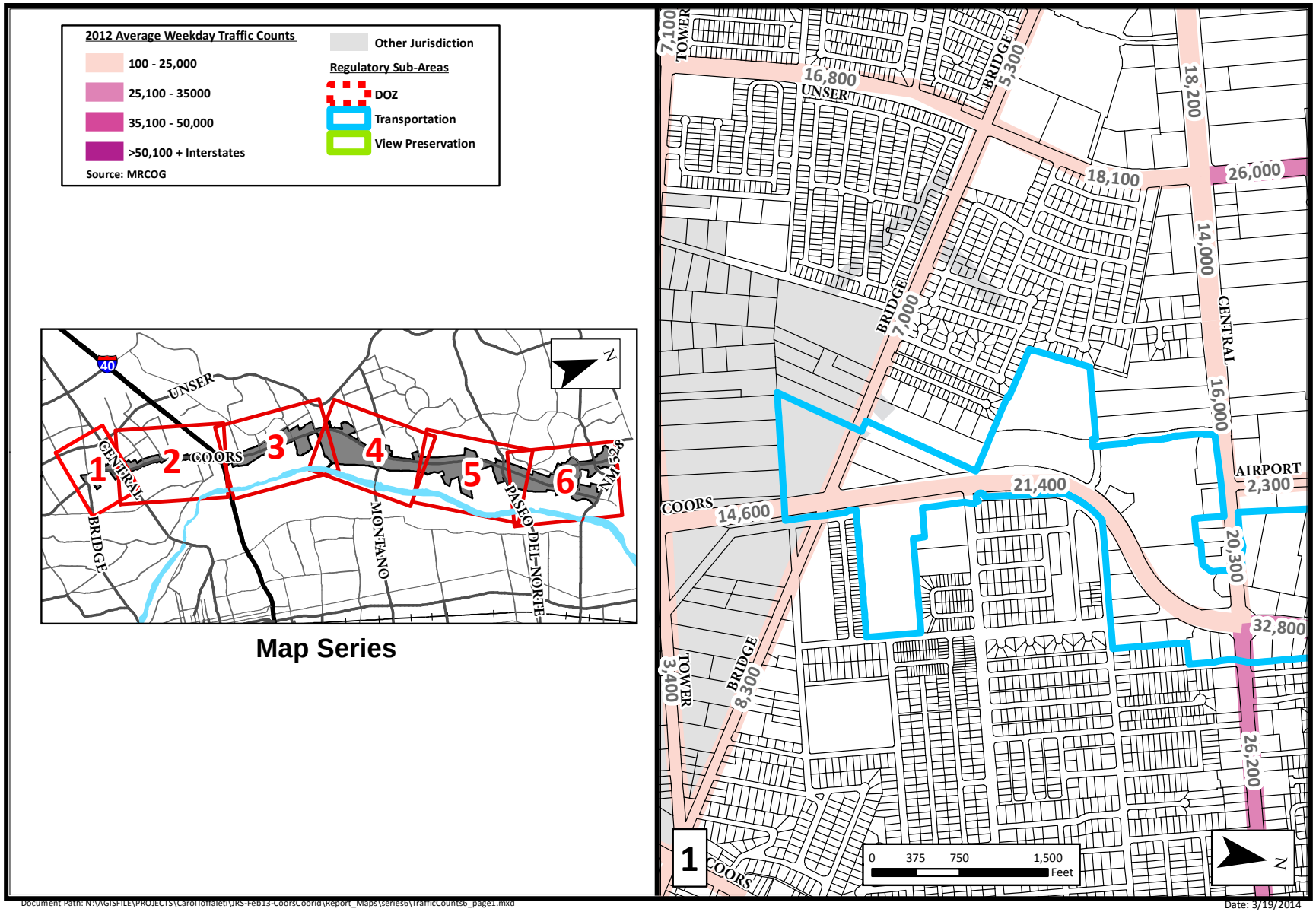
* See the introduction section for further explanation.
^ For more detailed information and segment level data consult the *CMP Atlas* on the MRCOG website.

Transit Characteristics

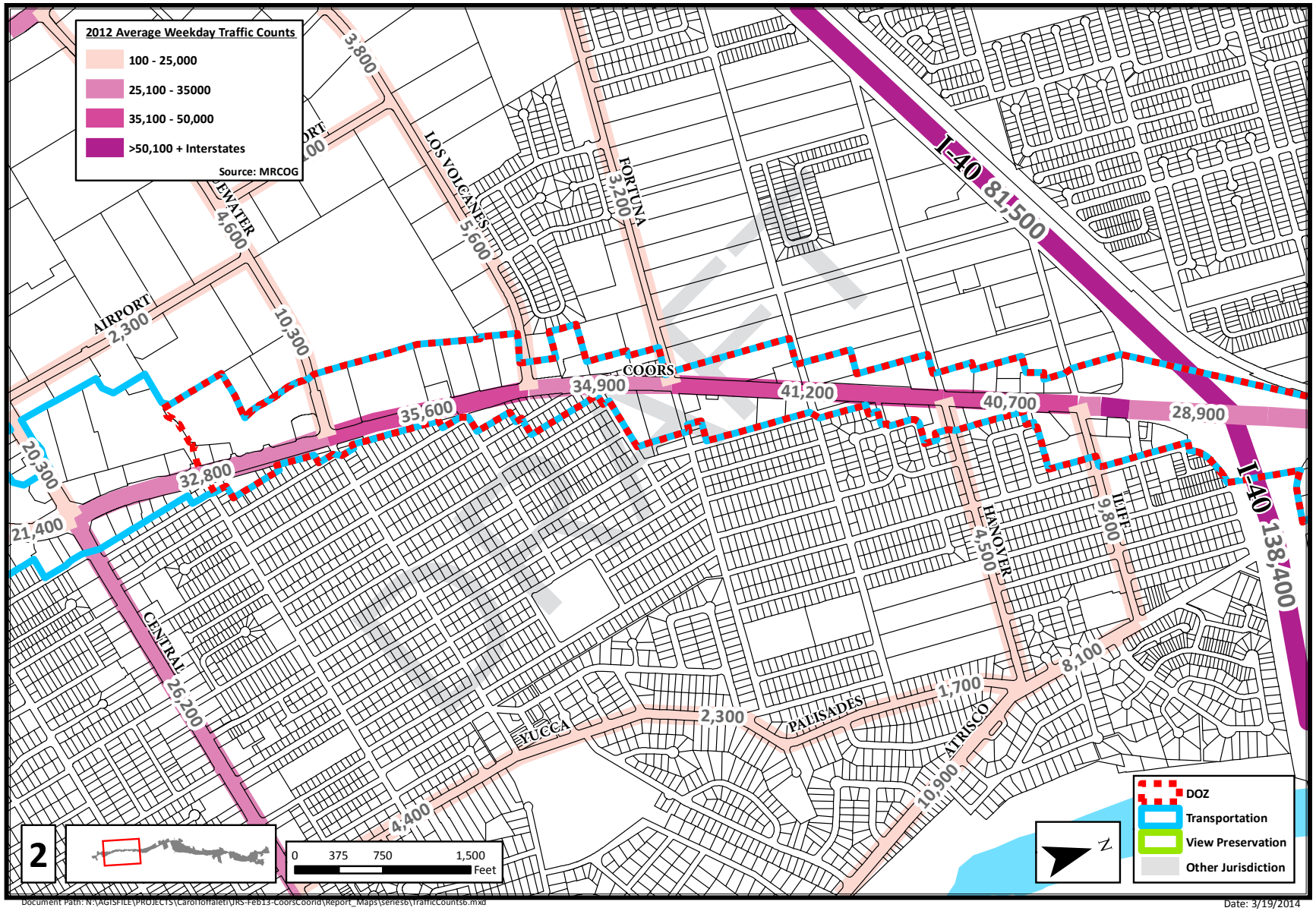
- ABQ Ride operates two routes along Coors Blvd (additional commuter routes run along small portions of northern Coors).
- The Rapid Ride Blue Line (Route 790) originates at the Northwest Transit Center and runs south on Coors to I-40 before connecting to Downtown and the University of New Mexico. Ridership on the Blue Line surpasses 2,000 on weekdays while UNM is in session. The vast majority of Blue Line riders board at the Northwest Transit Center or at Cottonwood mall and travel to UNM. Route 155 provides north-south local service along the Coors CMP corridor between Rio Bravo and Ellison and averaged more than 1,100 riders per weekday in April 2011.
- The Northwest Transit Center at Coors and Ellison is a major regional transit facility. A total of nine routes, four of which are commuter, operate out of the facility.

Map F-3: *Traffic Congestion Profile (2035 MTP)*

F. Appendix

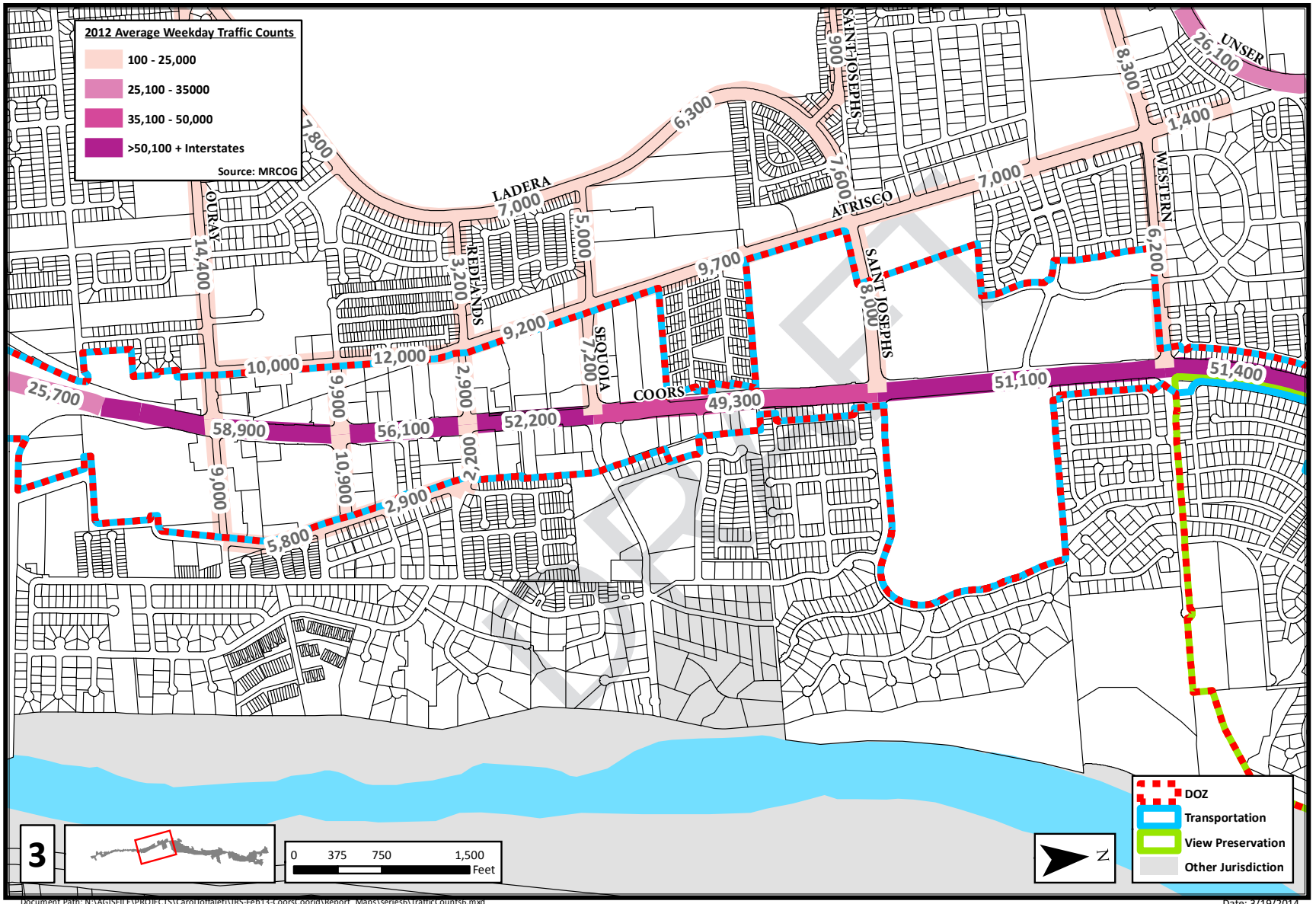


Map F-4: *Average Weekday Traffic Flows*

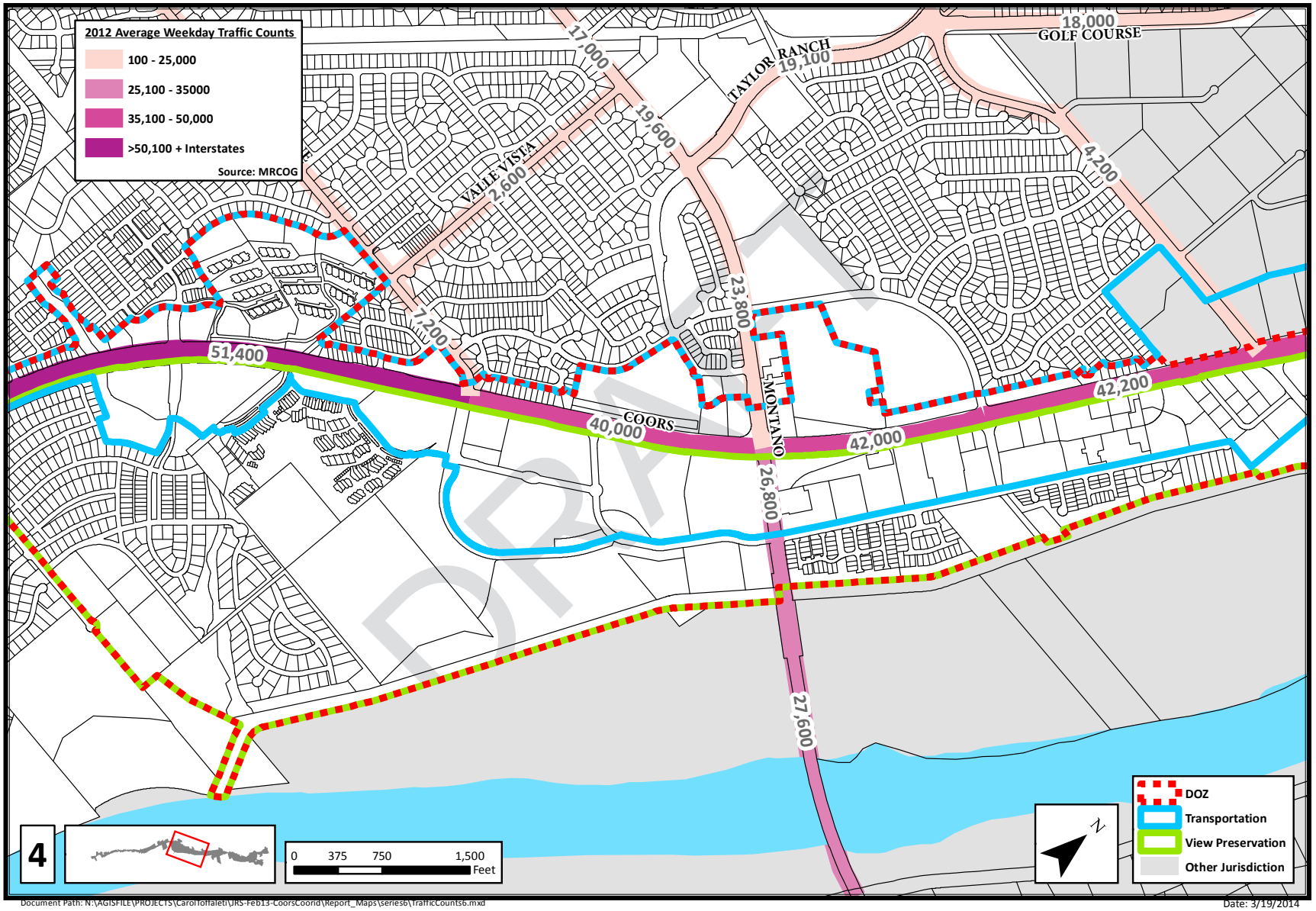


Map F-5: *Average Weekday Traffic Flows*

F. Appendix

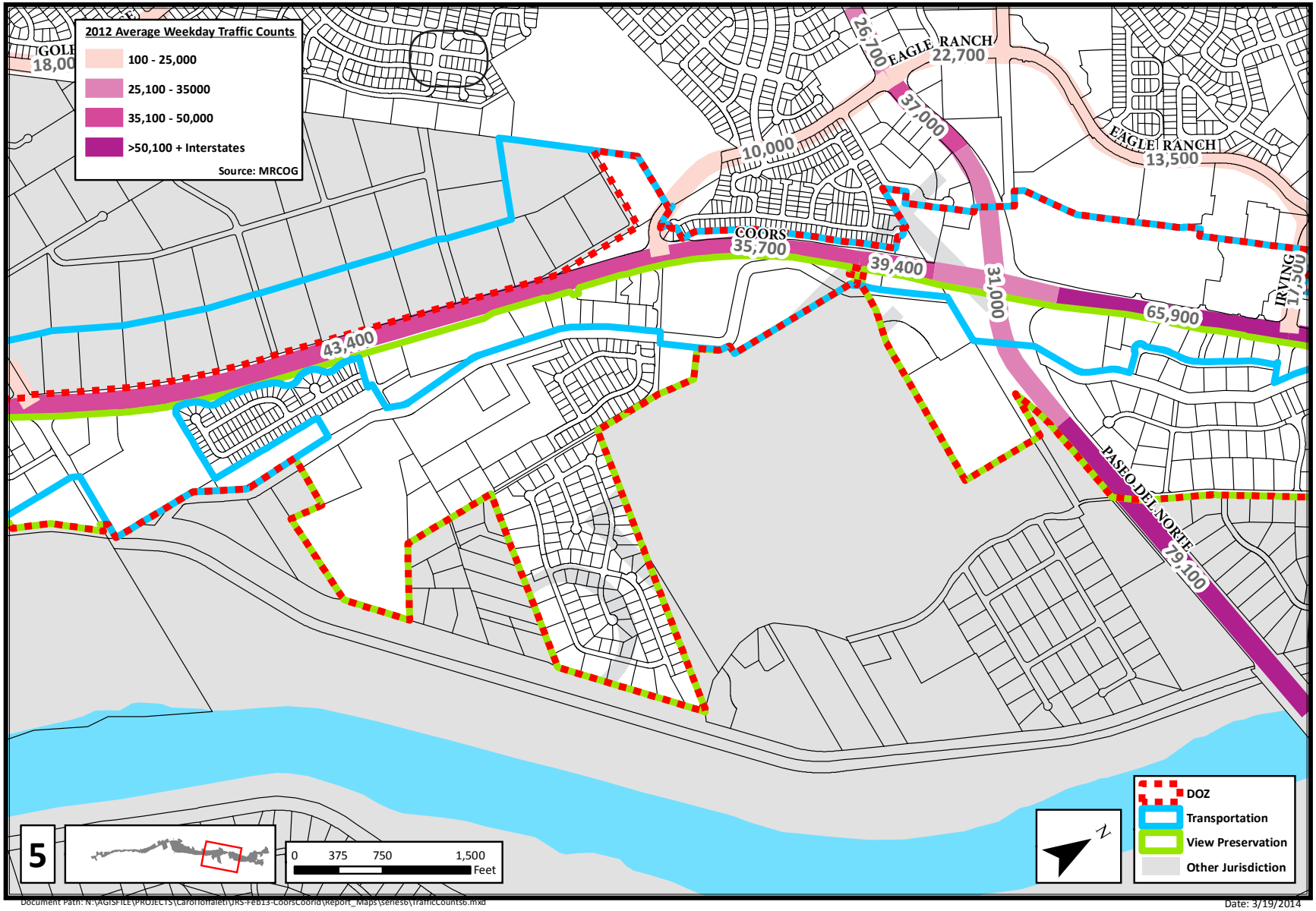


Map F-6: *Average Weekday Traffic Flows*

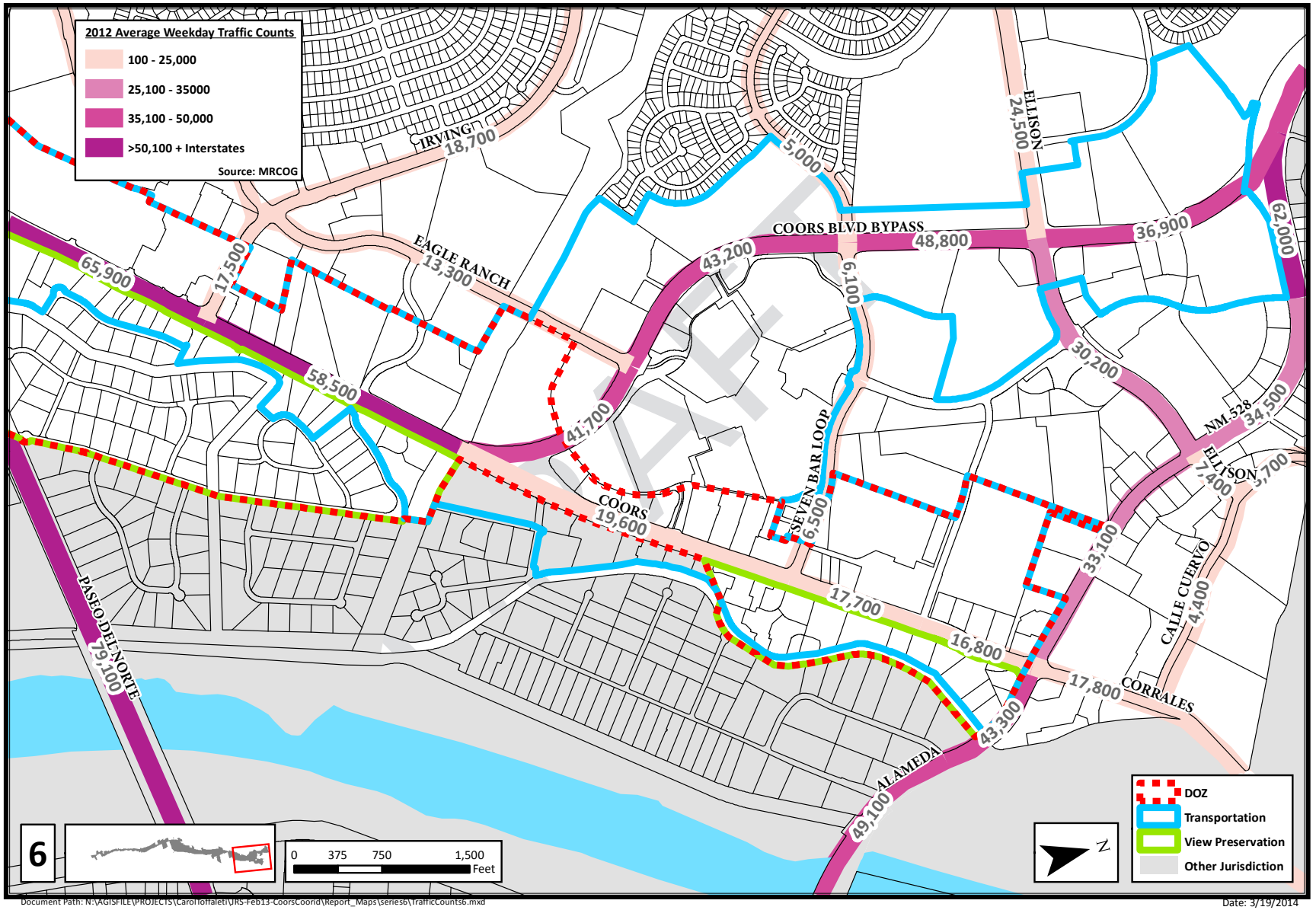


Map F-7: *Average Weekday Traffic Flows*

F. Appendix

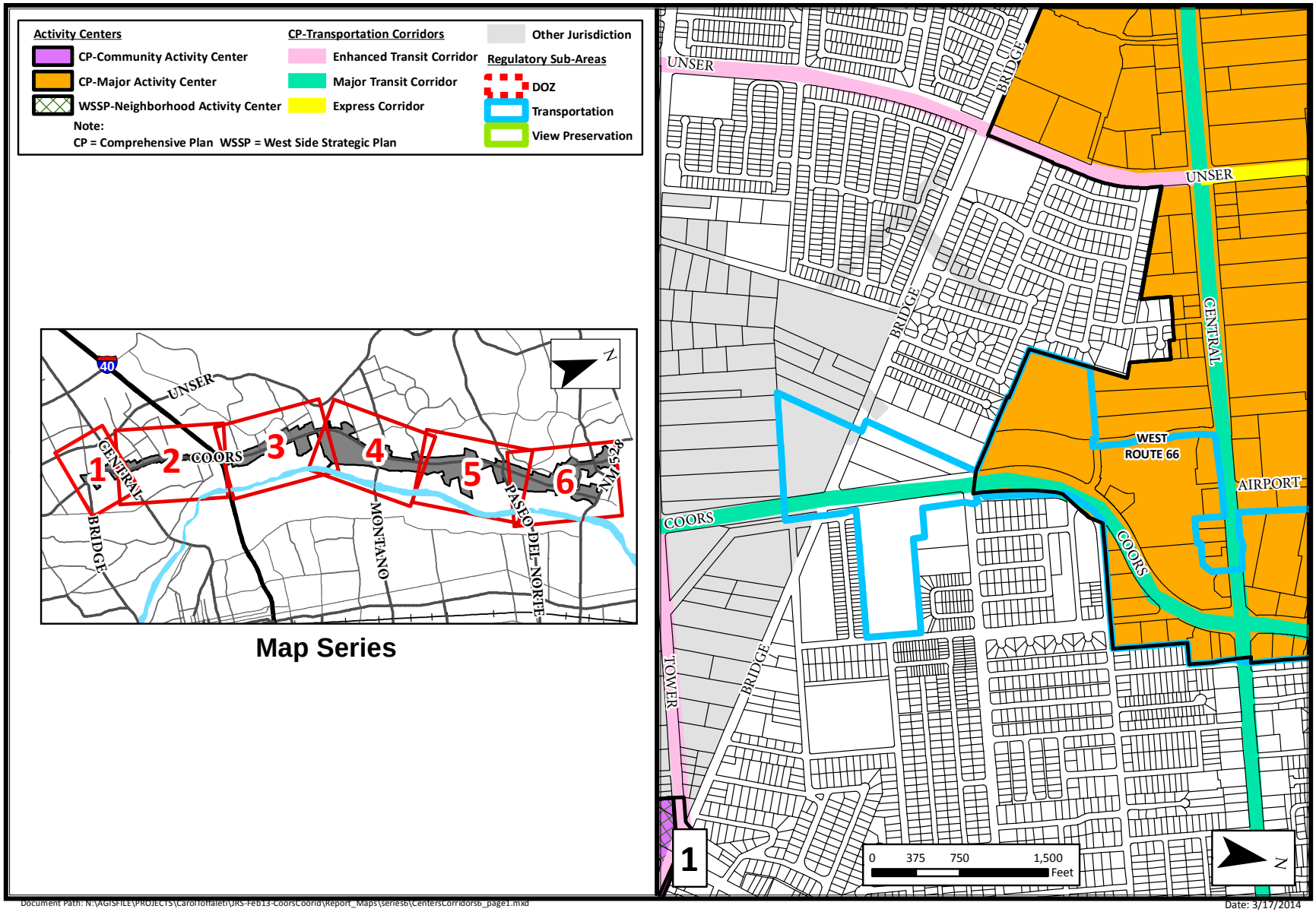


Map F-8: *Average Weekday Traffic Flows*

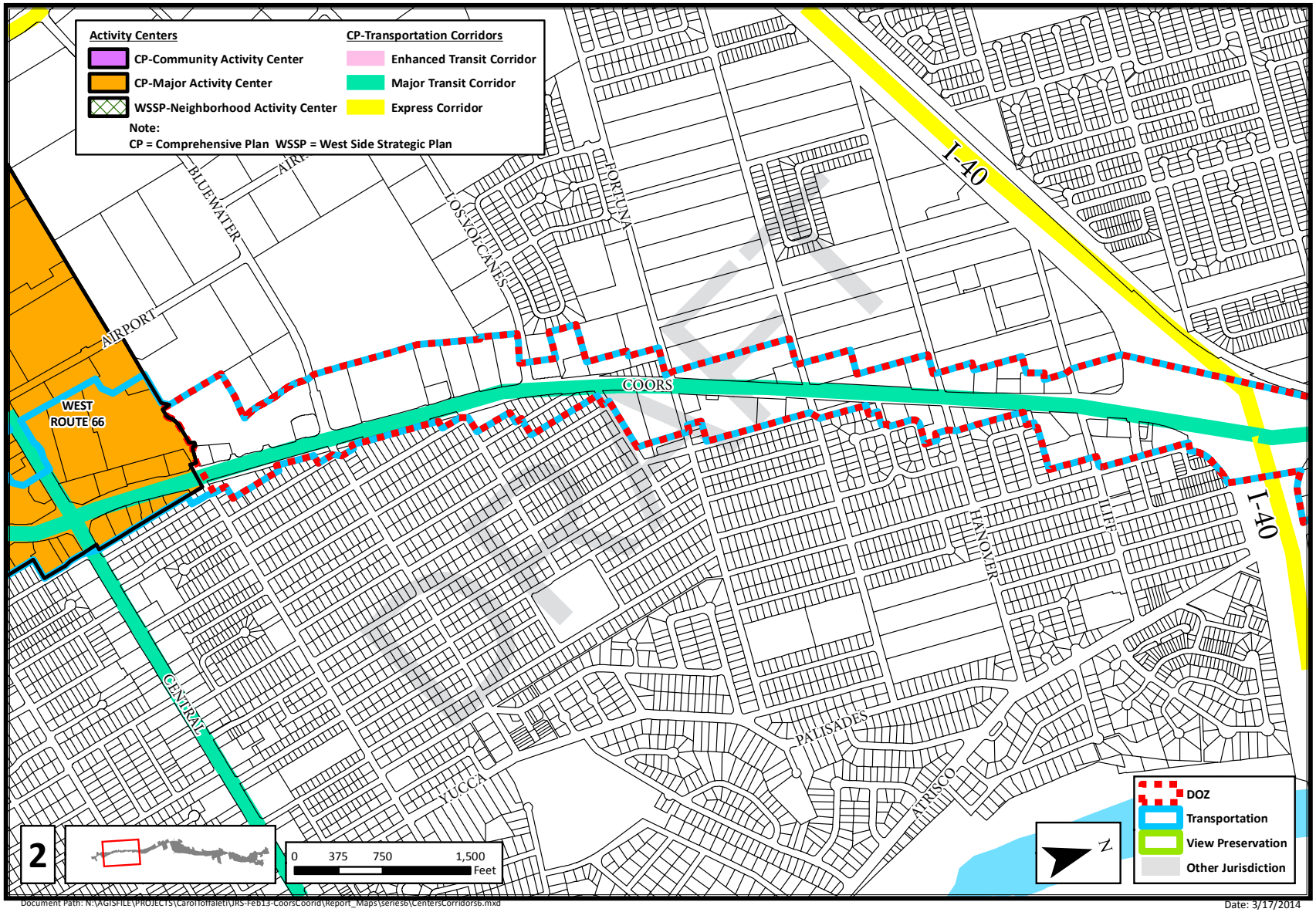


Map F-9: *Average Weekday Traffic Flows*

F. Appendix



Map F-10: *Activity Centers and Transportation Corridors*



Map F-11: *Activity Centers and Transportation Corridors*

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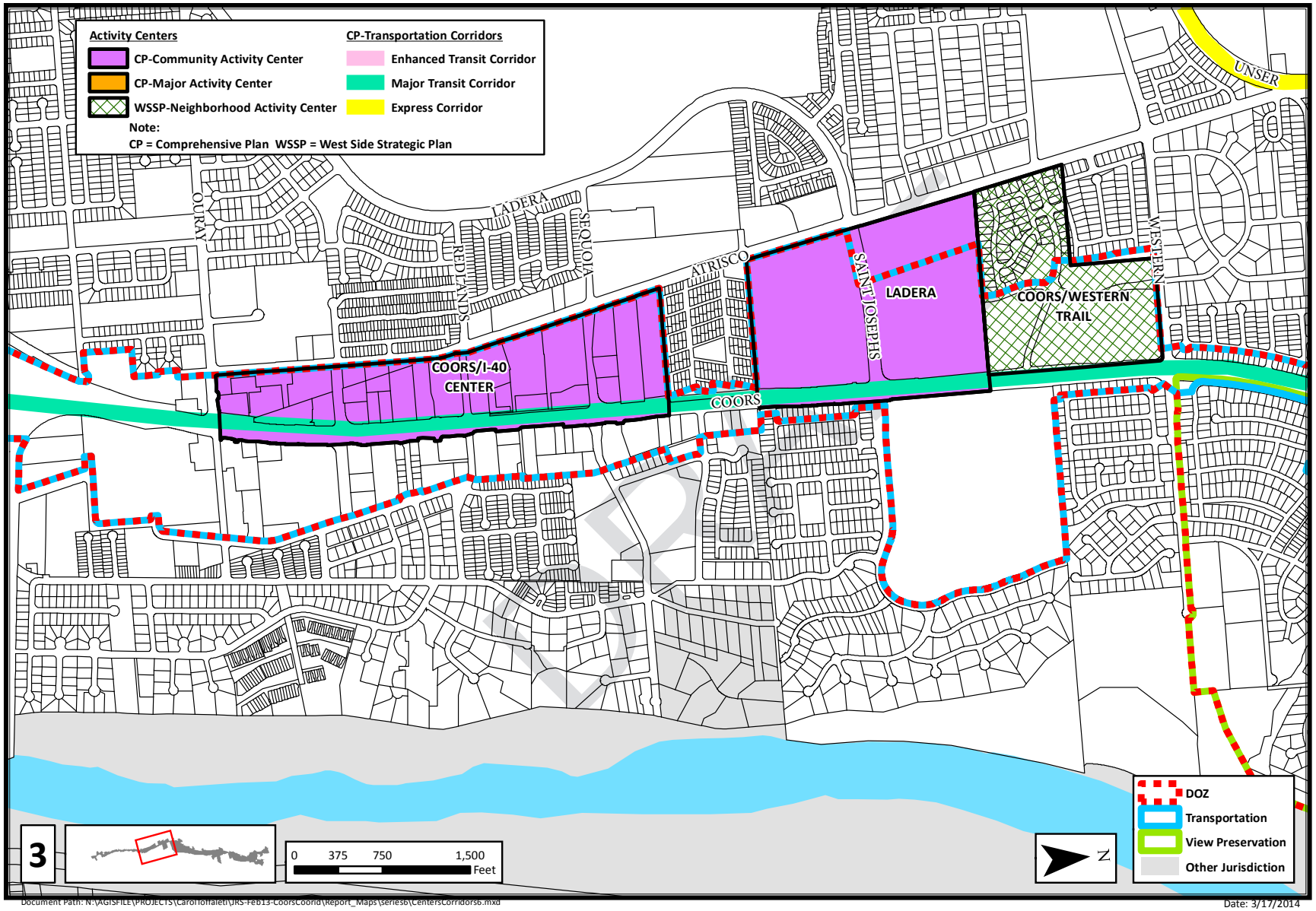
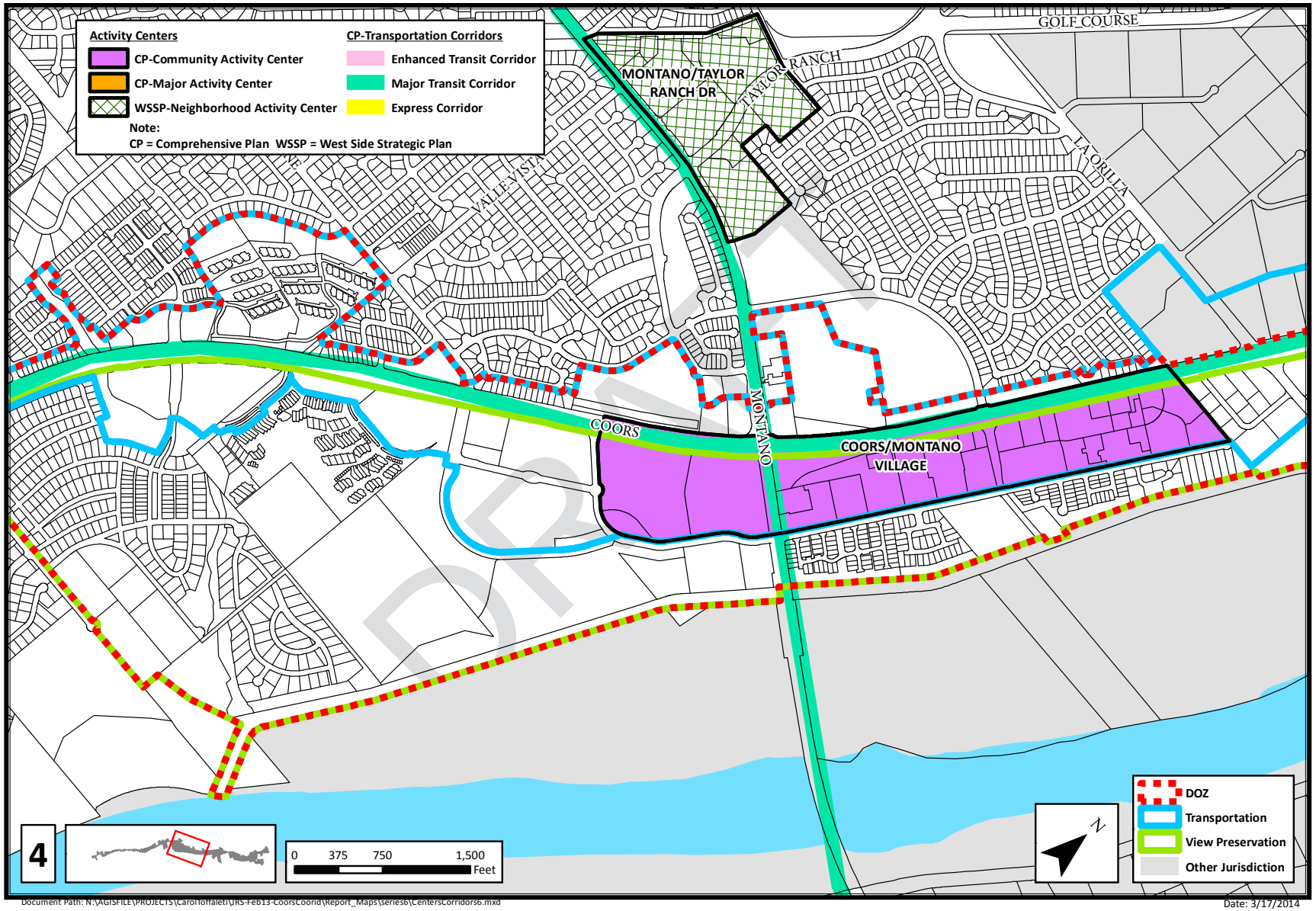
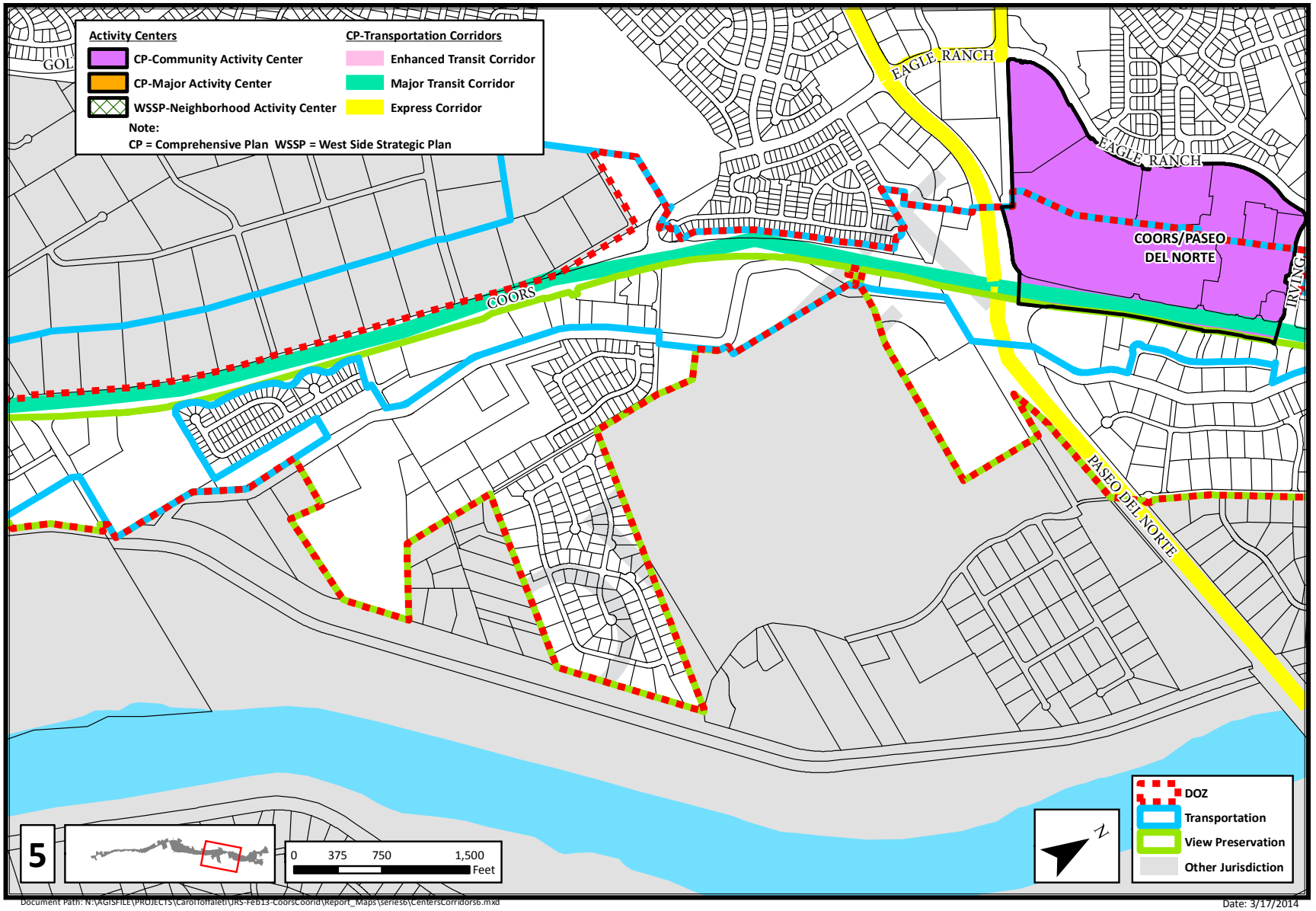


Map F-12: *Activity Centers and Transportation Corridors*

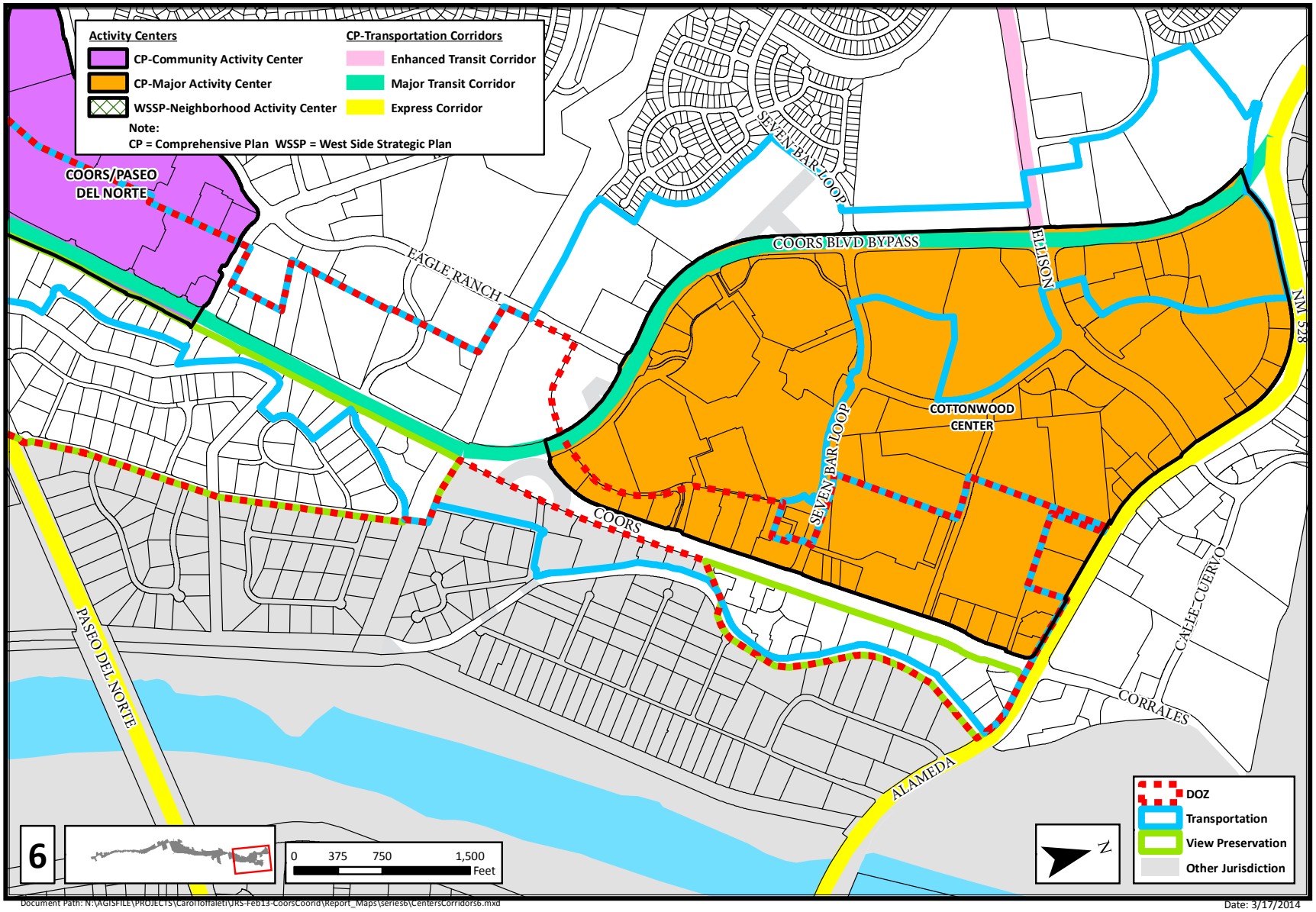


Map F-13: *Activity Centers and Transportation Corridors*

F. Appendix



Map F-14: *Activity Centers and Transportation Corridors*



Map F-15: *Activity Centers and Transportation Corridors*

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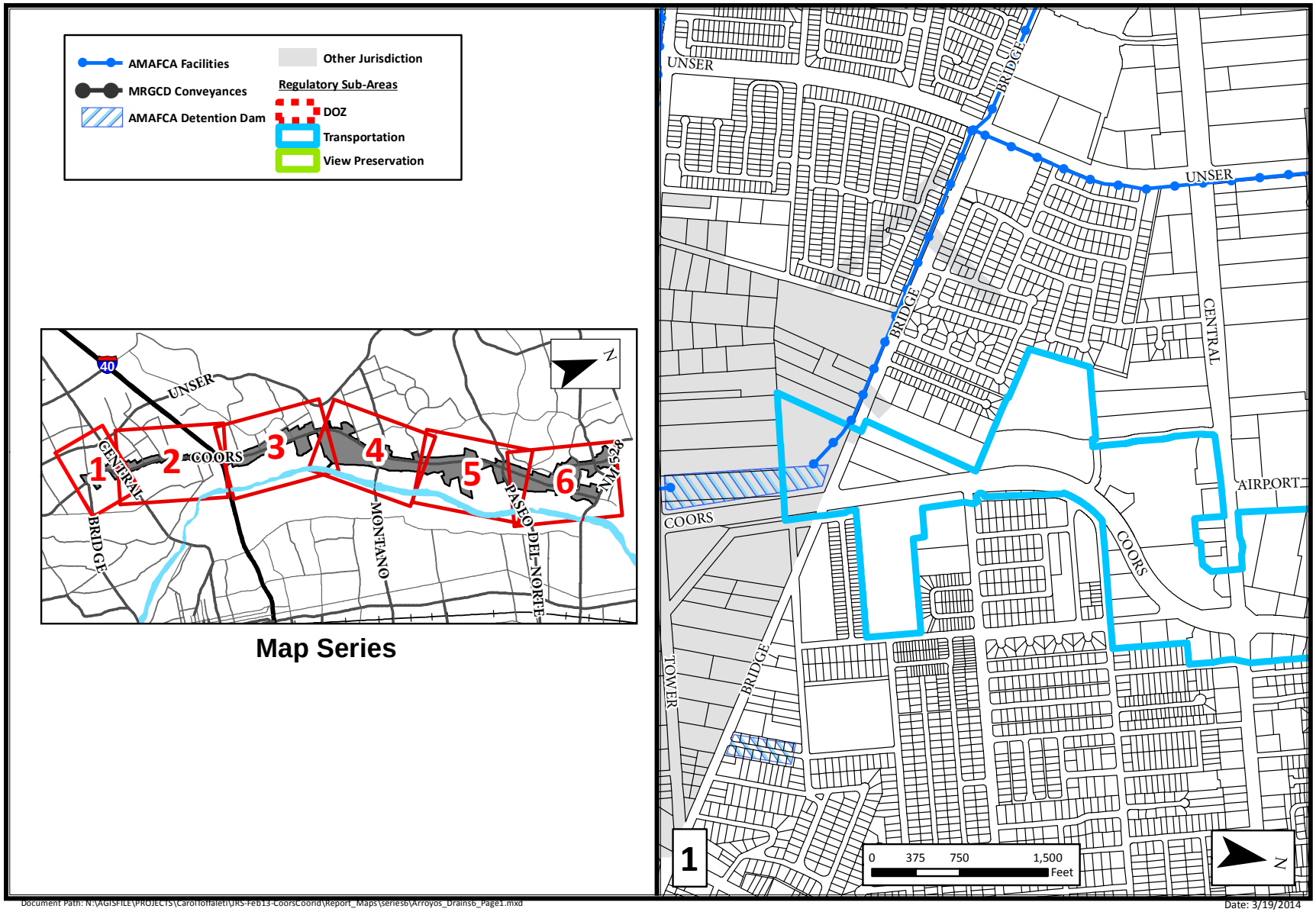
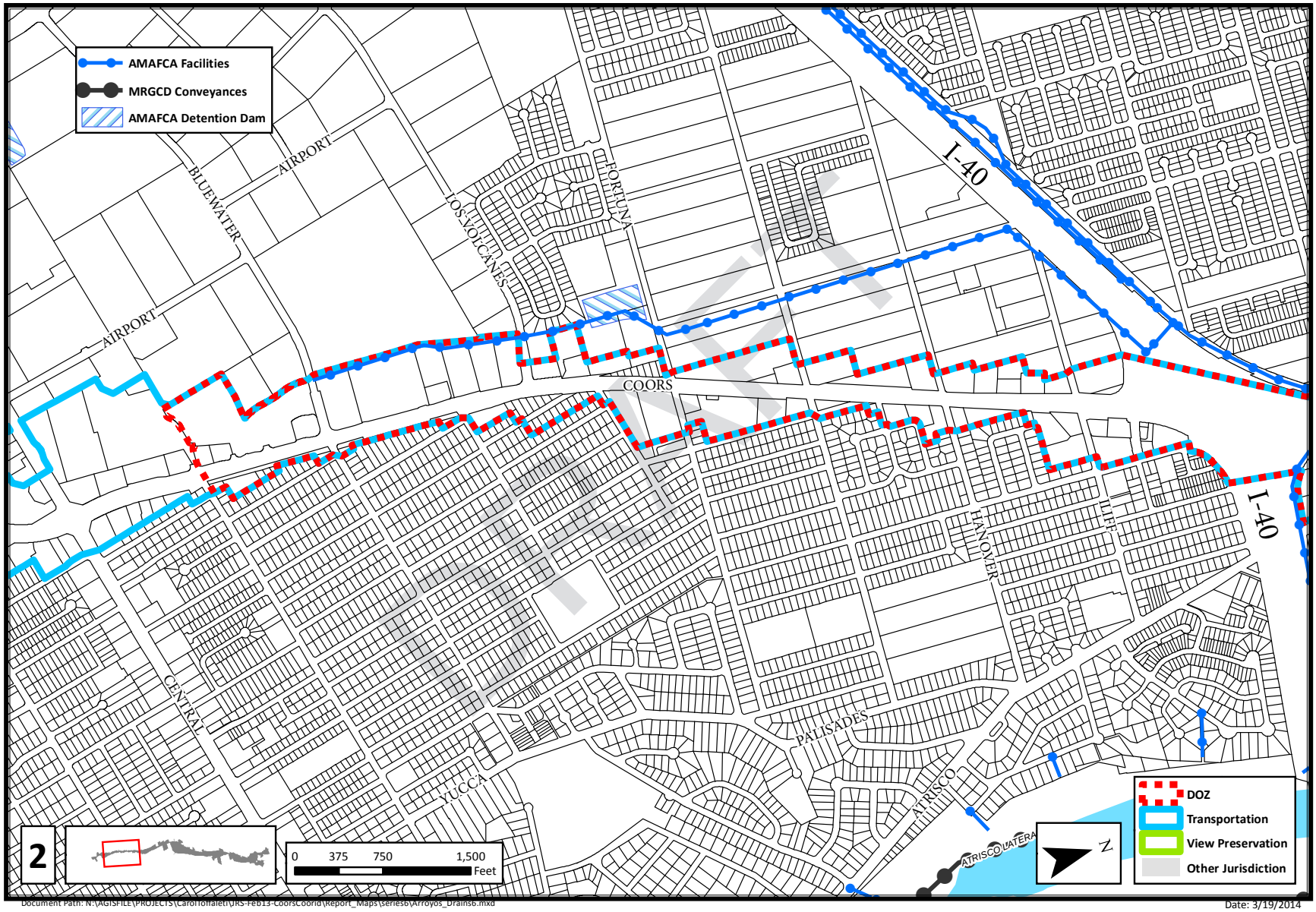


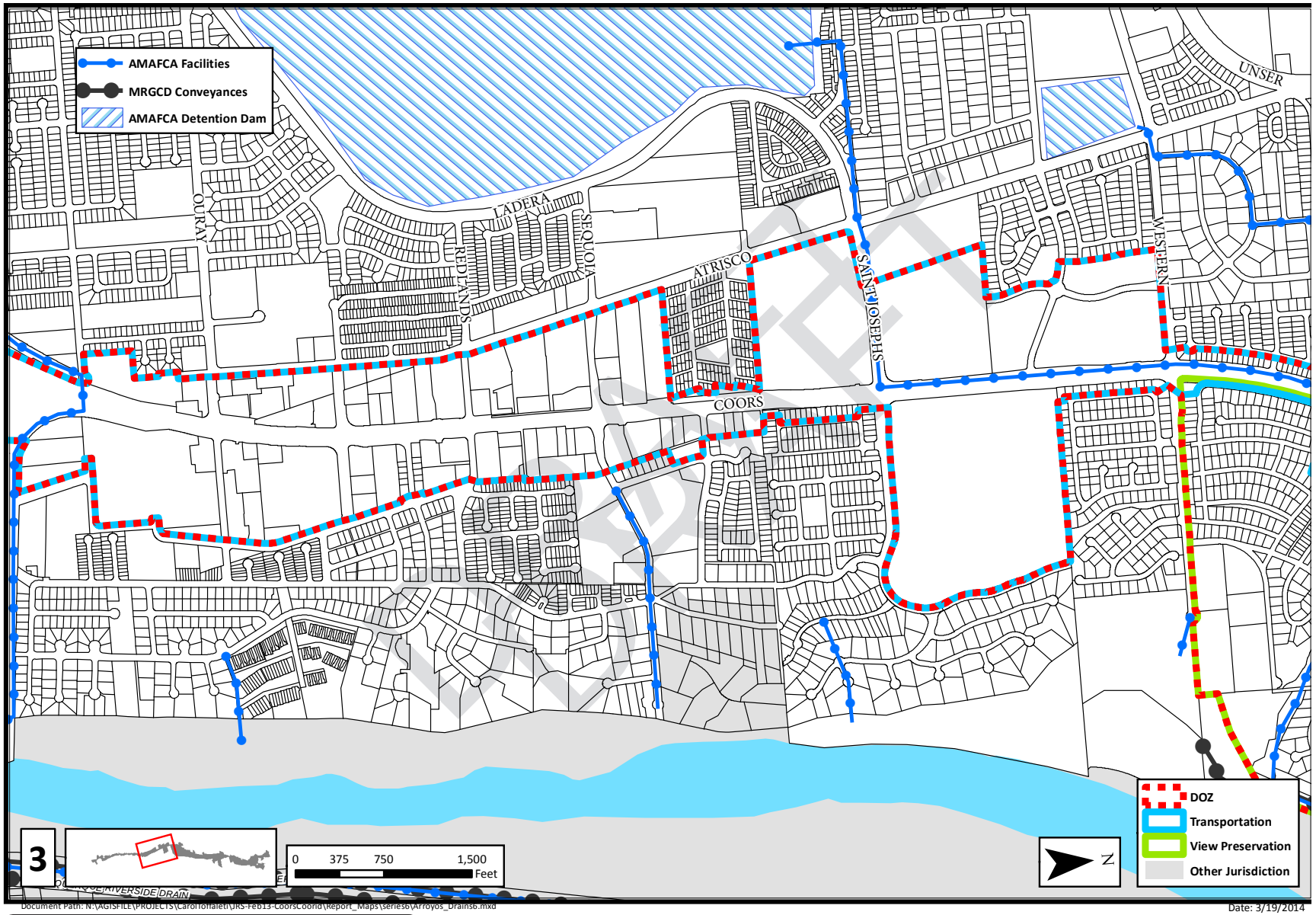
Map F-16: *AMAFCA & MRGCD Facilities*



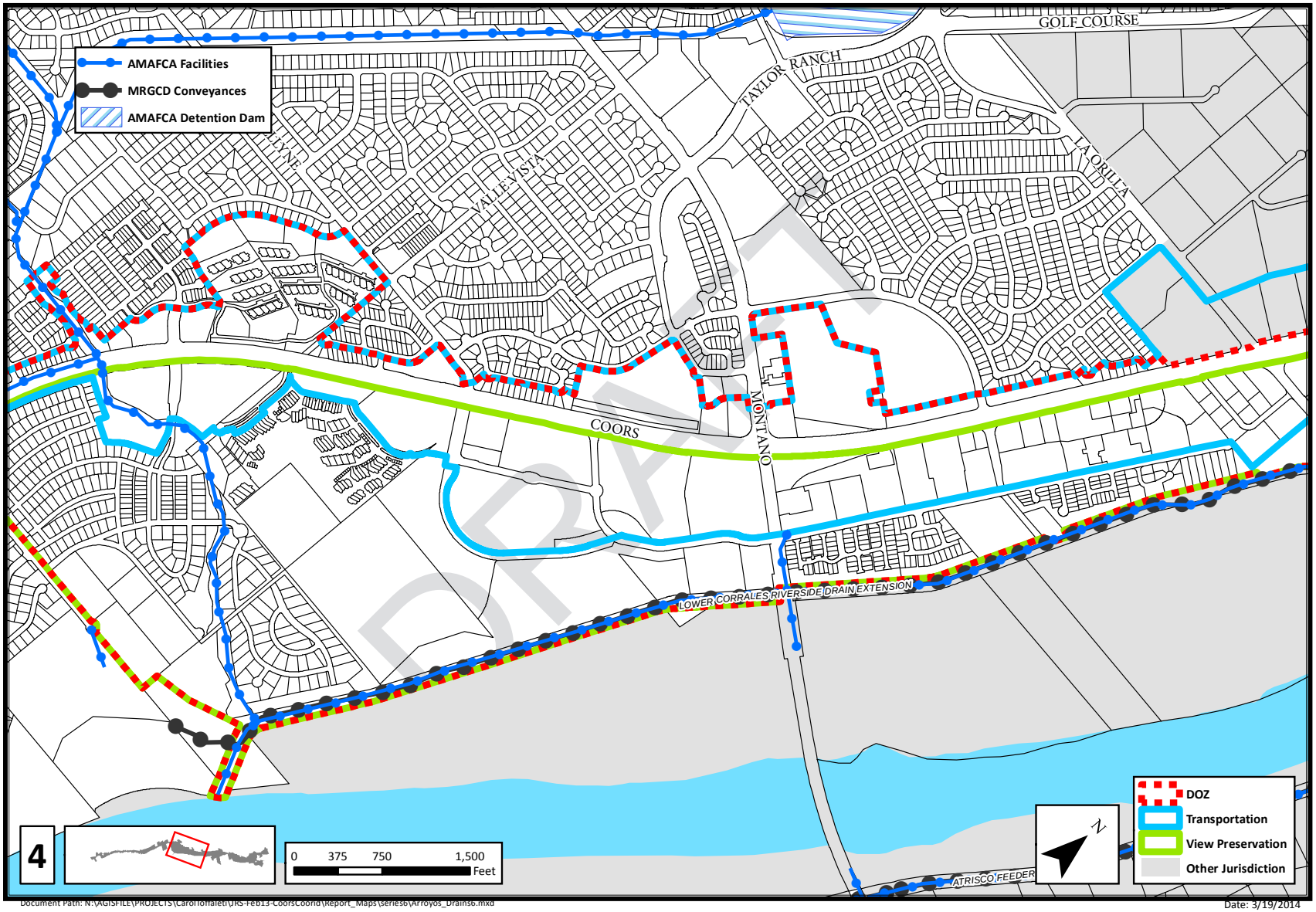
Map F-17: *AMAFCA & MRGCD Facilities*

COORS CORRIDOR PLAN

F. Appendix



Map F-18: *AMAFCA & MRGCD Facilities*



Map F-19: *AMAFCA & MRGCD Facilities*

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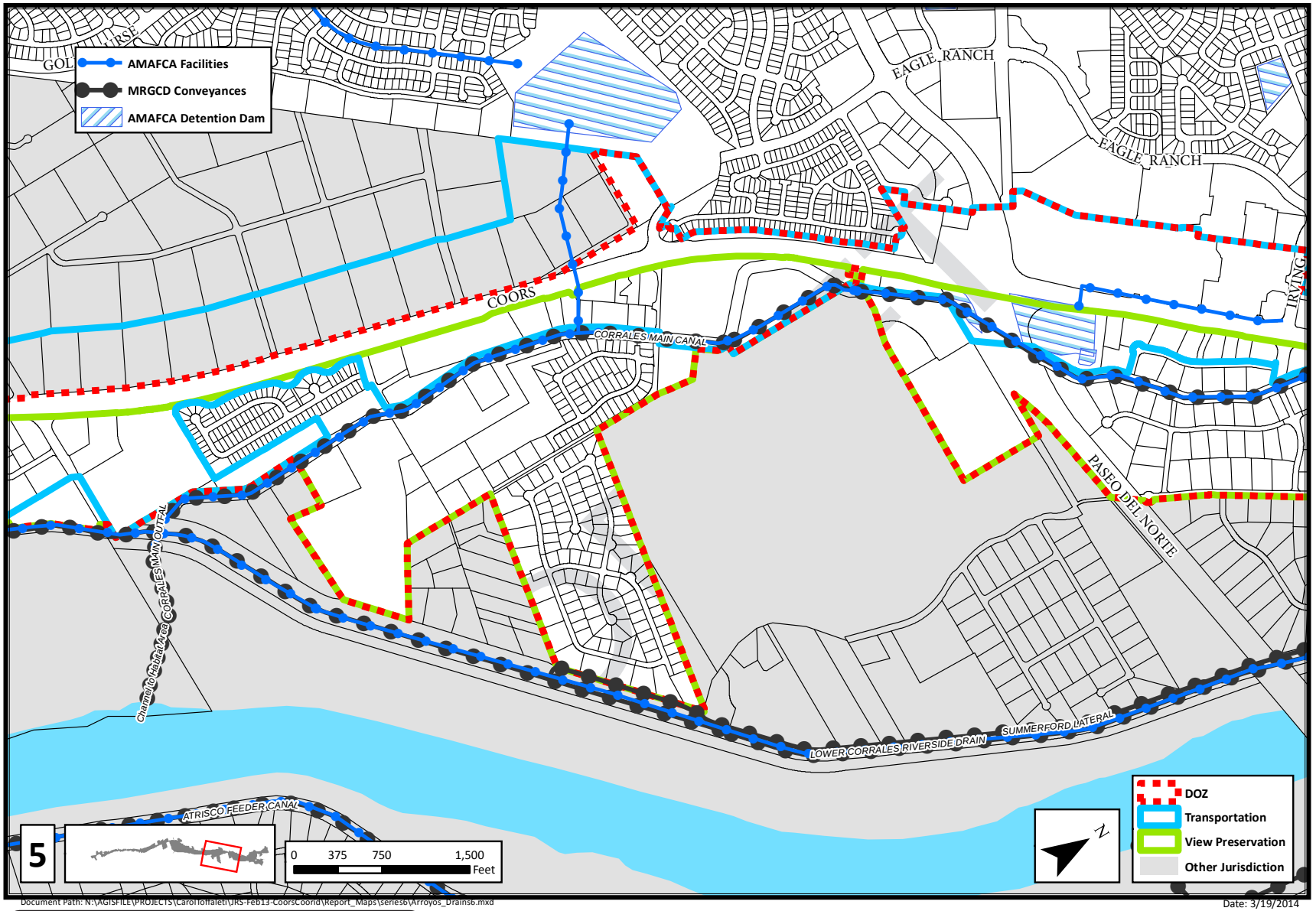
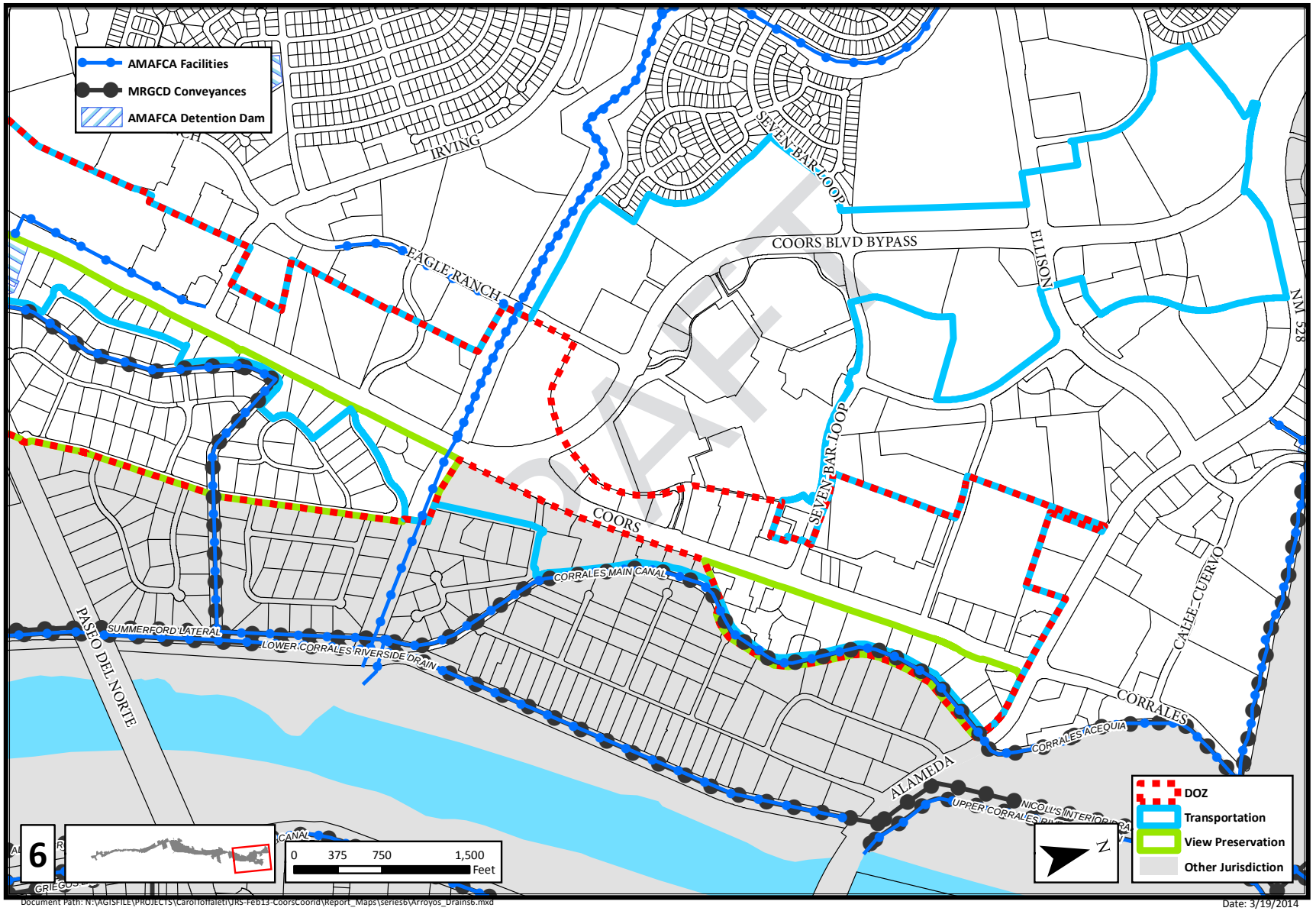
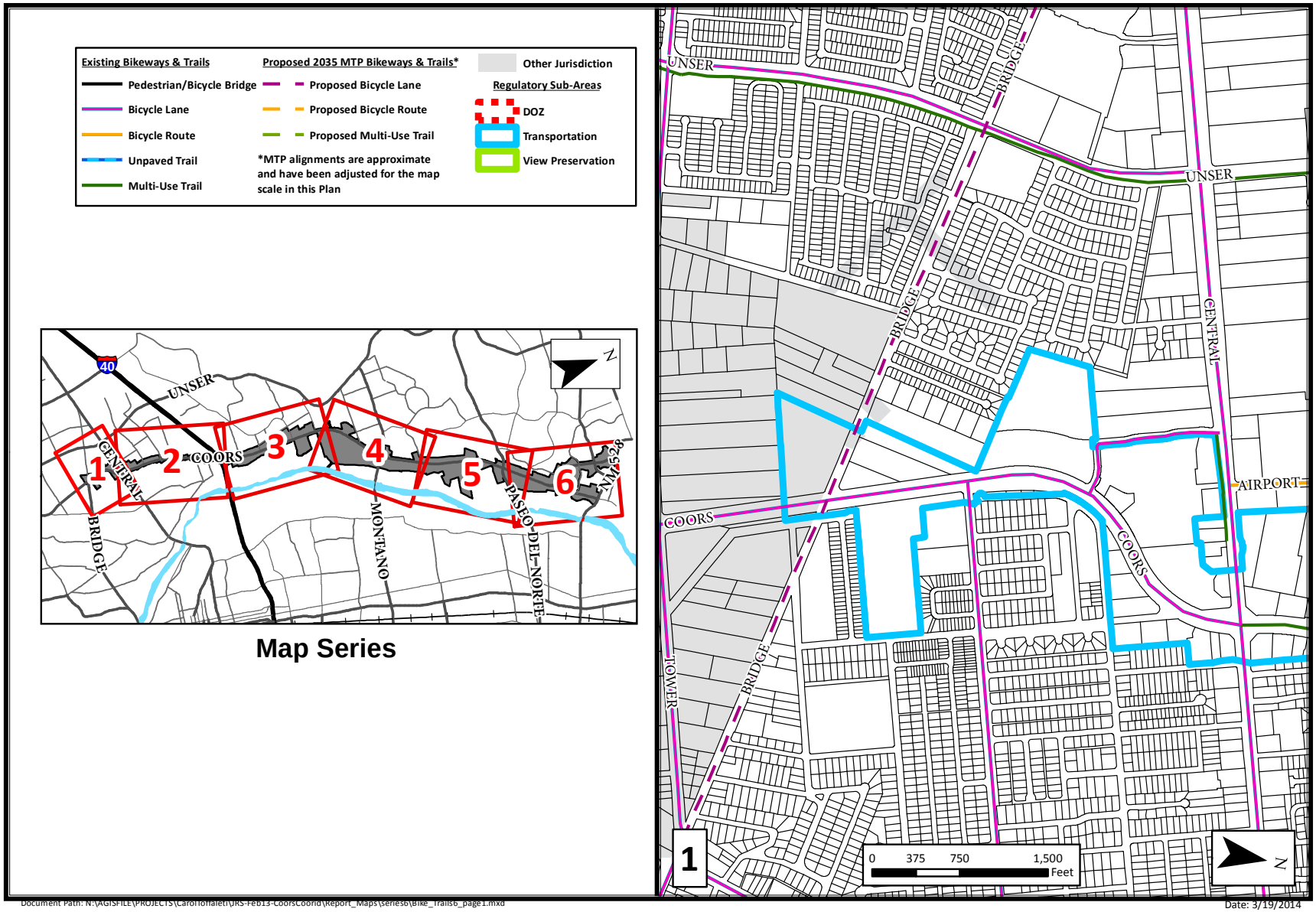


Map F-20: *AMAFCA & MRGCD Facilities*



Map F-21: *AMAFCA & MRGCD Facilities*

F. Appendix



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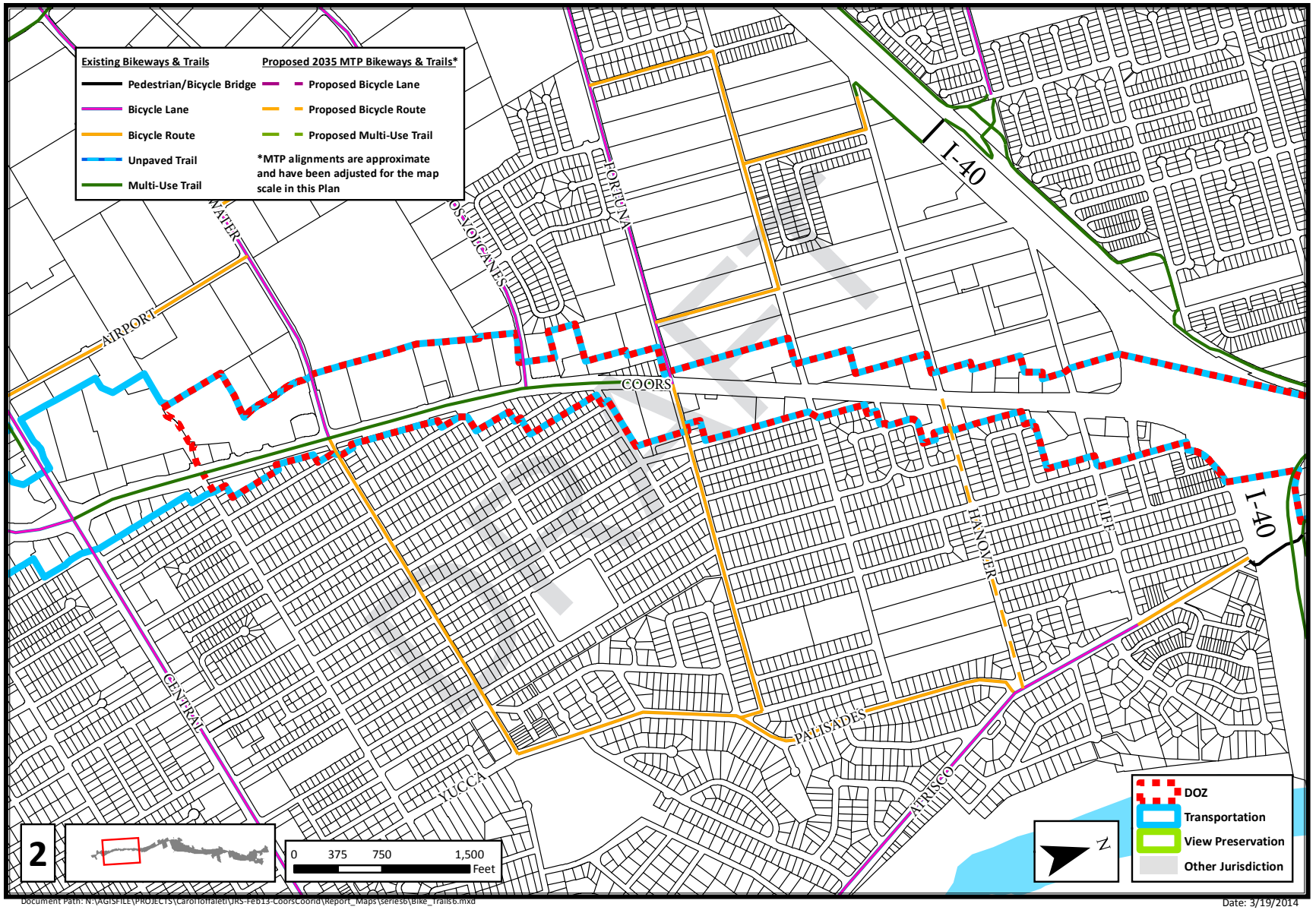
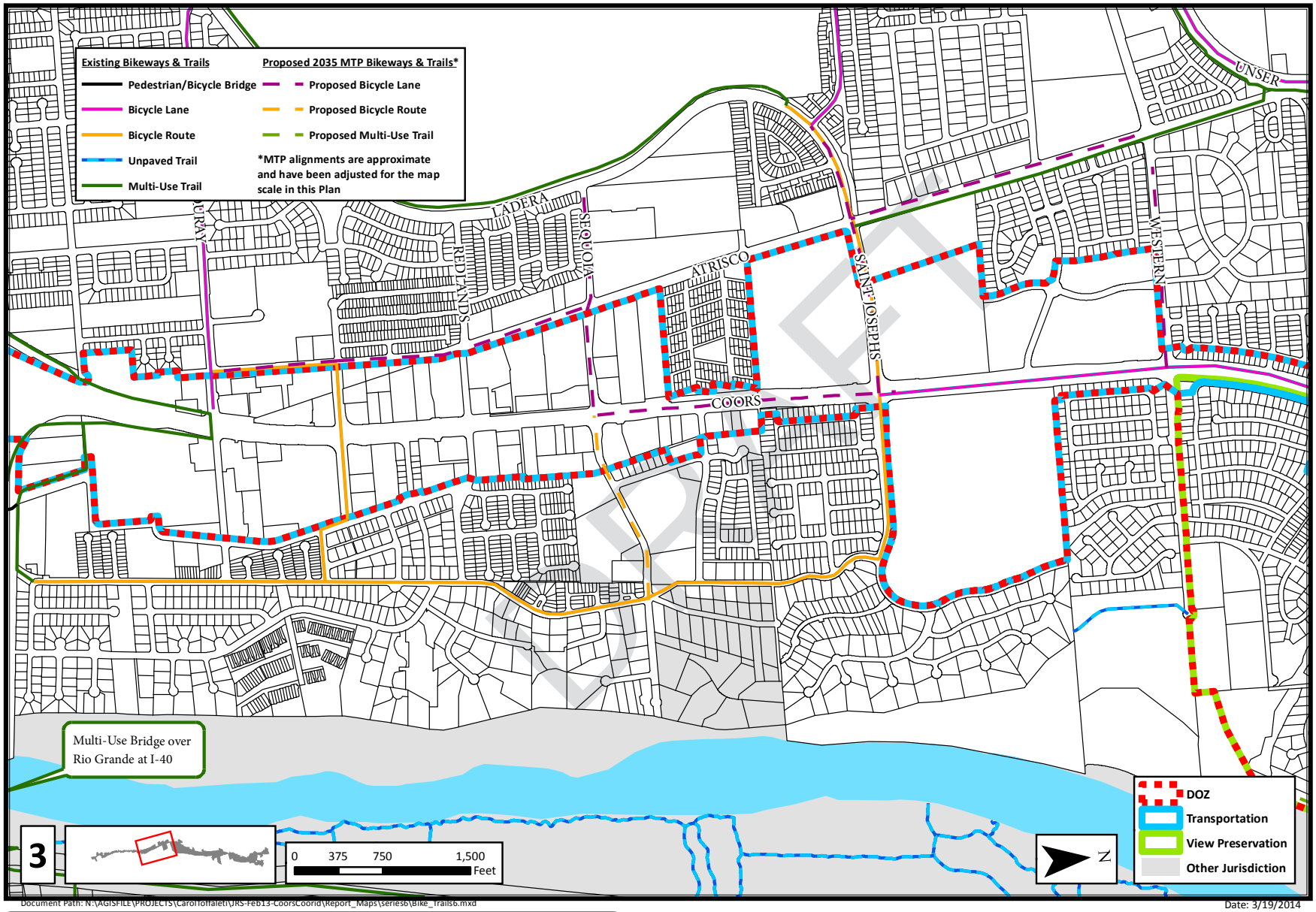
Map F-22: *Existing and Proposed Bikeways and Multi-Use Trails*

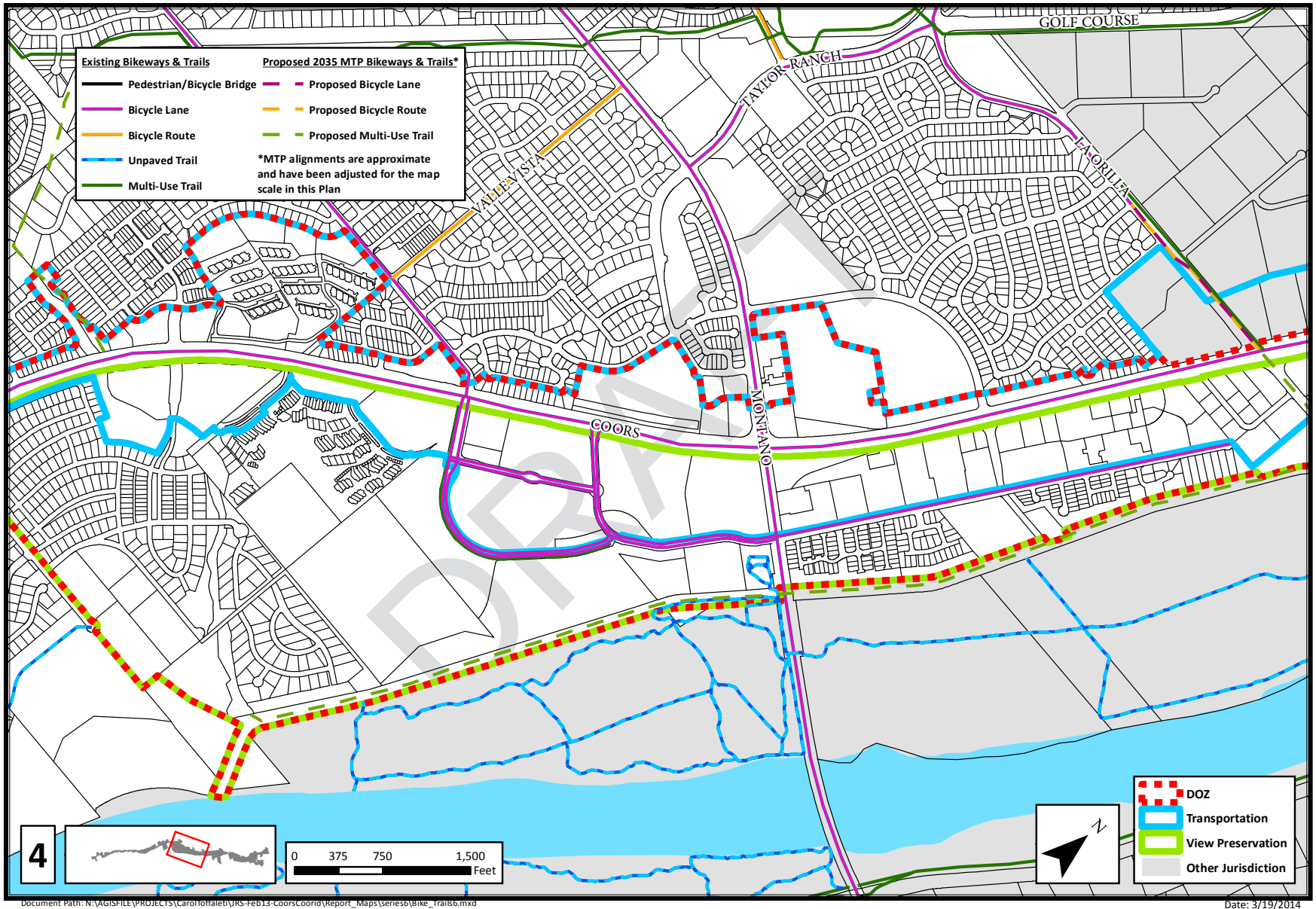


Map F-23: *Existing and Proposed Bikeways and Multi-Use Trails*

F. Appendix

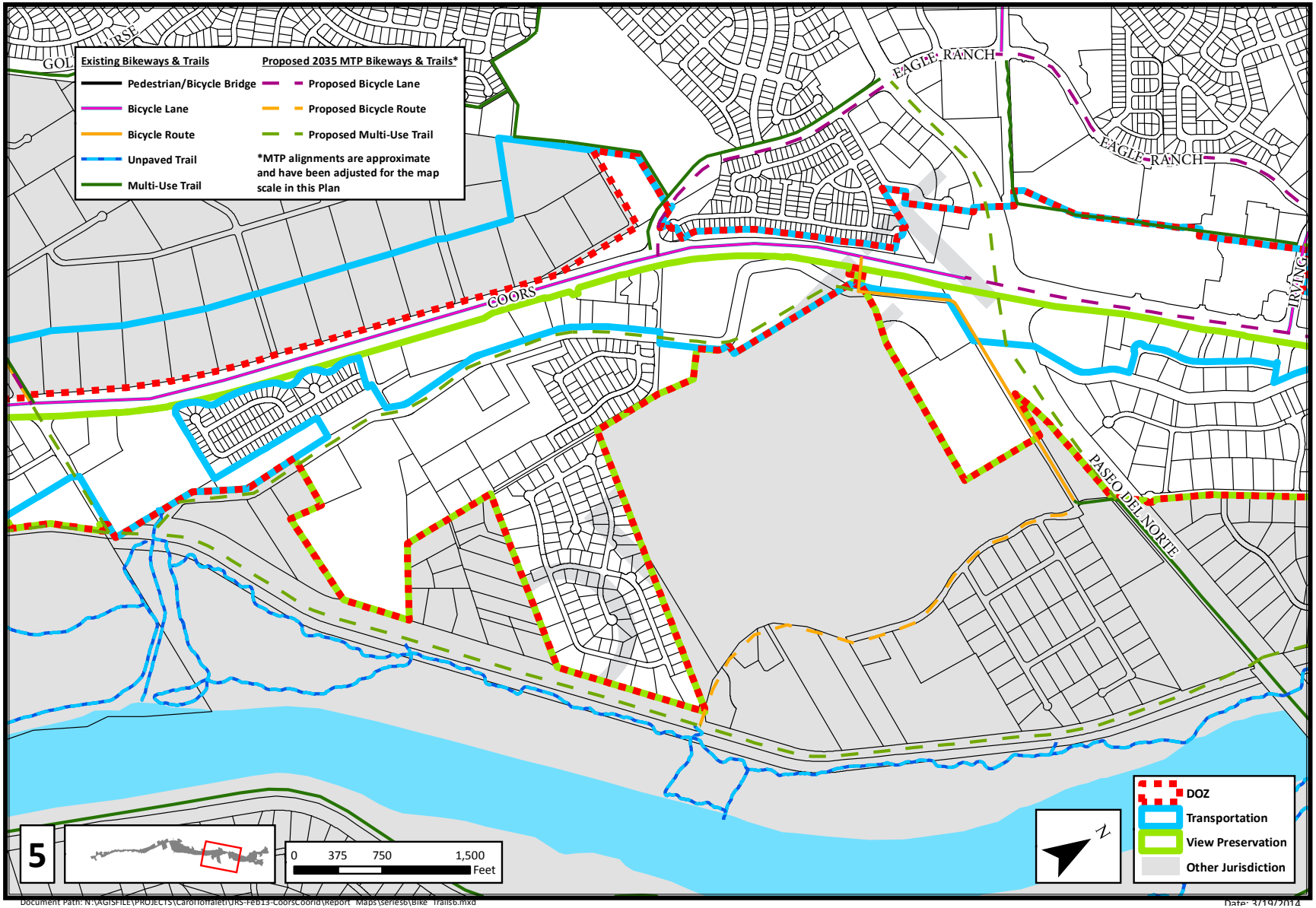


Map F-24: *Existing and Proposed Bikeways and Multi-Use Trails*

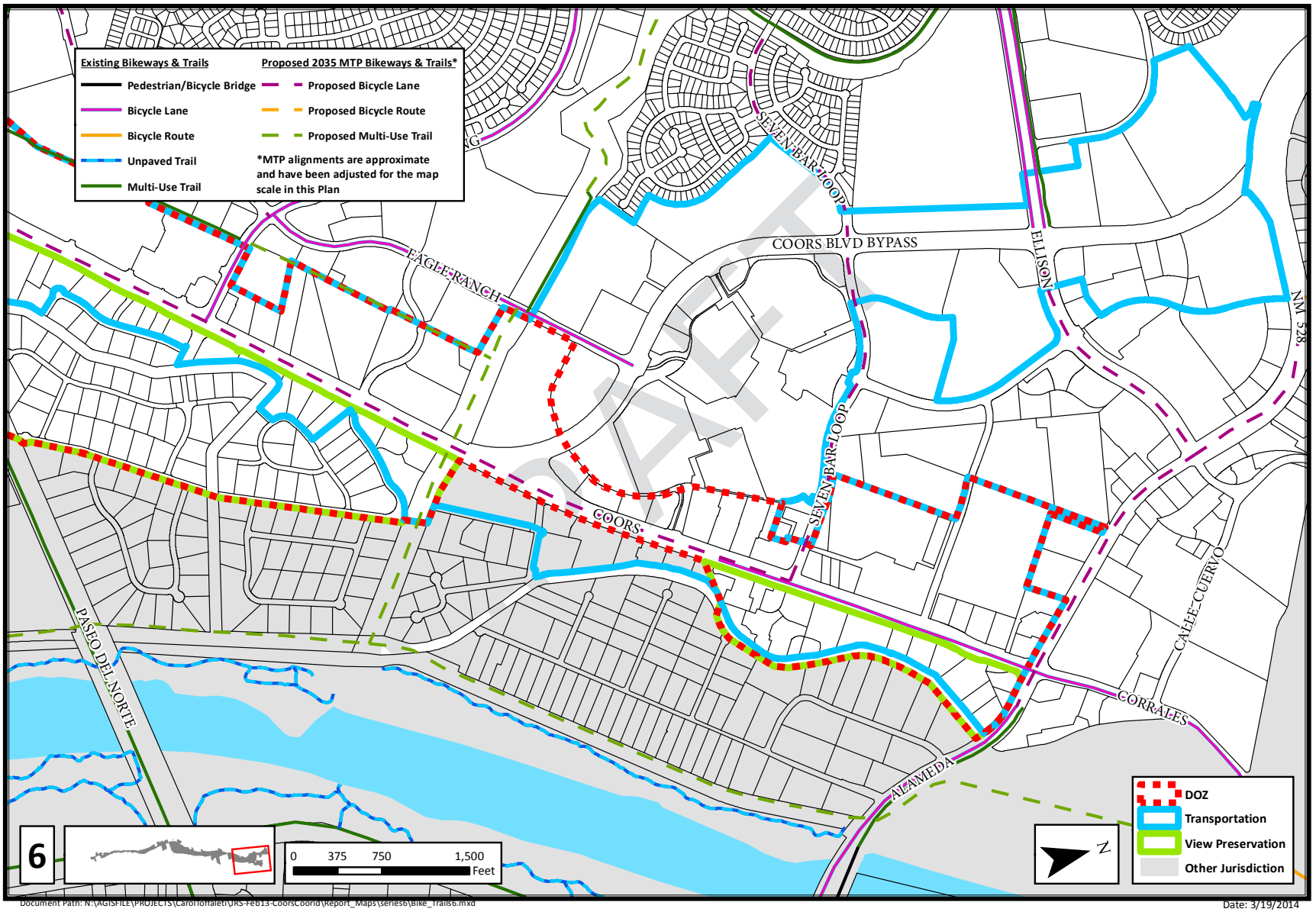


Map F-25: *Existing and Proposed Bikeways and Multi-Use Trails*

F. Appendix

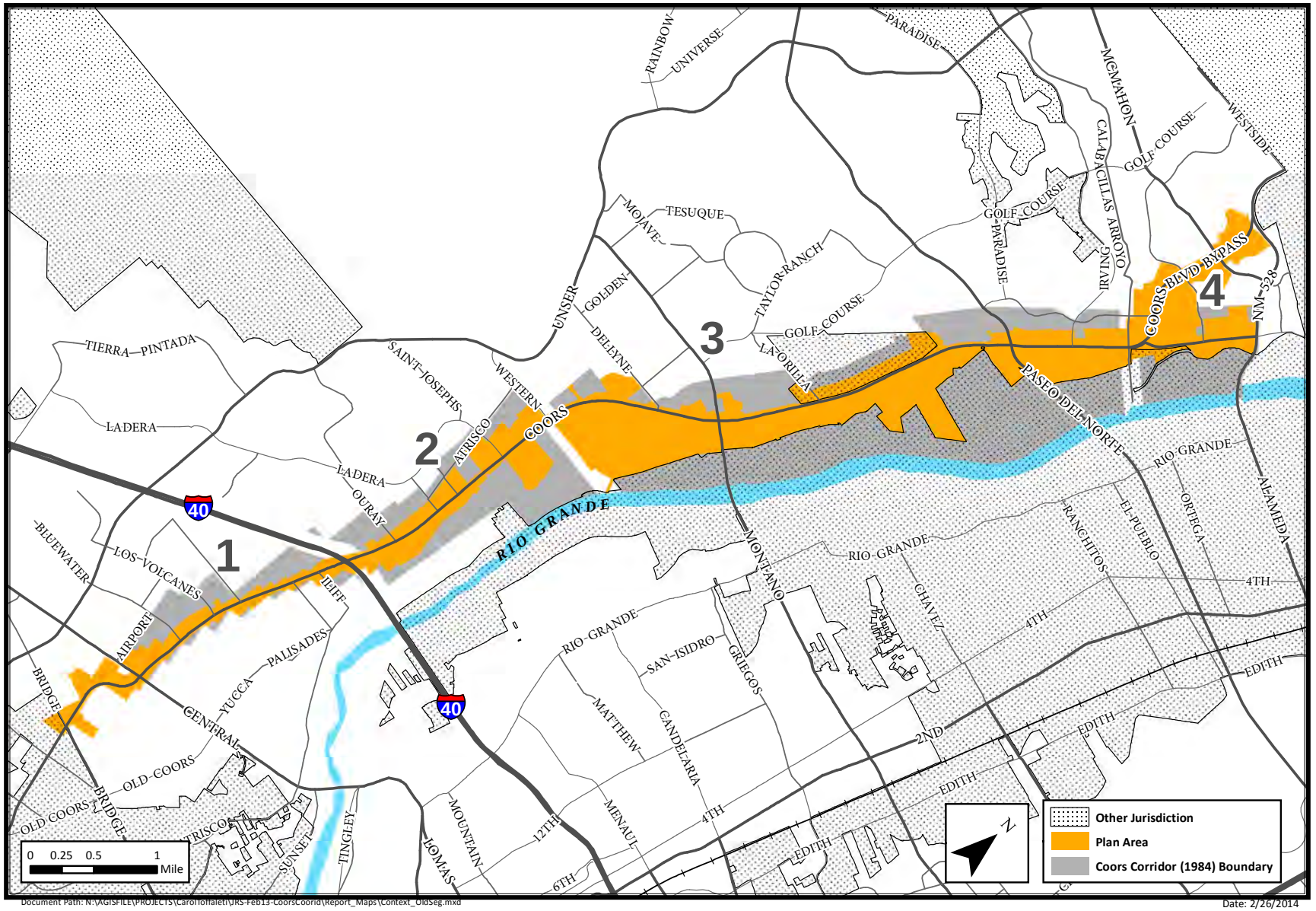


Map F-26: *Existing and Proposed Bikeways and Multi-Use Trails*

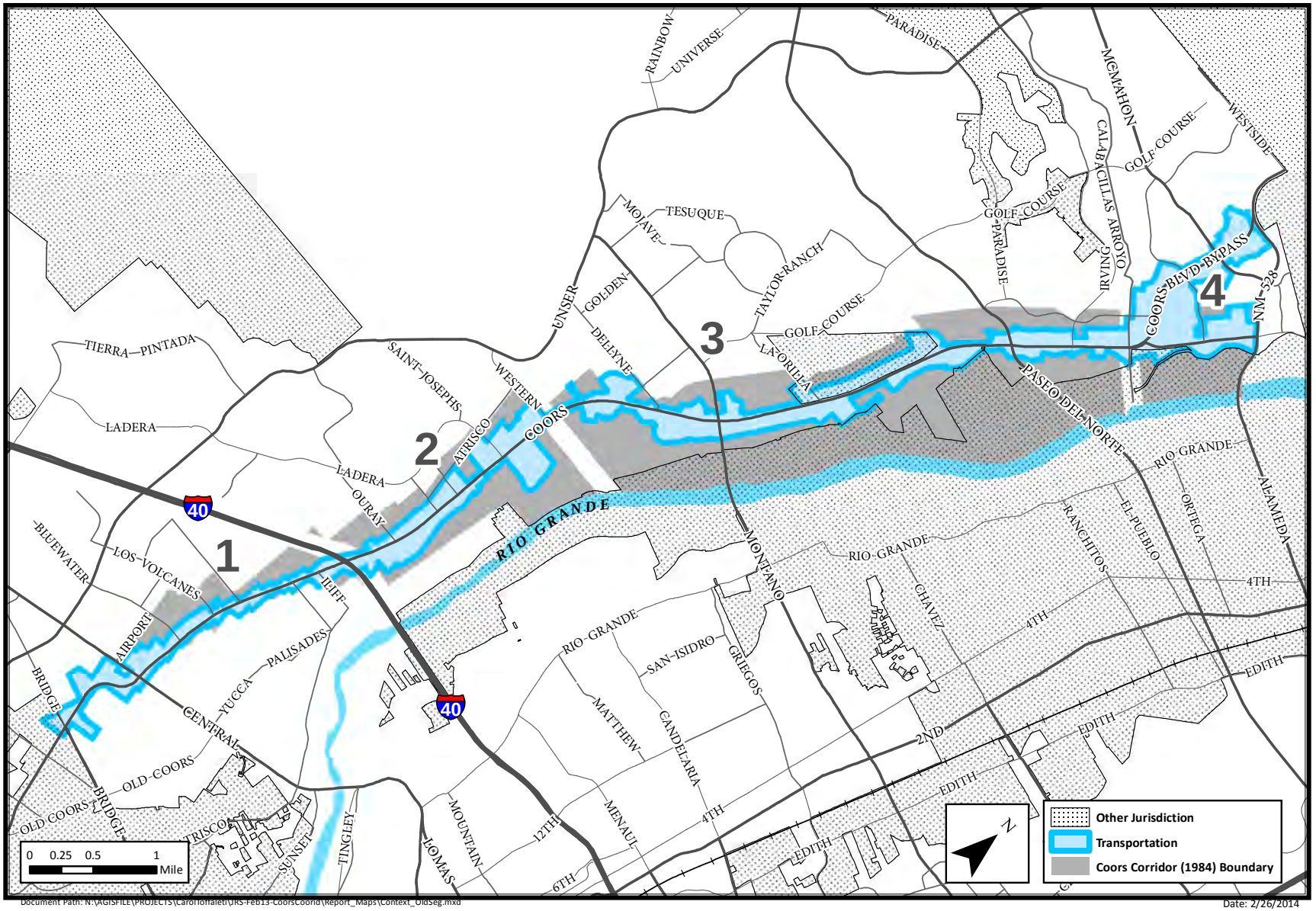


Map F-27: *Existing and Proposed Bikeways and Multi-Use Trails*

F. Appendix

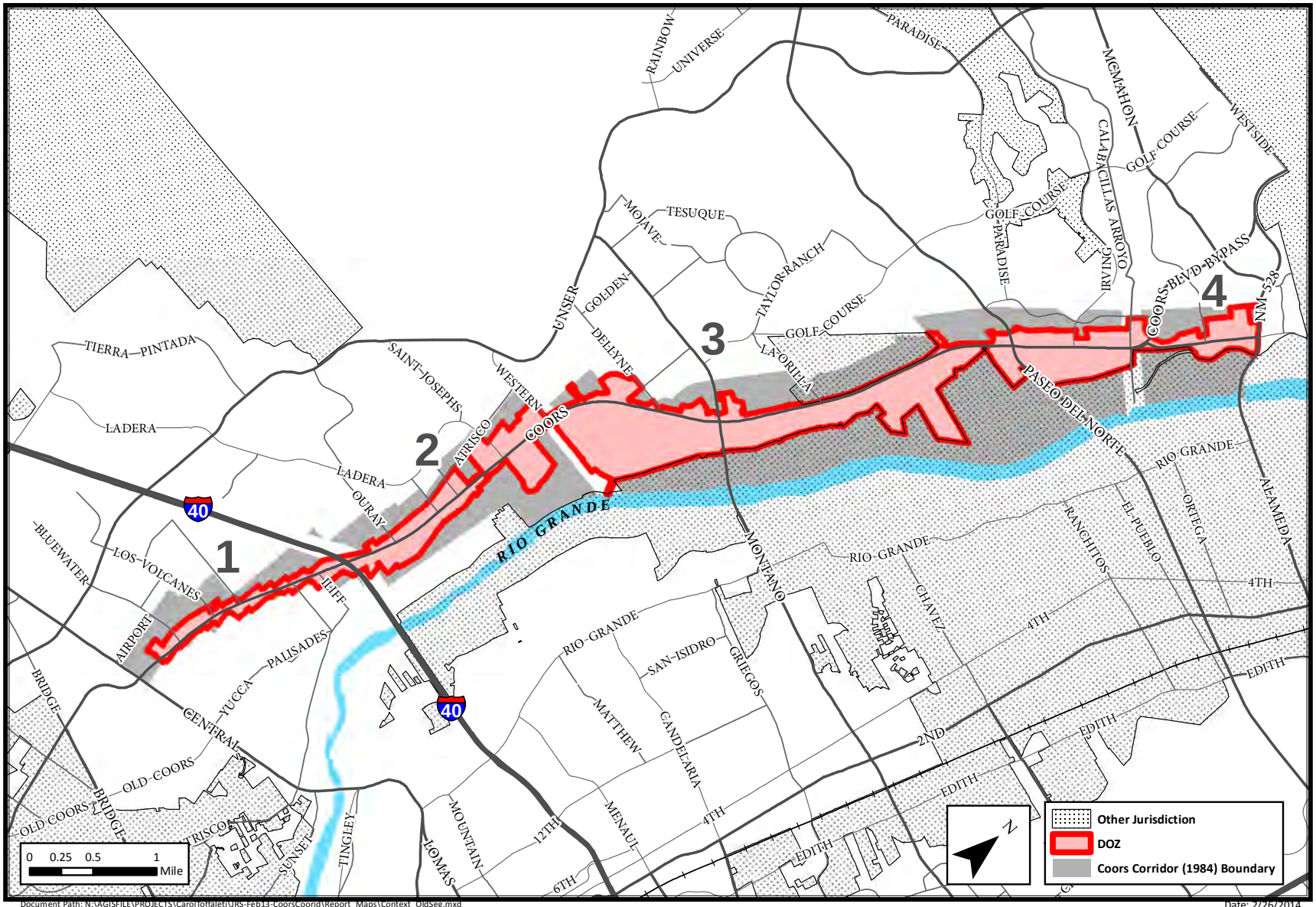


Map F-28: *1984 Plan Area & Segments Compared to New Plan*

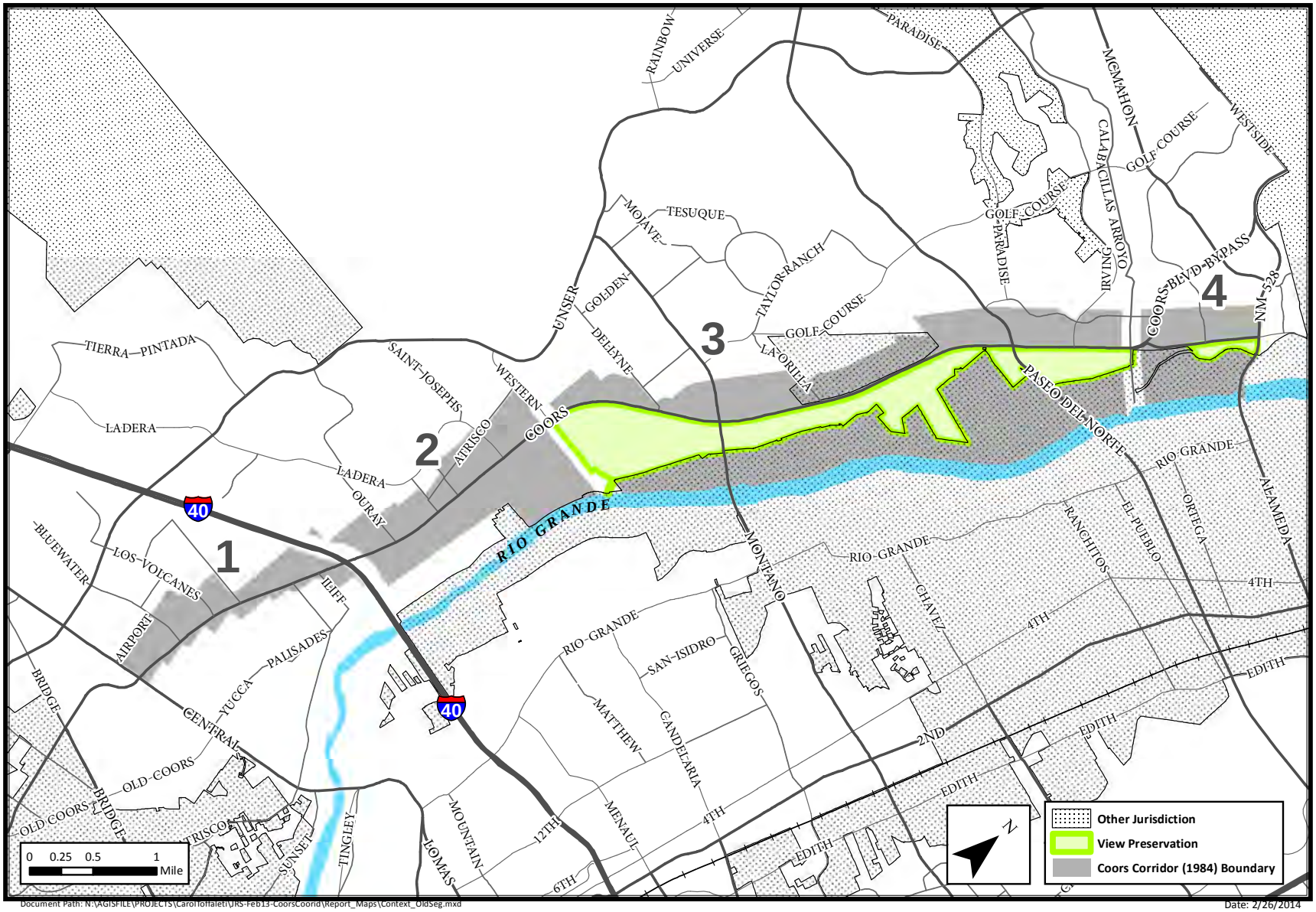


Map F-29: *1984 Plan Area & Segments compared to Transportation Sub-Area*

F. Appendix

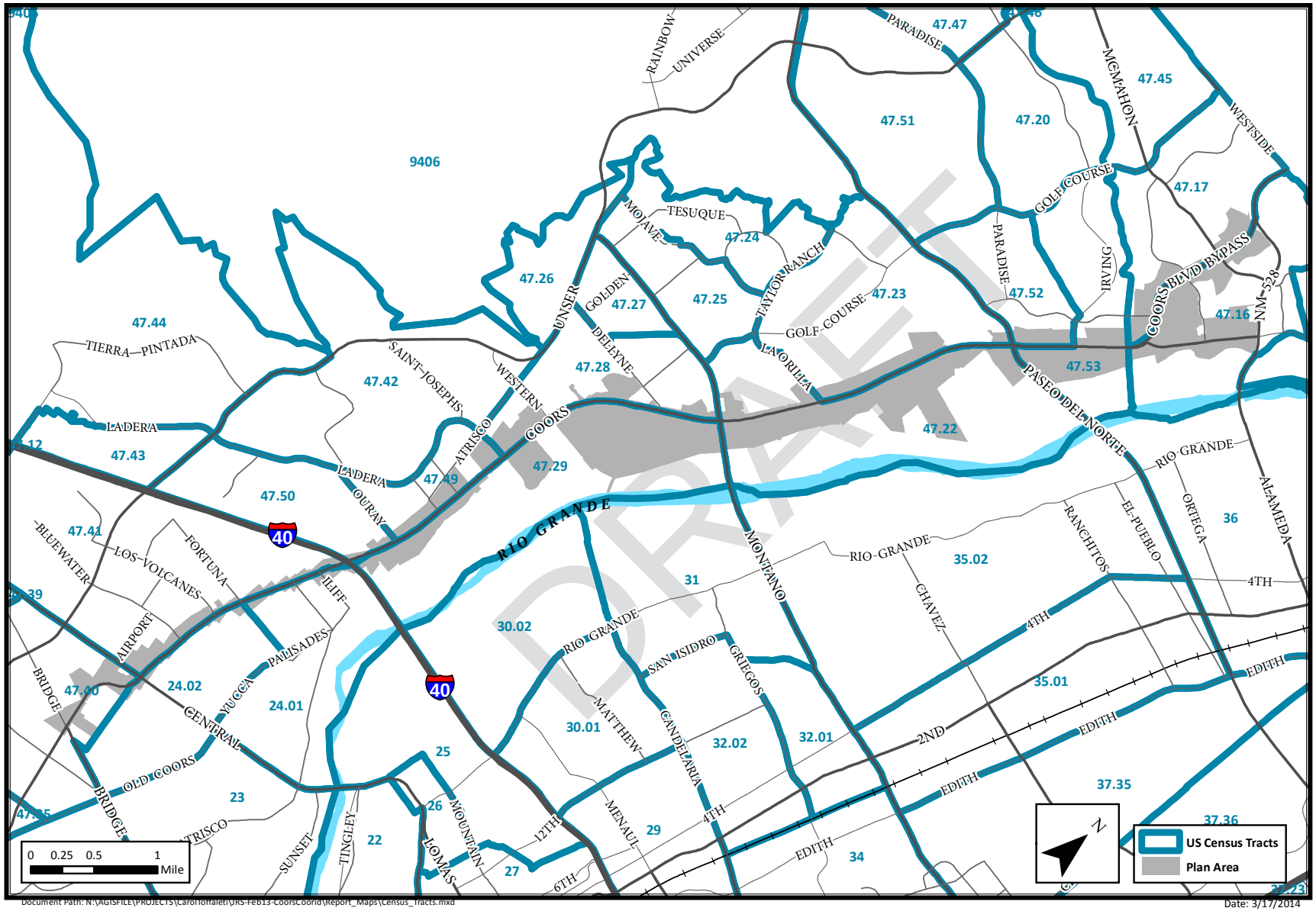


Map F-30: *1984 Plan Area & Segments compared to Design Overlay Zone*

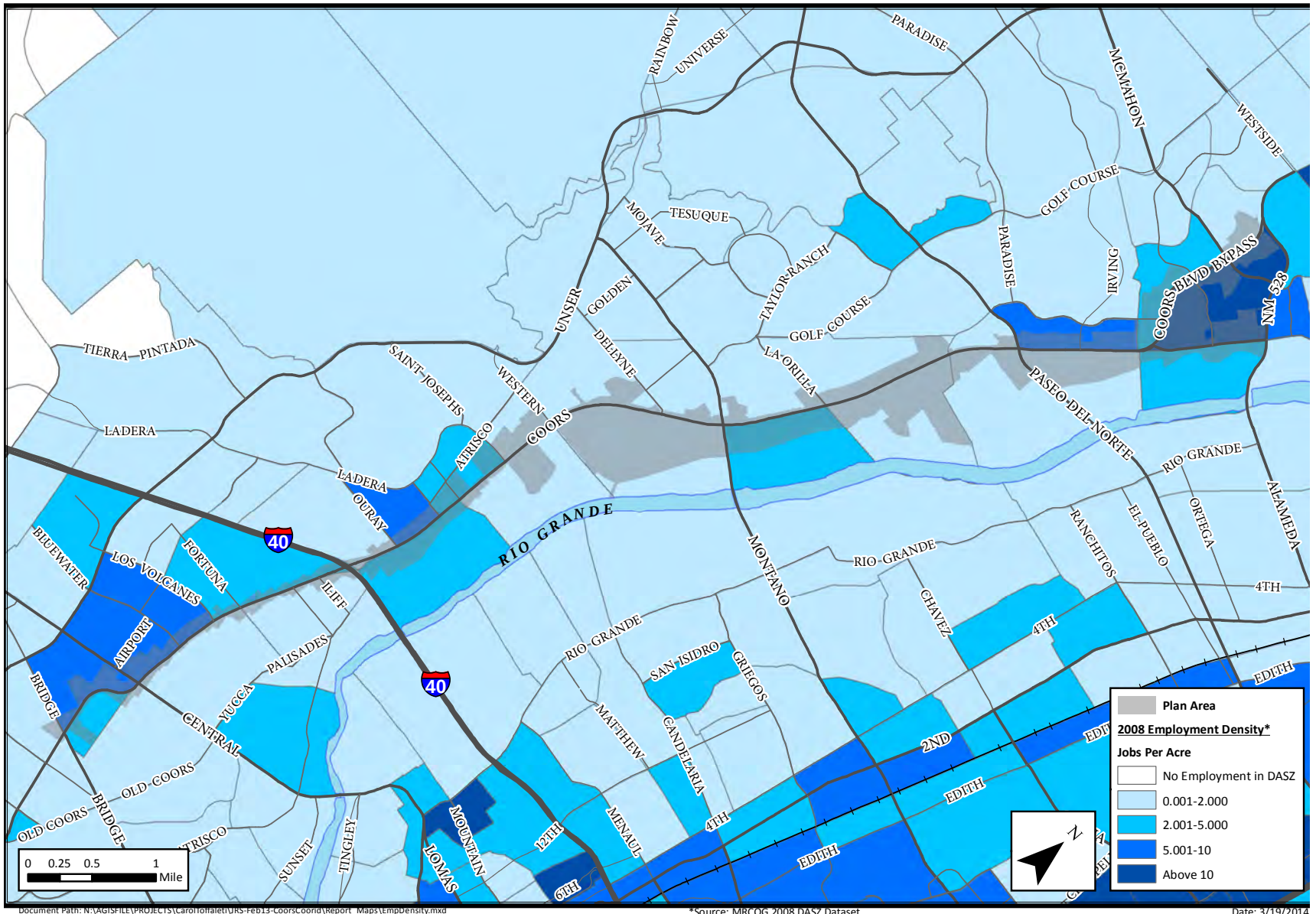


Map F-31: *1984 Plan Area & Segments compared to View Preservation Sub-Area*

F. Appendix



Map F-32: *2010 US Census Tracts*



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*Source: MRCOG 2008 DASZ Dataset

Date: 3/19/2014

Map F-33: *2008 Employment Density*

CITY OF ALBUQUERQUE

Coors Corridor Plan update

Albuquerque, New Mexico

Priority Plan

IDENTIFICATION OF CORRIDOR PRIORITIES

PROJECT NUMBER 6602.91

INTRODUCTION

Coors Boulevard is a major north/south arterial serving the Albuquerque Westside. This route is directly connected to six river crossings within the Albuquerque/Bernalillo County area, which contributes to Coors Boulevard currently operating at or near capacity. Traffic forecasts for the 20-year horizon indicate that the traffic demand on Coors will increase significantly in the coming years. The Coors Corridor Transportation Policy Plan Update, Chapter C of the Coors Corridor Plan, provides specific strategies and measures to preserve the function and traffic performance of Coors Boulevard that are critical to regional mobility. The Coors Corridor Transportation Policy Plan Update will be referred to as the Plan Update in this document.

The Plan Update has established policies for the continued growth of Coors Boulevard between Bridge Boulevard and Alameda Boulevard. This Priority Plan attempts to prioritize the segments and infrastructure that were presented in the Plan Update to make the best use of available resources.

Coors Boulevard is to be designed as a multi-modal facility that includes six through lanes (three northbound and three southbound), dedicated transit lanes, as well as bicycle and pedestrian facilities. Dedicated transit lanes are proposed in the Plan Update, as high capacity transit can significantly increase the person-carrying capacity of Coors Boulevard, whereas analysis has shown that adding general purpose lanes will not significantly improve traffic flow. Two options are presented for the placement of the dedicated transit lanes – median based or curbside. Both options will use the same amount of right-of-way, typically proposed as 160 feet midblock and 200 feet with a bus station (sections up to 225 feet are proposed where dual left turn lanes are necessary).

Due to the length of the Coors Boulevard corridor (10.65 miles), Coors has been divided into nine segments for analysis. This Priority Plan establishes a ranking for each segment based on cost, available right-of-way, the future of BRT (Bus Rapid Transit) facilities in the area, and the availability of pedestrian/bicycle facilities to determine the best use of resources required to maintain the functionality of Coors Boulevard. In summary, improvements that would immediately help with traffic congestion were ranked at the top of the list, followed by segments needed to provide a continuous BRT network.

Pedestrian and bicycle improvements to create a continuous network were also considered. Most segments are missing some portion of the sidewalk to create a continuous pedestrian corridor. Connections to improve pedestrian and bicycle connectivity should be considered a priority regardless of the segment priority.

The nine segments are listed below in order of priority and are presented in greater detail on the following pages, which are organized from south to north along Coors Corridor.

1. **Paseo del Norte to Coors Bypass**
   This segment of Coors Boulevard is the first priority, as it includes a southbound to eastbound flyover from Coors Boulevard to Paseo del Norte. This has the potential to provide much-needed relief of congestion at the Coors/Paseo del Norte interchange until a full redesign of the interchange is completed. In addition, this will provide a connection to the proposed BRT route on Paseo del Norte. The BRT connection should be coordinated with the Paseo del Norte High Capacity Transit Study that is currently underway.

2. **I-40 to St. Josephs Drive**
   This would be the second priority, as it includes an elevated roadway for the median BRT option. The elevated roadway would provide relief for congestion on northbound Coors coming from I-40.

3. **Coors Blvd/NM 448 from Coors Bypass to Alameda**
   This segment would be the third priority of the plan due to its inexpensive cost and adjacency to the Cottonwood Activity Center. Completing this segment will create a continuous pedestrian route and bike lanes in both northbound and southbound directions.

4. **Central Avenue to I-40**
   This would be the fourth priority due to the need to relieve traffic congestion and increase pedestrian and bicycle connectivity in this segment. It may be necessary to phase improvements as right-of-way becomes available due to development or redevelopment of existing parcels.

5. **Coors Bypass to Alameda Boulevard**
   This segment is the fifth priority, as it would provide a complete BRT route from Alameda/NM 528 to Paseo del Norte, connecting the Northwest Transit Center to Paseo del Norte. Paseo del Norte is part of a BRT project currently being studied.

6. **La Orilla Road to Paseo del Norte**
   This segment is the sixth priority, as it would provide a portion of the connection between the completed northern section (Alameda to Paseo del Norte) and the Montano river crossing.

7. **Dellyne Avenue/Learning Road to La Orilla Road**
   This would be the seventh priority, as it would provide a complete BRT route from Alameda to Montano Road and start extending the BRT lanes south toward I-40. A complete BRT route would then extend from Alameda to Montano Road.

8. **St. Joseph's Drive to Dellyne Avenue/Learning Road**
   This would be the eighth priority, as it would continue extending the BRT lanes south towards I-40.

9. **Bridge Blvd to Central Ave**
   This would be the ninth priority due to its lower traffic volume and relative lack of congestion.

BRIDGE BOULEVARD TO CENTRAL AVENUE

Existing Condition

The section of Coors from Bridge to Central is approximately 4095 feet long, and the existing average right-of-way (ROW) width is 156 feet. The existing typical section consists of two through lanes and a bike lane both northbound and southbound with a center landscaped median.

Proposed Condition

An additional 4 feet of right-of-way is required between Bridge and Central. An additional 19 feet of ROW is necessary at the Bridge intersection and 63 feet at the Central intersection. Improvements in this section consist of widening Coors to provide an additional third travel lane in each direction. These improvements will be constructed when traffic volumes increase to the point at which the additional lanes are warranted.

Intersections

There are four intersections along this stretch of Coors: two are signalized, and two are unsignalized. No changes are proposed to the access or spacing of the intersections.

- *Signalized*: Bridge and Central
- *Unsignalized*: Gonzales, Bjarne, and Bataan

Costs

The cost for the required improvements in this segment is estimated at $2,800,000.

Priority

This is the ninth and last priority due to its lower traffic volume and relative lack of congestion.

CENTRAL TO I-40

Existing Condition

The section of Coors from Central to I-40 is approximately 10,000 feet long, and the existing apparent right-of-way (ROW) width varies from 120-156 feet. The existing typical section consists of three through lanes both northbound and southbound with a center landscaped median. There are no existing bike lanes on this stretch of Coors, and sidewalks are continuous throughout the segment except for a small portion missing north of Iliff Road.

Proposed Condition

Additional ROW is necessary between Central and I-40. In addition, the ROW requirements will be greater at the intersections of Bluewater Road, Los Volcanes Road, Fortuna Road Hanover Road, and Iliff Road. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity.

Intersections

There are twelve intersections along this stretch of Coors: six are signalized, and six are unsignalized. No changes are proposed to the access or spacing of these major intersections.

- *Signalized*: Central, Bluewater, Los Volcanes, Fortuna, Hanover and Iliff
- *Unsignalized*: Avalon, Cloudcroft, Daytona, Glenrio, Brayton, and I-40

Costs

The costs for the required improvements in this corridor are estimated as $20,000,000 for the curbside BRT alternative and $27,000,000 for the median BRT alternative.

Priority No. 4

This segment of Coors is the fourth priority due to the need to relieve traffic congestion and increase pedestrian and bicycle connectivity in this segment. This segment will require large amounts of ROW and purchasing of existing buildings, which increase the cost of the improvements along the corridor. It may be necessary to phase improvements as right-of-way becomes available due to development or redevelopment of existing parcels.

CITY OF ALBUQUERQUE
COORS CORRIDOR PLAN UPDATE PRIORITY PLAN

I-40 TO ST. JOSEPH'S DRIVE

Existing Condition

The section of Coors from I-40 to St. Joseph's is approximately 7900 feet long, and the existing apparent right-of-way (ROW) width varies from 140-225 feet. The existing typical section consists of four through lanes both northbound and southbound from I-40 to Redlands. After Redlands, the section changes to three through lanes in each direction with a center median. There are no existing bike lanes on this stretch of Coors, and the existing sidewalks are not continuous throughout the entire segment.

Proposed Condition

Additional ROW is necessary between I-40 and St. Joseph's Drive to implement the proposed improvements. In addition, the ROW requirements will be greater at the intersections of Quail Road, Sequoia Road, and St. Joseph's Drive. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. In addition, Coors shall be widened from Redlands Road to Sequoia Road to accommodate an auxiliary lane in each direction. A northbound elevated roadway for the option with the BRT lanes in the median is proposed from Quail Road through Sequoia Road. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity.

Intersections

There are eight intersections along this stretch of Coors: four are signalized, and four are unsignalized. No changes are proposed to the access or spacing of the major public street intersections.

- *Signalized*: Ouray (grade separated), Quail, Sequoia and St. Joseph's
- *Unsignalized*: Pheasant, Redlands, Tucson, and Oxbow Enclave

Costs

The costs for the required improvements in this corridor are estimated as $13,200,000 for the curbside BRT alternative and $13,500,000 for the basic median BRT alternative. The cost for the median BRT alternative increases to $43,500,000 when the elevated section is included.

Priority No. 2

This segment of Coors is the second priority due to the traffic volumes associated with the I-40/Coors interchange. The elevated section will help alleviate traffic congestion due to the high volume of traffic coming northbound off I-40 even in the short term before the entire length of Coors is widened.

ST. JOSEPH'S DRIVE TO DELLYNE AVENUE/LEARNING ROAD

Existing Condition

The section of Coors from St. Joseph's Drive to Dellyne Avenue/ Learning Road is approximately 7200 feet long, and the existing apparent right-of-way width (ROW) is 156 feet. The existing typical section consists of three through lanes with a bike lane both northbound and southbound. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Additional ROW is necessary between St. Joseph's Drive and Dellyne Avenue/ Learning Road. In addition, the ROW requirements will be greater at the intersections of Namaste Road/Western Trail, Sevilla Avenue, and Learning Road/Dellyne Avenue. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. In addition, sidewalks would be added to provide a continuous pedestrian corridor through the segment.

Intersections

There are nine intersections along this stretch of Coors: four are signalized, and five are unsignalized. No changes are proposed to the access or spacing of the major intersections.

- *Signalized*: St. Joseph's, Namaste Road/Western Trail, Sevilla Avenue, Dellyne Avenue/Learning Road
- *Unsignalized*: Milne Road, St. Joseph's Place, Bridgeport, La Luz del Sol, Mirador

Costs

The costs for the required improvements in this corridor are estimated as $6,500,000 for the curbside BRT alternative and $10,700,000 for the basic median BRT alternative. The segment includes a connector road from Costa Maresme Drive to Dellyne Avenue that would cost an estimated $1,400,000 to construct.

Priority No. 8

This segment of Coors is the eighth priority and will continue the extension of the BRT lanes from north to south.

CITY OF ALBUQUERQUE
COORS CORRIDOR PLAN UPDATE PRIORITY PLAN

DELLYNE AVENUE/LEARNING ROAD TO LA ORILLA ROAD

Existing Condition

The section of Coors from Dellyne Avenue/Learning Road to La Orilla Road is approximately 6890 feet long, and the existing average right-of-way (ROW) width varies from 156-165 feet. The existing typical section consists of three through lanes with a bike lane both northbound and southbound. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Additional ROW is necessary between Dellyne Avenue/Learning Road and La Orilla Road. In addition, the ROW requirements will be greater at the intersections of Montaño Road and Montaño Plaza Drive. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. In addition, sidewalks would be added to provide a continuous pedestrian corridor through the segment.

Intersections

There are eight intersections along this stretch of Coors: three are signalized, and five are unsignalized. No changes are proposed to the access or spacing of the intersections.

- *Signalized*: Montaño, Montaño Plaza Drive, La Orilla
- *Unsignalized*: Mirandela, Stonebridge Trail, Woodside Trail, Riverside Plaza Lane, Bosque Plaza Lane

Costs

The costs for the required improvements in this corridor are estimated as $6,200,000 for the curbside BRT alternative and $10,200,000 for the basic median BRT alternative. The segment includes a connector road from Winter Haven Road to Bosque Plaza Lane that will cost an additional $250,000 to construct. Should the Montaño interchange concept be advanced, it would add an estimated $22 million to each alternative.

Priority No. 7

This segment of Coors is the seventh priority as it would complete the BRT route from Alameda to the Montaño Road river crossing.

LA ORILLA ROAD TO PASEO DEL NORTE

Existing Condition

The section of Coors from La Orilla Road to Paseo del Norte is approximately 8500 feet long, and the existing average right-of-way (ROW) width varies from 156-165 feet. The existing typical section consists of three through lanes with a bike lane northbound to SIPI Road and a southbound bike lane between SIPI Road and La Orilla. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Additional ROW is necessary at the intersections of Eagle Ranch Road and SIPI Road. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity.

Intersections

There are seven intersections along this stretch of Coors: three are signalized, and four are unsignalized. SIPI Road signal is removed, and a new connector street is proposed from Eagle Ranch to SIPI.

No other changes are proposed to the access or spacing of the major intersections

- *Signalized*: Eagle Ranch, Paseo del Norte
- *Unsignalized*: Roberson Lane, El Malecon, Bosque Meadows, La Rambla

Costs

The costs for the required improvements in this corridor are estimated as $9,200,000 for the curbside BRT alternative and $13,500,000 for the basic median BRT alternative. The segment includes a connector road from Eagle Ranch to SIPI Road that adds an additional $1,600,000 to the costs for each alternative.

Priority No. 6

This segment of Coors is the sixth priority as this would provide a portion of the connection between the completed northern section (Alameda to Paseo del Norte) and the Montaño river crossing.

CITY OF ALBUQUERQUE
COORS CORRIDOR PLAN UPDATE PRIORITY PLAN

PASEO DEL NORTE TO COORS BYPASS

Existing Condition

The section of Coors from Paseo del Norte (PDN) to Coors Bypass is approximately 5600 feet long, and the existing apparent right-of-way (ROW) width varies from 156-190 feet. The existing typical section consists of three through lanes both directions with a center median and no bike lanes. This increases to four northbound existing lanes from Irving to the Coors Bypass. Sidewalks exist in some areas of the segment but are not continuous. In addition, there are two northbound auxiliary lanes from PDN to Irving and one southbound auxiliary lane from Irving to PDN.

Proposed Condition

Additional right-of-way is necessary between PDN and Coors Bypass Boulevard. The ROW requirements will be greater at the intersections of Irving and Coors Bypass Boulevard. Improvements in this section consist of widening Coors to provide one lane in each direction for the BRT and the BRT stations as required. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity. Pedestrian grade separations are proposed on Coors at the Calabacillas Arroyo and at the PDN interchange.

Intersections

There are five intersections along this stretch of Coors: three are signalized, and two are unsignalized. No changes are proposed to the access or spacing of the intersections

- *Signalized*: Paseo del Norte, Irving, Coors Bypass
- *Unsignalized*: Valley View Place, Westside Drive

Costs

The costs for the required improvements in this corridor are estimated as $4,200,000 for the curbside BRT alternative and $7,700,000 for the basic median BRT alternative. This segment includes the potential for a new flyover lane from southbound Paseo del Norte to eastbound Coors. If this option is advanced, it adds an additional $22,300,000 to the costs for each alternative.

Priority No. 1

This segment of Coors is the first priority due to the congestion at the Paseo del Norte/Coors interchange. The flyover has the potential to solve some of the congestion problems at the intersection. In addition, this will provide a connection to the proposed BRT route on Paseo del Norte. The BRT connection should be coordinated with the Paseo del Norte High Capacity Transit Study that is currently underway. The pedestrian grade separations will provide pedestrian connectivity between the east and west sides of Coors.

COORS BOULEVARD TO ALAMEDA BOULEVARD/NM 528 (ON COORS BYPASS)

Existing Condition

Coors Bypass from Coors Boulevard to Alameda Boulevard is approximately 7400 feet long, and the existing apparent right-of-way (ROW) width is 156 feet. The existing typical section consists of three through lanes both directions with a center median and no bike lanes. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Additional ROW is necessary between Coors and Alameda. In addition, the ROW requirements will be greater at the intersections of Eagle Ranch Road, 7 Bar Loop, and Ellison Road. Improvements in this section consist of widening Coors Bypass to provide one lane in each direction for the BRT and the BRT stations as required. Sidewalks and bike lanes would be added to increase bicycle and pedestrian connectivity.

Intersections

There are six intersections along the Coors Bypass: four are signalized, and two are unsignalized. No changes are proposed to the access or spacing of the major intersections

- *Signalized*: Coors Bypass, Eagle Ranch, 7 Bar Loop, Ellison Drive
- *Unsignalized*: Cibola Place, NM 528

Costs

The costs for the required improvements in this corridor are estimated as $6,000,000 for the curbside BRT alternative and $9,700,000 for the basic median BRT alternative.

Priority No. 5

Coors Bypass is the fifth priority, as it will provide a connection from Alameda/NM 528 to Paseo del Norte along one of the more congested portions of the corridor. This segment would provide a complete BRT route from Alameda/NM 528 to Paseo del Norte, connecting the Northwest Transit Center to Paseo del Norte. Paseo del Norte is part of a BRT project being currently studied.

CITY OF ALBUQUERQUE
COORS CORRIDOR PLAN UPDATE
PRIORITY PLAN

COORS BLVD/NM 448 FROM COORS BYPASS TO ALAMEDA

Existing Condition

The section of Coors Blvd/NM 448 from the Coors Bypass to Alameda is approximately 4710 feet long, and the existing apparent right-of-way (ROW) width varies from 150-156 feet. The existing typical section consists of two through lanes with a center median. There is an existing northbound bike lane from Cottonwood Loop to Alameda. No southbound bike lane exists on this section of Coors Blvd. Sidewalks exist in some areas of the segment but are not continuous.

Proposed Condition

Improvements in this section consist of adding sidewalks to have a continuous pedestrian route and adding a southbound bike lane.

Intersections

There are five intersections along this stretch of Coors: four are signalized, and one is unsignalized. No changes are proposed to the access or spacing of the intersections.

- *Signalized*: Cottonwood Loop, 7 Bar Loop, Old Airport Avenue and Alameda
- *Unsignalized*: Corrales Road

Costs

The cost for the required improvements in this corridor is estimated at $500,000 to add a southbound bike lane and the missing sidewalk segments both northbound and southbound.

Priority No. 3

This is the third priority due to the ability to create a continuous pedestrian and bicycle accessible segment adjacent to the Cottonwood Activity Center.

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