



**Environmental  
Planning  
Commission**

**Agenda Number: 5  
Project Number: 1005238  
Case #s: 14EPC-40032, 14EPC-40033  
January 8, 2015**

**Supplemental Staff Report**

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

**Staff Recommendation**

**RECOMMENDATION OF APPROVAL to the City Council of Case #s 14EPC-40032 (Amendment to Corridor Plan Map) and 14EPC-40033 (Adoption of Rank 3 Corridor Plan), based on the recommended Findings beginning on page 9 and Conditions beginning on 22.**

**Staff Planner  
Carol Toffaleti, Senior Planner**

**Summary of Analysis**

[This staff report should be read in conjunction with the staff reports dated June 5, July 10, August 14 and October 2, 2014] Summary of Analysis continues, next page.



The 2014 Coors Corridor Plan is proposed to replace the existing Plan (1984, as amended) in order to reflect current higher-ranking City plans and policies and the Metropolitan Transportation Plan, as well as current conditions in the area. The proposed Plan area extends 11 miles along Coors Blvd. and Coors Blvd. Bypass from Bridge Blvd. in the south to Alameda Blvd. in the north. In addition to the rights-of-way of Coors Blvd. and Coors Bypass, it encompasses adjacent properties in the City with a total area of approximately 2,200 acres.

This Rank 3 Plan establishes a multi-modal transportation strategy to address worsening traffic congestion along the Corridor by providing policies and design standards and recommending projects in the rights-of-way of Coors Blvd. and Coors Bypass, including a Bus Rapid Transit route. The transportation component of the Plan is advisory to the New Mexico Department of Transportation (NMDOT), the agency with current jurisdiction over these state highways. The Design Overlay Zone (DOZ) component regulates certain aspects of development on private properties under City jurisdiction that are adjacent to the arterials, but it does not establish land uses or change their underlying zoning. Special View Preservation regulations apply to a sub-area that extends east of Coors and north of Namaste Rd., in order to preserve views toward the Sandia Mountains from Coors Blvd. The Plan also recommends public improvements to streetscapes and facilities for pedestrians and cyclists.

The proposed area and regulations in the DOZ meet the tests in R-270-1980. They are more appropriate than the existing DOZ due to changed conditions in the Corridor since 1984. Much of the land has been developed and some has been protected as public open space. The DOZ also furthers applicable goals and policies in higher-ranked plans, including the Albuquerque/Bernalillo County Comprehensive Plan, the West Side Strategic Plan and the Major Public Open Space Facility Plan.

A range of stakeholders have expressed support and/or opposition to the EPC draft Plans at previous EPC hearings and facilitated meetings in November/December, and in written comments. Stakeholders include City, Bernalillo County, Regional and State agency staff, neighborhood associations, business and commercial property-owners, residents and other parties with a particular interest in the function and appearance of the Corridor.

The current draft Plan aims to address the major changes that have occurred along Coors and on the West Side since 1984, including population growth, increased traffic congestion, new development, and market changes. The Plan contains policies, regulations and strategies to balance future growth and development in the Corridor with enhancement of its visual quality and protection of views, and to expand transportation choices for residents' local trips and for commuters.

Staff proposes revisions to address significant input from the recent facilitated meetings about the Transportation recommendations, the deviation process to regulations in the DOZ and the View Preservation regulations, which supplement and replace parts of the previous October 2014 Red-Line draft (see attached and <http://www.cabq.gov/planning/residents/sector-development-plan-updates/coors-corridor-plan/>) A few remaining issues will be addressed as conditions (to be proposed by staff at the January hearing), while outstanding issues that are considered relatively minor can be addressed during the Council's review phase .

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

## **I. UPDATE**

At the conclusion of the October 2, 2014 hearing, the EPC instructed staff to continue discussions with the various stakeholders in order to address outstanding issues and explore potential solutions in the form of revisions to the draft Plan.

### ***Facilitated Meetings and Plan Revisions***

The Coors Corridor Plan (CCP) project team organized three facilitated meetings through the Office of Neighborhood Coordination and City Legal's Alternative Dispute Resolution Office. Highlights of the discussions are below, and the full reports, hand-outs and presentations are attached to the staff report. Staff is proposing revisions in light of the discussions, which are referenced under each highlight. The entire packet of revisions is attached to this report (see January 2015 EPC Green-Line) and was posted on the project webpage on December 23<sup>rd</sup>.

Meeting 1: Wednesday, November 12, 2014, 6:30 to 8:30 p.m., West Mesa Community Center  
*Geographical Area:* Coors Corridor segment from Central Avenue to St. Josephs.  
*Topic:* Transportation and Development Design

Six neighborhoods and the West Side coalition were represented and one commercial property-owner south of I-40. The project consultant gave an overview of the transportation recommendations in the Plan and fielded questions from stakeholders, with the assistance of staff from MRCOG, ABQ RIDE, NMDOT District 3 and other members of the planning team.

The following area-specific issues were discussed and clarified:

- 1) The team acknowledged that properties adjoining Coors Blvd. in this area may be impacted in order to provide the amount of right-of-way (ROW) necessary to accommodate all the basic multi-modal elements recommended in the Plan, including Bus Rapid Transit lanes, because much of the area was developed prior to adoption of the 1984 Coors Corridor Plan based on a narrower ROW for Coors Blvd. However, the Plan aims to fit them into the existing ROW to the extent possible. The 160 ft mid-block section of ROW in the draft Plan only differs by 4 ft from the 156 ft recommended in the existing 1984 Plan. The team clarified that variances would be explored on a case-by-case basis as owners develop or redevelop their properties and, if land is needed to widen the ROW, property-owners would receive just compensation.
- 2) With regard to the potential elevated northbound lanes of Coors Blvd. which may be extended beyond Quail Rd. in order to ease traffic back-up on west-bound I-40, two general purpose lanes and a bike lane would be provided at grade in the West Bluff area to maintain access for adjacent businesses and connections to neighborhoods on either side of Coors Blvd.

**Ref. Chapter C, p. 68, Figure C-13, Note**

Meeting 2: Wednesday November 19, 2014, 6:30 to 8:30 p.m., Don Newton/Taylor Ranch Community Center  
*Geographical Area:* Coors/Montaña area (Western Trails/Namaste to Paseo del Norte)  
*Topic:* Transportation

Representatives of twelve neighborhood associations participated, along with several unaffiliated residents and/or property-owners. The project manager gave a presentation, and the project consultant

along with staff from MRCOG, Rio Metro and NMDOT District 3, the Director of ABQ RIDE and other members of the planning team fielded questions.

The following area-specific issues were discussed:

- 1) Negative impacts of an interchange at Coors/Montaño on the surrounding community. The project team listened, consulted with NMDOT and propose to relegate the concept of an interchange at this location to a lower priority than the recommended projects North of I-40 and at Paseo del Norte and to describe the sensitivity of this intersection's surroundings.  
**Ref. Chapter C, p. 49, (7.3) 2<sup>nd</sup> paragraph (also see Conditions)**
- 2) Park & Ride sites should be provided, partly to compensate for the informal ones on private property that are disappearing. ABQ RIDE responded that it does not have funds to purchase private property, but is exploring the feasibility of converting the drainage facilities at the west corners of Coors/Montaño Plaza Dr. to dual-purpose as park and ride.  
**Ref. Chapter C, p.40, 4.1.2 and footnote**
- 3) Local residents have strong and long-standing objection to connecting Winter Haven with La Orilla because it would exacerbate existing problems with cut-through traffic in their neighborhood. The project team listened, and after consultation with the Bikeways & Trails Facility Plan team, are proposing it as a ped/bike facility. However, the CCP should retain policies in the Transportation section and the DOZ that further connectivity in the Corridor since the West Side already suffers from a lack of alternative routes.  
**Ref. Chapter C, p. 54, 9.3 i) a.**
- 4) Concern about future access at SIPI Rd. (south of Paseo) to the residential and commercial areas east of Coors Blvd. after the signal is eliminated. The project team clarified that a right-in/right-out would be maintained at SIPI Rd. and a connector street is proposed from Eagle Ranch Rd. to improve accessibility.  
**(see Conditions)**

### General Transportation Issues from Meetings 1 & 2

There was overlap between some of the issues raised at the two transportation-focused meetings, to which the project team and agency staff have responded:

- 1) Some participants have expressed frustration with the scope and effectiveness of the Plan. On one hand, it doesn't seem to address local problems they've identified such as delays accessing Coors from side streets during peak times and cut-through traffic on a neighborhood street by motorists avoiding the Coors/Montano intersection. On the other hand, it is unclear to them how it will help solve the bigger issue of high traffic demand originating on the West Side and straining the existing road network in the area, especially roads intersecting Coors that lead to major employment centers and other popular destinations east of the river. The response is multi-faceted:
  - a) This is a Rank 3 Plan that is meant to focus on one key corridor and enhance its transportation function (in addition to enhancing its visual quality with streetscapes and design regulations for adjacent development). However, this does not preclude the relevant agencies—NMDOT, the City and/or Bernalillo County as appropriate—from addressing local traffic problems that exist or may arise along the Corridor during the 20+ year time horizon of the Plan.  
**Ref. Chapter C, p. 30, 1.4, 3<sup>rd</sup> paragraph (see Conditions)**
  - b) The Corridor will continue to play an important role on the West Side in moving goods and people north-south and connecting them to river crossings. Increasing road capacity, by creating new roads and significantly widening existing ones, is expensive and controversial due to the potential impacts on property-owners, communities and the environment. MRCOG staff stated that there is no political will among the lead agencies on the Metropolitan Transportation Board

and no public funding available for at least a decade to study major projects like Paseo del Volcan in the far northwest of the metropolitan area or an additional river crossing. (Note that the draft Plan aims to fit the multi-modal elements within the ROW designated in the existing 1984 plan.)

- 2) Participants want more certainty about the estimated timeframe and design of a BRT and the major projects recommended in the Plan, and the potential impacts on adjacent properties and neighborhoods. The project team explained that this is a long-range plan to guide incremental development of adjacent properties in order to ensure that sufficient ROW is available in the long-term and make the most efficient use of limited public funding, i.e. taxpayers' money, for transportation infrastructure. The Plan is informed by a transportation study that reflects local conditions as well as the Corridor's function within the regional network, the MTP's goals and policies, traffic forecasts for the metropolitan area and existing initiatives. The updated plan aims to provide a viable long-term strategy to guide development of the Coors Blvd./Bypass ROW. Updated policies for the Coors Corridor that are consistent with federal and state mandates and the MTP are a necessary foundation for requesting funds through the MRCOG's Transportation Improvement Plan (TIP) that will protect and enhance the transportation function of these important arterials for all road users. NMDOT and MRCOG clarified that major projects require federal funding as well as state and local government contributions and that the processes to evaluate, design and implement solutions are lengthy and involve the public at several stages. The planning team proposes to add information about estimated timeframes and funding processes to the Plan.

**Ref. Chapter C, p. 49, (7.3) 1<sup>st</sup> paragraph  
(also see Conditions)**

- 3) Some stakeholders request a different approach to combat traffic congestion in the Corridor: manage travel demand through innovative means before contemplating any major infrastructure projects that include grade-separations. The project team listened, consulted with agencies and proposes some additions to the Plan to show that existing metropolitan-wide initiatives and programs will benefit the Coors Corridor, such as Intelligent Transportation Systems and partnerships between transit providers and employer, and that new technology and best practices should be deployed over the life of the Plan. The project team would also like to emphasize that the Plan's multi-modal transportation strategy integrated and supported by some of the regulations in the DOZ for adjacent development are also an innovation for the Albuquerque area. aim to provide more attractive alternatives to the car and thereby mitigate traffic congestion.
- 4) Bike lanes on Coors Blvd. are dangerous, especially if they are placed between two lanes of fast-moving traffic (a general purpose and a dedicated transit lane).

**Ref. Chapter C, p. 34, Figure C-3, Note 2; and p. 45, 5.4 ii)**

- 5) There is general support for strengthening transit in the Corridor.

Meeting 3: Tuesday, December 2, 2014, 6:00 p.m. to 8:30 p.m., Don Newton/Taylor Ranch Community Center

*Geographical Area:* View Preservation area (East side of Coors from Namaste to Alameda)

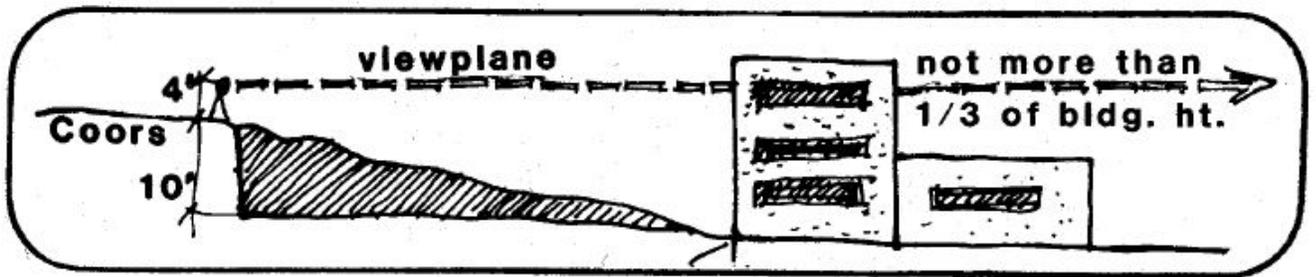
*Topic:* View Preservation and General Development Regulations

Representatives of ten neighborhood associations participated, along with agents representing property-owners in the corridor and the development community more generally. The project manager gave a presentation outlining the purpose and context of the DOZ and View Preservation Regulations, and the proposed "Green-Line" changes to the CCP that were developed in response to earlier comments. Planning staff also provided a sample view preservation analysis. This section of the staff report will begin with a brief

analysis of the existing view preservation regulations and the confusion affecting their application, to explain why the changes were needed.

*Analysis: View Preservation Regulations*

The view preservation regulations in the 1984 plan have been interpreted and applied differently over the years to the point where a tacit but uneasy consensus has been reached between applicants, staff, neighborhood stakeholders, and decision-makers about what they mean and how they are applied. For example, the allowance for penetration of the 4' high view plane has been interpreted to apply to *all* buildings, instead of only multi-story buildings as the regulations and diagrams indicate (the diagrams and text are not congruent). The height of single story buildings has been allowed to extend above the view plane, although the diagrams of the 1984 plan (see one example below from page 109) imply that single story buildings should not be allowed to penetrate the view plane).



These practices have understandably arisen because it is unclear if a single story building would be allowed to penetrate above the viewplane or not. The 1984 height regulation says:

“1. View Plane Building Heights: Heights of buildings on the east side of Coors Boulevard in corridor segments 3 and 4 shall not penetrate above the view plane within the building setback area for multi-story buildings. (i.e., at any location with an elevation which is less than ten feet below the east edge of the roadway. See figures 39 through 41.) In no event will the building height be permitted to penetrate above the view of the ridge line of the Sandia Mountains, as seen from four feet above the east edge of the roadway. Also, in no event will more than one-third of the total building height outside of the setback area for multi-story buildings be permitted to penetrate through the view plane.”

(Source: View Preservation Regulations, B.1, page 109 of the 1984 CCP)

Staff believes that a more user-friendly and legally-defensible approach going forward is to update the plan so that it says and illustrates what it means and furthers the intent of the City’s current goals and policies.

The following specific issues were discussed and clarified in the third facilitated meeting:

- 1) The project manager presented the proposed revisions to simplify and clarify the View Preservation Regulations.
  - a) Massing. The draft Plan proposes to keep the limit on obstructing view area by no more than 50% (same as 1984 CCP).
  - b) Height. The main regulations (now entitled “View Plane and Frame” regulations) maintain approximately the same restriction as the 1984 plan on building height above the horizontal view plane (35% in the January 2015 Green-Line vs. 1/3 in the 1984 plan). Two differences are to allow up to 50% of the building height above the view plane if a public benefit is provided and to

- allow a “Base Allowable Height” for buildings on terrain that is within 10 feet of the grade of Coors.
- i) Residents asked whether building heights could extend above the Sandia Mountain ridgeline.
  - ii) Site Excavation. Attendees commented that excavation is appropriate on the east side of Coors to enable buildings to be set lower and obscure less of the view to the Sandias.
  - c) View Plane. The January revisions remove what staff realized was a very restrictive limit of 30% of the horizontal expanse of a building that could penetrate the view plane. The View Plane and Frame regulation discussed above was proposed to replace this regulation.
  - d) Sight Lines. The dual purpose of the sight line was clarified. They provide lines for building sections, which demonstrate compliance with one of the structure height regulations, as well as center lines for view frames, which control massing.
  - e) View Windows. This element in the October draft has been transformed into a public benefit applicants could provide to gain up to 50% of the building height above the view plane (vs. 35%).
  - f) The explanations and directions for applicants were clarified. Attendees were motivated to make sure the wording in the plan led to greater clarity and predictability, that leaves less room for interpretation.
- 2) One area of concern was the types of public benefits could be used as justification for a deviation to the View Preservation regulations. Other than hardship the 1984 plan only allows “exceptional design” as a potential justification for deviations, whereas the October Red-Line allowed a range of options. Several residents do not see them, specifically the public art benefit, as a fair trade-off for obscuring a greater portion of the view to the Sandias.
  - 3) Signage regulations in the DOZ. The pros and cons of allowing a larger sign area for multi-tenant signs and fewer restrictions on content were discussed.. The 1984 regulations are very restrictive regarding the items of information, unclear and hard to enforce.

In response to the concerns voiced in the December 2<sup>nd</sup> Facilitated Meeting, the January 2015 Green-Line Coors Corridor Plan was revised as follows:

- 1) An image of the spectacular mountain views from Coors Blvd. has been added.  
**Ref. Chapter D, p. 106, 4.0**
- 2) The regulations were reorganized in the following order: Guidelines, Regulations, and then Definitions  
**Ref. Chapter D, p. 108, (4.1) introductory paragraph**
- 3) The maximum height was changed to 35% of the structure height above the horizontal view plane (from 50% proposed in earlier drafts). Up to 50% would be allowed if the site provides a public benefit. The clarification that “no part of the structure shall extend above the ridgeline of the Sandia Mountains” was added, to be consistent with the 1984 CCP.  
**Ref. Chapter D, p. 109, (4.2)**
- 4) Providing a view window across the site or a pedestrian-oriented viewsite are the view-related benefits that would allow a taller building. The applicant would have to demonstrate the public benefit in their application, according to set criteria. The View Plan and Frame regulation coupled with an option to provide an alternative view in exchange for a specified height bonus has replaced the regulations that restricted structure height and horizontal expanse. They provide predictability and a degree of flexibility. (See also 9) below re. Deviations)

**Ref. Chapter D, p. 112-113, Table D-1**

- 5) The Base Allowable Height diagram has been revised/clarified. The plan has been revised to specify that sites that are within 10 feet of the elevation of Coors Corridor would qualify for this height allowance, in response to concerns that the qualification criteria was too vague.
- 6) The Structure Mass diagram has been revised/clarified.

**Ref. Chapter D, p. 111, (4.1) Figure D-8**

- 7) The Sample View Window diagram has been revised/clarified. A meeting attendee commented that providing view windows that are not at 45° will not be visible from an automobile traveling down Coors Blvd. Project staff commented that the views are to be preserved for bicyclists and pedestrians as well as vehicle passengers, who would be able to appreciate a larger range of view types. There was also concern that the View Window concept introduced a loophole to the structure height limits; another attendee saw it as an incentive; another attendee saw it as a trade-off.

**Ref. Chapter D, p. 114, Figure D-1**

- 8) The application requirements have been clarified to show compliance with two components: massing and elevations.

**Ref. Chapter D, p. 116-121, (4.5)**

- 9) The deviation process and criteria were tightened significantly, for View Preservation regulations in particular, and “dimensional” and “non-dimensional” standards have been defined.

**Ref. Chapter B, p. 24-27, (4.3)**

***Additional Input***

Additional comments have been received from the public, which are attached to the staff report. The following agency comments are also attached:

- MRCOG:
  - changes to Chapter C. regarding ITS
  - A summary of the Project Prioritization Process for the Transportation Improvement Program (TIP) in the MTP, and its relationship to the Coors CorridorAdditional comments from MRCOG are also expected before the January hearing.
- Rio Metro: changes to Chapter B.Deviations and Chapter D.DOZ regarding transit.

Staff will prepare proposed conditions for the January hearing to address these and any other significant comments that are still outstanding.

**II. CONCLUSION**

The draft Coors Corridor Plan updates a 30-year old Plan for a key thoroughfare on the City's West Side, whose visual quality and transportation function are highly valued by local residents and commercial property interests. Coors Blvd. and Coors Bypass not only connect to several river crossings and the local street network, but private land along the 11-mile Corridor provides residential and commercial uses for the West Side community. The design of this built environment is an important consideration throughout the Plan area, but especially so in the stretch north of Western Trail/Namaste where a significant strip of the

Rio Grande valley is protected as Open Space and views to the Sandia Mountains are exceptional. The new long-range Plan provides a policy and regulatory framework to continue protecting and enhancing these attributes of the Corridor, but it also reflects current conditions and City plans and codes, and addresses the traffic congestion forecast 20 years hence by metropolitan transportation models. It also aims to be more user-friendly and predictable, for example by consolidating all development design policies and regulations in one chapter and providing detailed information on procedures, including NMDOT's processes, and criteria for deviations to the DOZ.

The proposed multi-modal transportation strategy and Design Overlay Zone of the new Plan further a preponderance of City policies and plans. While the Plan does not change land uses in the Corridor, the amended boundary and development regulations of the DOZ have been justified per R-270-1980, the City's test for zoning changes, due to changed conditions in the area.

The previous drafts generated both support and opposition from residents, businesses and commercial property-owners. At the October 2, 2014 hearing the Environmental Planning Commission instructed staff to continue discussing and responding to the issues that had been raised by stakeholders at previous EPC hearings on the plan update. The facilitated meeting materials are included in this staff report as attachments. The series of three facilitated meetings held with agency staff and interested members of the public resulted in continued dialogue and revisions to the proposed plan and development regulations.

Staff believes that the January 2015 Green-Line has addressed many of the public's concerns about the transportation section and DOZ policies and regulations. The Green-Line fosters quality development that is sensitive to natural context and views and accessible by all transport modes, and provides predictable rules for all interested parties yet some flexibility of design within set criteria.

Staff respectfully requests that the EPC forward a recommendation of approval to the City Council for the Plan area and adoption of the new Coors Corridor Plan, based on recommended findings, revisions in the January 2015 Green-Line and the sections of the October 2014 Red-Line that remain unchanged.

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**FINDINGS - #1005238, 14EPC-40032, Amendment to Map of Coors Corridor Plan, and 14EPC-40033, Adoption of Rank 3 Coors Corridor Plan – January 8, 2015**

1. The dual request is for an amendment to the existing map of the Coors Corridor Plan and a request for adoption of the proposed Rank 3 Coors Corridor Plan to replace the 1984 plan.
2. The *Charter of the City of Albuquerque, Albuquerque / Bernalillo County Comprehensive Plan, West Side Strategic Plan, Major Public Open Space Facility Plan, Bosque Action Plan, Facility Plan for Arroyos, Facility Plan: Electric System Transmission & Generation 2010-2020, Trails and Bikeways Facility Plan, Albuquerque On-Street Comprehensive Bike Plan, Coors Corridor Plan (1984, amended), §1-13 of the City of Albuquerque Code of Resolutions, the City of Albuquerque Zoning Code and 2035 Metropolitan Transportation Plan* are incorporated herein by reference and made part of the record for all purposes.
3. The proposed Plan area extends approximately 11 miles from Bridge Blvd. in the south to Alameda Blvd. in the north along Coors Blvd. and Coors Blvd. Bypass. In addition to the rights-of-way of Coors Blvd. and the Bypass, it encompasses adjacent properties in the City with a total area of approximately 2,200 acres.
4. Coors Blvd. and Coors Bypass are part of the state highway system and are currently under the jurisdiction of the New Mexico Department of Transportation (NMDOT). The segment of Coors Blvd. in the Plan area that includes Coors Bypass is part of NM45, and is designated a principal arterial with limited access. The segment of Coors Blvd. from Coors Bypass to Alameda Blvd. is part of NM448 and is designated a principal arterial. The roads' functional class is designated per the Interim Long Range Roadway System Map (Metropolitan Transportation Board R-13-17, 10/08/2013).
5. The segment of Coors Blvd. between Bridge Blvd. and St. Josephs Dr. was transferred from the City to NMDOT in a roadway exchange agreement executed on 11/29/2010, which means that all of NM45 and NM448 within the proposed Coors Corridor Plan area is under the NMDOT's jurisdiction..
6. The proposed Plan area contains three regulatory sub- areas, which overlap to some degree: a Transportation sub-area along all of Coors Blvd. and Coors Blvd. Bypass, where the transportation policies and requirements apply; a Design Overlay Zone (DOZ) along Coors Blvd. beginning north of Central Ave., where the general development regulations apply; and a View Preservation sub-area within the DOZ that covers the area east of Coors Blvd. and north of Namaste Trail, where the view preservation regulations apply.
7. Additions to the 1984 Plan area are:
  - The segment between Central and Bridge that extends to meet the northern edge of unincorporated Bernalillo County and the Bridge Blvd. Corridor Plan Area under its jurisdiction;
  - The segment along the Coors Blvd. Bypass, which was built since the 1984 Coors Corridor Plan was adopted and is part of NM45.

The transportation component of the Plan will apply to properties along these two segments of Coors Blvd. to provide a consistent policy framework for the Corridor that winds almost entirely through City jurisdiction. The DOZ will not apply to these two segments, because other Rank 3 sector development plans already govern the design of development in those areas: Tower/Unser, West Route 66, and Seven-Bar Ranch SDPs.

8. The following properties are being removed from the 1984 Plan area:
  - Properties that are not contiguous to Coors Blvd. and are under Bernalillo County jurisdiction or zoned for single-family residential use.
  - Land in the Rio Grande Valley State Park east of the Lower Corrales Riverside Drain , which is covered by other City plans (*Major Public Open Space Facility Plan, Bosque Action Plan*)Properties being removed that are located within the City will continue to be subject to the Zoning Code and other applicable City plans and codes.
  
9. The proposed Plan aims to protect natural endowments of the Coors Corridor and to promote an aesthetic and humane urban environment with multi-modal transportation strategies and design standards. Updating the Plan, including the geographic area to which it applies, is a reasonable exercise in local self-government consistent with the *City Charter*.
  
10. The proposed Plan, including its Plan area, is consistent with and furthers several goals and policies of the *Comprehensive Plan*:
  1. The proposed landscape setback/buffers of Open Space lands and the requirements for trail connections in the DOZ further the Open Space Network Goal and policies II.B.1.c & f.
  2. The policies and regulations in the DOZ aim to enhance the quality of the built environment of the Coors Corridor. The View Preservation regulations will help maintain its unique vistas. The site design guidelines encourage respect for any natural and scenic resources adjacent to development sites as well as the existing topography within sites. Mitigation of traffic noise along Coors Blvd. and the Bypass will be considered in relation to future transportation projects, per Chapter C in the Plan, while the landscape strip required by the DOZ all along these arterials provide additional buffering for users of adjacent properties. The View Preservation regulations contain additional architectural standards to ensure developments are designed to complement the backdrop created by the bosque and other Open Space lands. (Developing And Established Urban Areas Goal, Policies II.B.5.d, g, k & m)
  3. The Plan aims to balance furthering the Activity Center Goal and Policy II.B.7.c for transit-supportive, higher-density development on the one hand, and other Goals (Developing And Established Urban Areas, Developed Landscape) by allowing deviations to the View Preservation regulations within specific parameters and subject to EPC review (see B.4.3)
  4. The Plan calls for a multi-modal transportation strategy for the future of Coors Blvd. and the Bypass that includes Bus Rapid Transit (from Central Ave. to Alameda Blvd.), walking and cycling, based on a thorough analysis of a range of alternatives (Air Quality Goal, policies II.C.1.d & g)

5. Several policies and regulations in the DOZ help maintain the quality of the natural and developed landscapes in the Corridor, including: buffers for Open Space lands; consideration of natural features within and adjacent to development sites at the site design stage; structure height and mass regulations, particularly in the View Preservation sub-area. (Developed Landscape Goal, Policies II.C.8.a & e)
  6. The transportation alternatives analysis completed for the Coors Corridor fulfills the Goal and Policy II.D.4.a. The multi-modal transportation strategy and individual policies in Chapter C of the Plan, supported by regulations in the DOZ, help implement the remaining policies of this section to balance the mobility needs of all roadway users and improve connectivity in the Plan area. (Transportation and Transit Goal, Policies II.D.4.a, g, h, i & q)
11. The proposed Plan, including its Plan area, is consistent with and furthers several goals and policies of the *West Side Strategic Plan*: [references to the updated Coors Corridor Plan are to the October 2014 or January 2015 EPC drafts, i.e. Oct- or Jan- before reference]
1. The transportation and DOZ elements of the Plan are geared specifically to the Coors Corridor, a critical thoroughfare and prominent area on the West Side. They are formulated to strike a balance between addressing the increase in traffic that is forecast for the West Side with preserving its unique scenic resources. (Objectives 2 & 3)
  2. The proposed update to the DOZ includes View Preservation regulations and guidelines for properties east of Coors and north of Namaste Rd.. They call for site layout and structure height and mass that retain a portion of the views to the Sandia Mountains, and to the bosque where possible. They have been calibrated to allow development, and deviations to regulations in certain circumstances, subject to meeting specific criteria and to public review and approval through the EPC hearing process. Sections Jan-C.12 and Oct-E.3 of the Plan are coordinated to help implement public viewsites as part of roadway projects and on other public land in the Corridor, where they can capitalize on grade differences and proximity to trails and Open Space. Public viewsites are also encouraged in private non-residential developments where public amenities are already required by general regulations in the Zoning Code (§ 14-16-3-18). (4. DEVELOPMENT PROCESS ISSUES – Views East of Coors Blvd.)
  3. The proposed DOZ furthers the policies and addresses most of the elements of a development that are identified by the WSSP under “Other Views” and “Visual Quality” including: Height; Lighting; Vegetation; Overhead Utilities; Signs; Fences and Walls; Standards for multi-modal access in residential and commercial developments (4. DEVELOPMENT PROCESS ISSUES, Policies 4.6, 4.6 c, e, g & h)
  4. Chapter C of the Plan partially furthers the intent by recommending dedicated transit lanes and providing facilities for pedestrians and cyclists on Coors Blvd. and the Bypass. The DOZ also calls for segments and connections to multi-use trails to be provided through the development process. (6. TRANSPORTATION SYSTEM)
  5. The DOZ requires a landscape setback/buffer along the San Antonio and Calabacillas Arroyos and other public surface drainage facilities (Oct-D.3.3). It also calls for trail segments and aggregate common space to be provided through the development process, along arroyos

designated in the Facility Plan for Arroyos. (7. NATURAL AND CULTURAL RESOURCES, RECREATION AND SPECIAL AREAS, Policy 7.6.)

12. Segments of, and connections to, existing trails along arroyos are required within the proposed Design Overlay Zone by DOZ regulation Oct-D.3.7, and landscape setback/buffers are required to retain existing vegetation by Oct-D.3.3 iv). These further General Policy 6 and Major Open Space Arroyo Policy 4 of the *Facility Plan for Arroyos*. [cross-references are to the April 2014 EPC Coors Corridor Plan]
13. DOZ regulation Oct-D.3.11 applicable to the proposed Design Overlay Zone refers to the *Facility Plan: Electric System Transmission & Generation 2010-2020*, which meets the goal and objective 5 of this Rank 2 plan. [cross-references are to the April 2014 EPC Coors Corridor Plan]
14. Transportation and DOZ policies and regulations, and the public project recommendations for the Plan area further the goals, objectives and policies of the *Trails & Bikeways Facility Plan* (TBFP) and the *Albuquerque Comprehensive On-street Bicycle Plan*, by requiring on-street bicycle facilities, and segments of, and connections to, the trail network designated in the TBFP.
15. Chapter C of the Plan furthers the themes of the *2035 Metropolitan Transportation Plan* through its multi-modal strategy and policies that call for dedicated transit lanes and facilities for pedestrians and cyclists within the rights-of-way of Coors Blvd. and the Bypass.
16. The proposed Design Overlay Zone (DOZ) in the Coors Corridor Plan meets the criteria in §14-16-2-28 (F) DO Design Overlay Zone of the Zoning Code:
  1. The size exceeds 320 acres and is part of a Rank 3 sector development plan (in this case the “sector” follows the Coors Blvd./Bypass Corridor).
  2. It meets at least two of the conditions: (a) The DOZ includes the View Preservation sub-area, which has highly significant views of the Sandia Mountains and, to some extent, of the bosque; (c) the DOZ encompasses properties adjacent to a 10-mile stretch of Coors Blvd. and the Bypass, which are principal arterials of local and regional significance for north-south as well as east-west mobility, since they connect to five river crossings that provide access to major employment, educational and health centers.
17. The proposed changes to the DOZ, which applies to the majority of the Plan area, are justified per R-270-1980 because the existing DOZ boundary and regulations are no longer appropriate due to changed conditions in the Coors Corridor area. The justification is split between two findings (18 & 19 below) that analyze the Amendment to Map of Coors Corridor Plan and Adoption of Rank 3 Coors Corridor Plan individually.

18. R-270-1980 justification for Case# 14EPC-40032, Amendment to Map of Coors Corridor Plan: [cross-references are to the April 2014 EPC Coors Corridor Plan]

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

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

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

*Thirty years have now elapsed since adoption, along with increased urbanization of the Corridor. Although a few of the DOZ regulations in the existing plan have been amended since 1984, the changes that are currently proposed are more comprehensive and would bring the DOZ in closer compliance with current higher-ranked City plans and policies. However, the new DOZ boundary has been carefully chosen to only encompass properties where future development and redevelopment needs to be controlled to fully realize City goals and policies that are applicable to the Coors Corridor. Properties have been removed that are not contiguous to Coors Blvd., are under Bernalillo County jurisdiction or are zoned for single-family residential use, along with land close to the Rio Grande valley that is now protected as public Open Space.*

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

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

- 1. The 1984 DOZ boundary was amended to exclude areas where development is already governed by design regulations in the Tower/Unser and West Route 66 Sector Development Plans (SDPs). This is to avoid conflict between overlapping sets of regulations that is often unproductive and confusing for all interested parties. The proposed DOZ continues to overlap with the East Atrisco, University of Albuquerque, Riverview and Seven-Bar Ranch SDPs, because these have either no design regulations or only guidelines, but the area of overlap has been minimized.*
- 2. The new DOZ is updated and furthers a preponderance of elements in the Albuquerque/Bernalillo County Comprehensive Plan (CP), the West Side Strategic Plan (WSSP), the Facility Plan for Arroyos (FPA), and Trails & Bikeways Facility Plan (TBFP) References to regulations in the DOZ are in [brackets] at the end of each citation [Oct- or*

*Jan- precede the citations to refer to October 2014 Red-Line or January 2015 Green-Line]. These include:*

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

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

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

*The changes to the boundary of the DOZ are justified per D.2.*

*The Coors Corridor has changed since the existing Plan was adopted 30 years ago. Residential population along the Coors Corridor has doubled. Vehicular traffic flows on Coors Blvd. and the Bypass have increased accordingly, fuelled by similar growth across the West Side and northwest of the City, and are forecast to continue increasing significantly over the next 20 years. Coors Blvd. has been widened from four to six lanes. Coors Blvd. and the Bypass have become a critical conduit for travel across the river on six bridges between the West Side and major employment centers. While private motorized transport is the predominant mode of transportation, several bus routes now use this designated Major Transit Corridor and should provide a viable alternative for more commuters in the future. Although much of the adjacent land has been developed for residential and commercial use, some private vacant land remains open for development, and redevelopment will also occur over time. On the other hand, significant areas in the valley have been set aside by the City since 1984 as public Open Space for their natural, agricultural or archaeological value and will not become part of the urban fabric along this principal arterial.*

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

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

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

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

- F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:
1. Denied due to lack of capital funds; or
  2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

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

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

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

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

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

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

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

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

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

19. R-270-1980 justification for Case# 14EPC-40033, Adoption of Rank 3 Coors Corridor Plan.: [cross-references are to the April 2014 EPC Coors Corridor Plan]

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

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

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

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

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

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

1. *The new DOZ is updated and furthers a preponderance of elements in the Albuquerque/Bernalillo County Comprehensive Plan (CP), the West Side Strategic Plan (WSSP), the Facility Plan for Arroyos (FPA), and Trails & Bikeways Facility Plan (TBFP) References to the DOZ regulations in the April 2014 EPC Coors Corridor Plan are in [brackets] at the end of each citation. These include:*

- a. *(CP) Open Space Network Policy II.B.1.c, by protecting Major Public Open Space areas from adjacent development through setbacks landscaped with native vegetation [Oct-D.3.3 ii) - iv)].*
- b. *(CP) Open Space Network Policy II.B.1.f., (FPA) General Policy 1 - Encouraging Multiple Use, (FPA) General Policy 6 - Appropriate Access, by providing segments of multi-use trails and connections to trails along arroyos and ditches through the development process [Oct-D.3.7].*

- c. (WSSP) Arroyos Policy 7.6, by buffering and enhancing arroyos that are designated in the FPA for their value as open space and recreational corridors [Oct-D.3.3 ii), Oct-D.3.18 ii) e.]
  - d. (TBFP) Multi-Use Trail policy – Access Standards, by requiring pedestrian access to the trail system at the time of platting or site development plan approval where appropriate [Oct-D.3.7 ii)]
  - e. (CP) Developing And Established Urban Areas Policy II.B.5.d and II.B.5.m, by controlling the design of new development through View Preservation regulations so that development respects unique vistas and scenic resources valued by area residents and the wider community [Jan-D.4.0].
  - f. (CP) Developed Landscape Policy II.C.8.e, (FPA) Major Open Space Arroyo Policy 4 - Preserving Topsoil And Existing Vegetation, by providing guidelines and regulations to ensure that buildings are sited to minimize alteration of existing vegetation and topography and visibility of structures in scenic vista areas [Oct-D.3.2 i), Oct-D.3.3. iv) c., Oct-D.3.9 iii), Jan-D.4.0]
  - g. (CP) Transportation and Transit Policy II.D.4.g, by integrating pedestrian opportunities into development to create safe and pleasant non-motorized travel conditions [Oct-D.3.6, Oct-D.3.7].
  - h. (WSSP) Visual Quality Policy 4.6, by formulating regulations for the Coors Corridor that control several aspects of development: site design to preserve some degree of bosque and mountain views and other views; signs that enhance development and protect views; building height and massing; lighting that protects the "night sky"; the retention of existing vegetation; and openings in walls to allow access for pedestrians and cyclists. [Jan-D.4.0, Oct-D.3.16 & 4.6, Oct-D.3.12 & Jan-D 4.3, Oct-D.3.15 & Oct-D.4.5, Oct-D.3.2 i), Oct-D.3.3. iv) c., Oct-D.3.9 iii)
  - i. (WSSP) Residential Development Policy 4.6.c, by limiting the size of gated communities and requiring openings in their perimeter walls for pedestrians and cyclists [Oct-D.3.18 i) b.]
  - j. (WSSP) Commercial Development Policy 4.6.h, by limiting the maximum number of parking spaces to 10% above Zoning Code requirements in developments and requiring a multi-modal circulation plan that provides routes to neighboring properties, adjacent streets, and transit service, as well as convenient internal access [Oct-D.3.8, Oct-D.3.2 iii)]
- D. The applicant must demonstrate that the existing zoning is inappropriate because:
- 4. There was an error when the existing zone map pattern was created; or
  - 5. Changed neighborhood or community conditions justify the change; or
  - 6. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

*The changes to the regulations of the 1984 DOZ are justified per D.2.*

*The Coors Corridor has changed since the existing Plan was adopted 30 years ago. Residential population along the Coors Corridor has doubled. Vehicular traffic flows on Coors Blvd. and the Bypass have increased accordingly, fuelled by similar growth across the West Side and northwest of the City, and are forecast to continue increasing significantly over the next 20 years. Coors Blvd. has been widened from four to six lanes within the right-of-way designated in the 1984 Plan. Coors Blvd. and the Bypass have become a critical conduit for travel across the river on six bridges between the West Side and major employment centers. While private motorized transport is the predominant mode of transportation, several bus routes now use this designated Major Transit Corridor and should provide a viable alternative for more commuters in the future. Although much of the adjacent land has been developed for residential and commercial use, some private vacant land remains open for development, and redevelopment will also occur over time. On the other hand, significant areas in the valley have been set aside by the City since 1984 as public Open Space for their natural, agricultural or archaeological value and will not become part of the urban fabric along this principal arterial.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

20. In addition to inter-departmental and agency consultation since 2010, the planning effort for the transportation element and overall Plan update was informed by public participation in the form of four open houses held in 2011 and two in 2013, presentations and discussions with neighborhood, business and commercial development groups, and conversations with individual stakeholders. Over 50 neighborhood associations and coalitions and 5,000 owners of property within and near the 1984 and proposed Plan areas were notified in writing prior to the first EPC hearing in 2014. Three facilitated meetings were held in November/December 2014 with stakeholders, as directed by the EPC at the October 2014 hearing, to discuss and try to resolve some outstanding issues. As of December 2015, over 300 stakeholders are kept updated on the review process via email and directed to the project webpage for further details. Several articles appeared in the City's Neighborhood Newsletter.
21. Comments and suggested changes to the April 2014 EPC draft Coors Corridor Plan and October 2014 Red-Line draft have been received from departments, agencies, neighborhood associations, residents, property- and business-owners. There is both support and opposition to certain transportation and DOZ-related policies, regulations and recommended projects. There is no objection to the proposed Plan area, and support for the Bridge Blvd. -Central Ave. extension.
22. Staff has prepared the January 2015 Green-Line draft Coors Corridor Plan in response to public concerns and agency comments that were outstanding at the October hearing and discussed at the November/December 2014 facilitated meetings. The remaining outstanding issues are considered relatively minor, and can be addressed during the Council review phase by the Council's Land Use, Planning and Zoning Committee and the full Council.

***RECOMMENDED CONDITIONS - #1005238, 14EPC-40032, Amendment to Map of Coors Corridor Plan, and 14EPC-40033, Adoption of Rank 3 Coors Corridor Plan***

1. The revisions in the January 2015 EPC Green-Line (att.) and in the sections of the October 2014 EPC Red-Line draft of the Coors Corridor Plan that were left unchanged serve as recommended conditions of approval. Revisions in the January draft are referenced in this staff report. Revisions in the October draft are cross-referenced to the comments [numbers] in the Matrix dated August 14, 2014, as [E] for EPC suggestions and/or as [S] for staff recommendations.

***RECOMMENDATION – Project #1005238, January 8, 2015***

**A Recommendation of Approval of case 14EPC-40032, to amend the map of the Coors Corridor Plan, and 14EPC-40033, Adoption of Rank 3 Coors Corridor Plan, based on the preceding Recommended Findings and Conditions.**

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***Carol Toffaleti***  
***Senior Planner***

**Notice of Decision cc list:**

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***Attachments***

- A. January 2015 EPC Green-Line, including a cover for the document and revisions to:
- a. Chapter B. How to Use this Plan (Exemptions & Deviations only)
  - b. Chapter C. Traffic Movement, Access Management and Roadway Design (whole chapter)

- c. Chapter D. Design Overlay Zone (View Preservation regulations only)
- B. Comments received since Oct. 2, 2014 hearing
  - a. Agency
  - b. Public
- C. Facilitated Meeting Materials::
  - 1. Nov. 12, 2014, Segment from Bridge Blvd. to St. Josephs, Transportation
  - 2. Nov. 19, 2014, Coors/Montano area (Western Trails/Namaste to Paseo del Norte), Transportation
  - 3. Dec. 2, 2014, Segment on the east side of Coors from Namaste to Alameda, View Preservation and General Design Regulations
- D. EPC Notice of Decision, Oct. 2, 2014