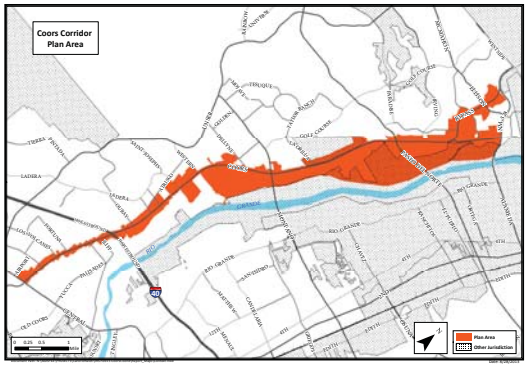
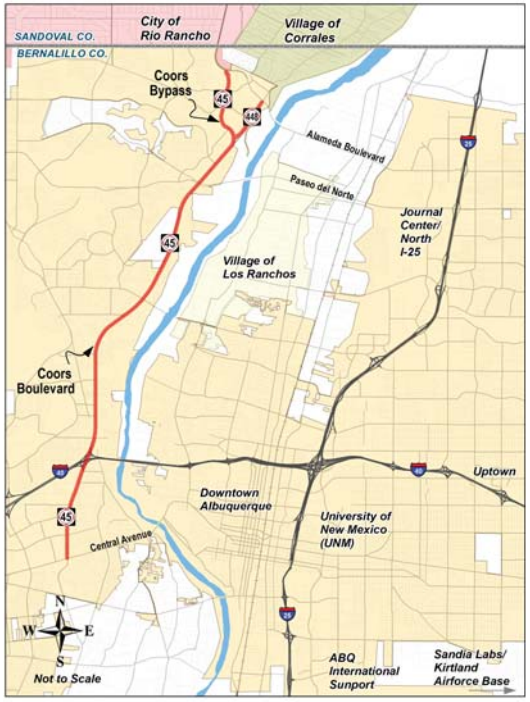
COORS CORRIDOR PLAN

Station # 1: Proposed Plan Area & Sub-Areas

* See separate pdf for larger format of the maps below *



Coors Corridor Plan Area



Coors Corridor and its Regional Context

The Coors Corridor Plan area is 10-miles long and extends from Central Avenue on the south to Alameda Blvd. on the north.

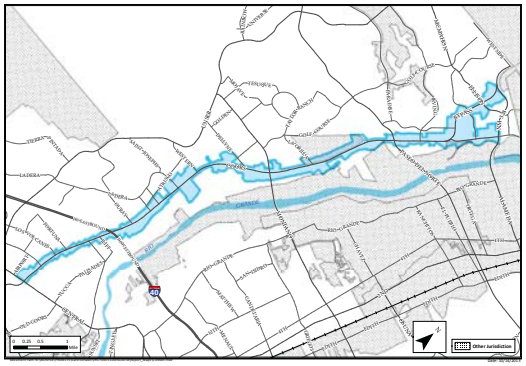
In the north, the corridor splits into two branches: Coors Bypass (the continuation of NM 45) and Coors Blvd. (NM 448).

The plan area is divided into three regulatory sub-areas:

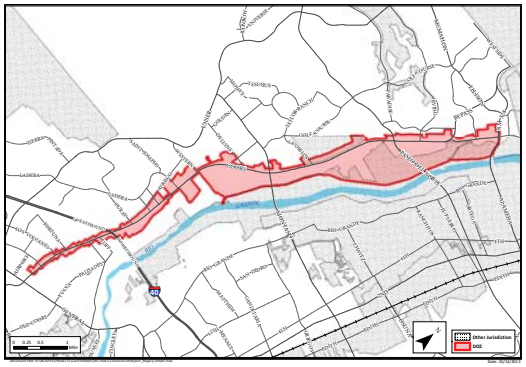
- The **Transportation** (T) sub-area follows the entire length of Coors Blvd. and Coors Bypass and encompasses properties that adjoin or have direct access to the Roadways. This is where the transportation policies and recommendations apply.
- The **Design Overlay Zone** (DOZ) sub-area follows Coors Blvd. only, beginning just north of Central Ave. This is where the general development regulations apply.
- The **View Preservation** (VP) sub-area extends north-south 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 to some degree.

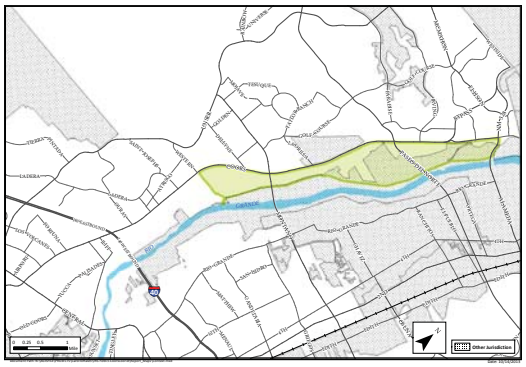
Transportation Regulatory Sub-Area



Design Overlay Zone Regulatory Sub-Area



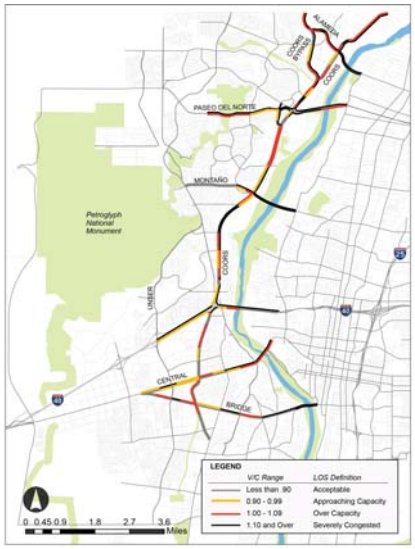
View Preservation Regulatory Sub-Area



COORS CORRIDOR PLAN

Station # 2: Plan Goals

* See separate pdf for larger format of the map below *



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

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.

Introduction

Coors Blvd./Bypass serves as the primary north-south thoroughfare on the city's West Side. Within the plan area, it intersects five 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 transportation to preserve this critical function in the face of worsening traffic congestion.

However the Plan also has other important aims:

- protecting the corridor's scenic resources and
- encouraging development to better serve residents of the West Side.

Improve conditions for all modes of travel

Protect scenic resources

Encourage development

The Plan strikes a balance among these three potentially competing aims.

Important Notice: The policies and recommendations in the Plan that relate to the state highways within the Plan area are advisory, since NMDOT has control over the rights-of-way. The following plan goals are excerpts from the Working Draft.

Plan Goals

Traffic Movement, Access Management, and Roadway Design

1. Preserve the function and traffic performance of Coors Blvd./Bypass, as this north-south arterial is critical to regional mobility.
2. Design and manage Coors Blvd./Bypass as a multi-modal facility to optimize its traffic- and person-carrying capacity.
3. Provide reasonable access for properties adjacent to Coors Blvd./Bypass, while maintaining Rd. safety and performance.
4. Design streetscape improvements in the public ROW of Coors Blvd./Bypass to enhance all users' experience of the corridor.

Environmental and Recreational Resources

1. Protect the natural and rural features of the Plan area, including arroyos, ditches and riparian vegetation.
2. Help complete a system of multi-use trails across the corridor that connect the bosque with the West Mesa.
3. Provide public access to existing trails and Open Space areas within and adjoining the Plan area.

Urban Design

1. Integrate natural features and scenic qualities of the Coors corridor into site and building design to achieve a balance between development and conservation.
2. Design development to reflect the natural topography of the site.
3. Protect and enhance views of the Sandia Mountains and the bosque from Coors Blvd.
4. Encourage higher density development at appropriate locations along the corridor, including in Activity Centers, in order to support transit use.
5. Connect developments with the multi-use trail system to support local trips by non-motorized modes.

City Policy Framework

The Coors Corridor Plan is the City's most detailed planning and regulatory document for addressing and guiding future transportation and urban development within this important corridor.

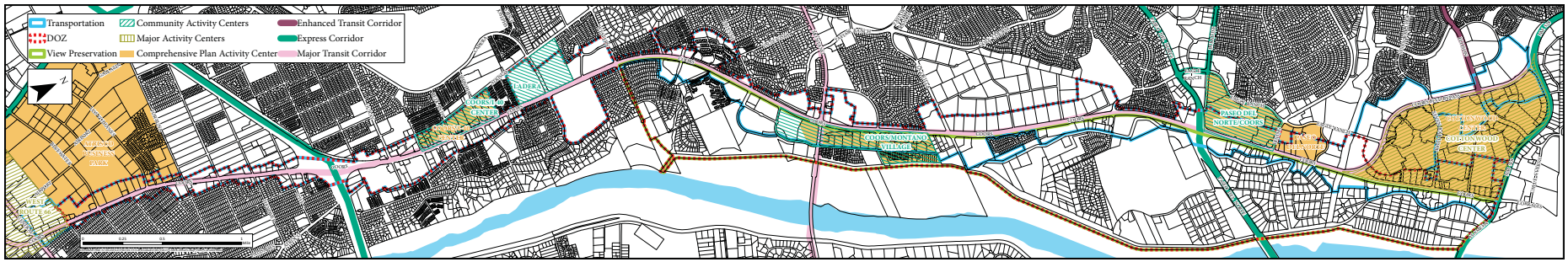
This Rank 3 Plan is consistent with higher-ranked City plans. For example, the Rank 1 Albuquerque/Bernalillo County Comprehensive Plan calls for a network of Activity Centers linked by Transportation Corridors to guide future development and redevelopment across the metropolitan area.

The Coors Corridor Plan Area includes part or all of the following:

- *Major Activity Centers*: West Route 66, Cottonwood Mall
- *Community Activity Centers*: Coors/I-40, Ladera, Coors/Montano, Coors/Paseo del Norte
- *Major Transit Corridor*: Coors Blvd./Bypass (NM45)

The Coors Corridor also intersects several other designated Transportation Corridors.

* See separate pdf for larger format of the map below *



COORS CORRIDOR PLAN

Station # 3a: Transportation Policies

Important Notice: The policies and recommendations in the Plan that relate to the state highways within the Plan area are advisory, since NMDOT has control over the rights-of-way. The following are excerpts from the Working Draft.

Coors Blvd. and Coors Bypass are currently part of the state highway system under the jurisdiction of the New Mexico Department of Transportation (NMDOT). A 2-year transportation study to update the transportation element of the Coors Corridor Plan was completed in 2012. The NMDOT participated in the interagency steering committee that provided input throughout the study.

1.0 Multi-Modal Strategy for Corridor

Coors Blvd. 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, they shall be designed as multi-modal facilities that include:

- 1.1 Highway Component
- 1.2 Transit Component
- 1.3 Pedestrian and Bicycle Component

2.0 Highway Component

The primary function of Coors Blvd. 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:

- 2.1 **Coors Blvd./Coors Bypass (NM45)**: No more than six general purpose traffic lanes (three northbound and three southbound) plus the appropriate auxiliary lanes to facilitate turning movements at intersections and other access points.
- 2.2 **Coors Blvd. from Coors Bypass to Alameda Blvd. (NM448)**: Four general purpose traffic lanes (two northbound and two southbound) plus the appropriate auxiliary lanes to facilitate turning movements at intersections and other access points.

[See Station #5 for figures of Typical Sections]

3.0 Transit Component

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

- 3.1 Adding dedicated transit lanes with strategically located bus stations.
- 3.2 Adding park-and-ride lots within the Coors Corridor.
- 3.3 Maintaining accommodations for curbside local bus service, including shelters for all bus stops.

4.0 Pedestrian and Bicycle Component

- 4.1 Continuous sidewalks shall be implemented along Coors Blvd. and Coors Bypass to provide pedestrians a safe place to walk and to facilitate pedestrian access to local and premium transit systems.
- 4.2 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.
- 4.3 Connections of sidewalks and multi-use trails to the neighborhoods, businesses, and institutions adjoining Coors Blvd. and Coors Bypass shall be provided to improve connectivity between the corridor and these land uses.
- 4.4 On-street bicycle travel shall be accommodated in the Coors Corridor.
- 4.5 Pedestrian crossings of Coors Blvd. and Coors Bypass should be designated at major intersections, at pedestrian/bicycle grade-separations, and as needed to access BRT stations.

Coors Corridor Transportation Study (an "Alternatives Analysis"):

Traffic projections for 2035 indicate continued and significant traffic growth on this route. The study analyzed several potential treatments for the Coors Corridor. 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 Blvd. with river crossing routes.

- Analysis also showed that reducing the existing capacity of Coors Blvd. 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 Blvd. and Coors Bypass, such as to ten or more general purpose lanes or converting it to an expressway, would not be beneficial. They would require extensive acquisition of rights-of-way and capital expenditures and would negatively impact 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, bottlenecks at these key intersections would negate the benefits of added capacity along the Corridor.

The study concluded that 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.

Premium Transit – Refers to Bus Rapid Transit (BRT), which provides a higher standard of service for speed and reliability than conventional local bus service.

Typical Characteristics of a BRT System:

- Bus vehicles provide level boarding platforms to help facilitate passenger entry.
- Stations typically include seating, lighting, and shelters for rider comfort.
- Real-time information for bus arrival times and schedules can be displayed, and passengers can purchase their fare in advance.
- Dedicated lanes can be curbside or within the street median.
- Branding is used to differentiate the BRT system from the local bus system.

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

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

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

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

5.0 Major Intersections

- 5.1 The distance between signalized major intersections on Coors Blvd. 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.
- 5.2 New signalized intersections along the Coors Corridor 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 Blvd. and Coors Bypass as principal arterial streets.
- 5.3 Additional grade-separated Roadways and interchanges may be considered for the following locations where existing and expected congestion is highest:
  - 5.3.1 Montaño Rd.
  - 5.3.2 Paseo del Norte (NM423)
  - 5.3.3 Northbound Coors Blvd. from Quail Rd. through Sequoia Rd.

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

  [See Conceptual Plans at Station #4]

6.0 Minor Intersections and Median Openings

Coors Blvd./Bypass (NM45) is designated a limited-access arterial, and, along with Coors Blvd. (NM448), carries high traffic volumes and serves multiple travel modes. Minor intersections and median openings and must be managed to preserve the quality and safety of traffic flow by reducing the number of conflict points along the corridor.

- 6.1 Unsignalized Minor Intersections
  - 6.1.1 New direct access to Coors Blvd. and Coors Bypass may be considered only when access is not available from the established street network.
  - 6.1.2 New full-access minor intersections shall be located a minimum of one-quarter mile from a major signalized intersection.
  - 6.1.3 New partial-access minor intersections shall meet a minimum distance from adjacent major intersections, based on the posted speed on Coors Blvd. and Coors Bypass.
- 6.2 Median Openings
  - 6.2.1 All median openings associated with public and private streets and other access points shall comply with the following requirements.
    - 6.2.1.1 The spacing between channelized median openings should allow for the proper design of left-turn lanes.
    - 6.2.1.2 Full left-turn access may be restricted at some locations due to safety or operational concerns.
  - 6.2.2 If BRT is designed to be in the median, closures of median openings between major signalized intersections will be required, and the median design requirements will be adjusted.

COORS CORRIDOR PLAN

Station # 3b: Transportation Policies (cont'd)

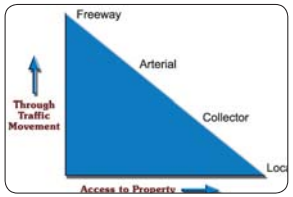
7.0 Access Management

Access management balances the need to provide safe and efficient traffic movement with the need to provide reasonable access to adjoining properties. 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.

- 7.1 Access to specific properties shall be managed along Coors Blvd. and Coors Bypass (NM45). Access along Coors Bypass (NM448) should remain as it exists as of 2013.
- 7.2 Driveways
  - 7.2.1 Direct driveway access to Coors Blvd. or Coors Bypass may be considered only when functional access to other adjacent roadway facilities is not available. Alternatives may involve sharing access at a driveway or taking access from an adjacent public or private minor street.
  - 7.2.2 Access Spacing
    - 7.2.2.1 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.
    - 7.2.2.2 Where existing driveway locations preclude access spacing based on the above requirements, new driveways should be located to minimize conflicts with existing access points.
  - 7.2.3 Driveways shall be designed to provide for the safe movement of all right-of-way users.
- 7.3 New Connector Streets parallel to Coors Blvd. should be designed and constructed where feasible to enhance local circulation, to reduce dependence on Coors Blvd., and to direct traffic to major signalized intersections.

8.0 Right-of-Way

Adequate right-of-way is needed to implement the highway, transit, and bicycle and pedestrian facilities within the Coors Corridor. A pro-active strategy should be in place to obtain additional right-of-way as new development or redevelopment occurs, to ensure that new construction does not hinder the ability to implement an improved multimodal facility over time. The existing right-of-way along Coors Blvd. from Coors Bypass to Alameda Blvd. (i.e. NM448) is sufficient. 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 Blvd. and Coors Bypass exceeds the 156-foot standard for principal arterials (160-225 feet per the typical sections). Additional right-of-way will typically be needed at major intersections.



Graphic illustrating the relationship between property access and mobility by street type.

Example of a full-access median opening

Example of a partial-access median opening

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

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

9.0 Streetscape Design

- 9.1 Streetscape improvements shall be implemented to improve the visual character and to enhance the walkability and overall pedestrian experience along Coors Blvd. and Coors Bypass. These improvements shall include plantings within raised medians and roadside landscape strips and in the areas along any multi-use trails.
- 9.2 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.

10.0 Public Viewsites

- 10.1 Public viewsites shall be provided at appropriate locations along Coors Blvd. north of Western Trail/Namaste Rd.
- 10.2 Viewsites should be sited to avoid conflicts with higher density development associated with major transit stations and Major and Community Activity Centers.
- 10.3 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.

11.0 Traffic Noise

- 11.1 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.
- 11.2 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.
- 11.3 The analysis of noise walls shall also consider and balance the preservation of scenic views.

COORS CORRIDOR PLAN

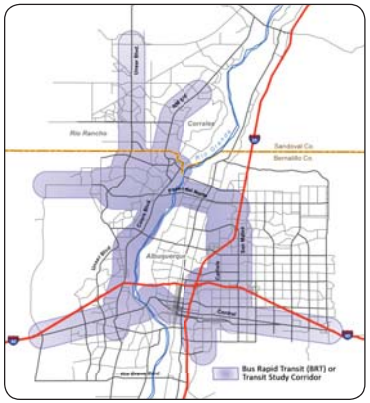
Station # 4: Public Projects

* See separate pdf for larger format of the diagrams below *

1. **Intelligent Transportation Systems (ITS)**
   Coors Boulevard and Coors Bypass are designated ITS corridors in the Albuquerque Metropolitan Planning Area, and additional ITS applications should be deployed in the corridor as part of the larger ITS system for the metropolitan area. ITS involve strategic placement of advanced sensors and dynamic message boards on the roadside to facilitate management of traffic congestion that is recurring, such as commute traffic, or related to non-recurring incidents, such as accidents.

2. **Bus Rapid Transit**
   ABQ RIDE and Rio Metro Regional Transit District (RMRTD) have identified a potential BRT system plan for the Albuquerque region with several BRT corridors (see map). The planned system provides improved mobility between suburban neighborhoods and the major employment and higher education centers within Albuquerque and Rio Rancho. Coors Corridor is an important part of this BRT system plan. 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 RMRTD to provide the necessary capital and buses to serve the corridor.

* See separate pdf for larger format of this map*



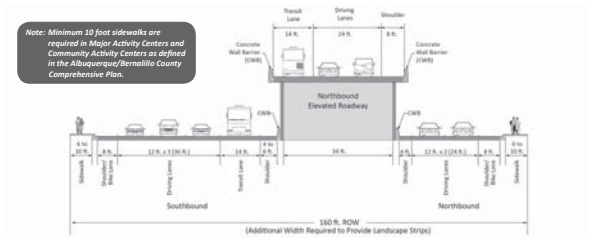
Major High Capacity Transit Corridors (2012)

* See separate pdf for larger format of the map below*

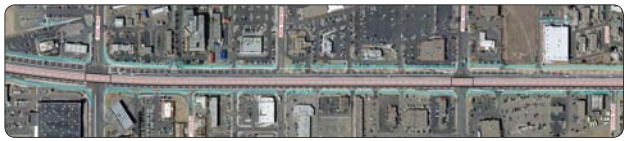
3. **Grade-separated Roadways and Interchanges**
   a. *Montaño Rd.*: A single-point diamond interchange with Coors Blvd. as the continuous roadway would improve traffic operations.
   b. *Paseo del Norte (NM423)*: This interchange is expected to change because of existing and forecast congestion and to accommodate multimodal 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 Blvd. through the intersection.
   c. *Northbound Coors Blvd. from Quail Rd. through Sequoia Rd.*: Congestion on northbound Coors Blvd. 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.

Conceptual Single-point Diamond Interchange at Montaño Road

Conceptual New Flyover Ramp at Paseo del Norte



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



Conceptual Grade-Separated, Elevated Roadway from Quail Road through Sequoia Road

4. **Public Viewsites**
   a. 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 projects are initiated that create new sidewalks and multi-use trails, or improve existing ones, public viewsites shall be considered by the lead department or agency with input from the City Planning Department.
   b. There are also parcels of publicly owned land in the Corridor where public viewsites shall be considered. The identification and planning process will include City Parks/Open Space, Planning and/or other City departments and agencies as appropriate. Possible sites include:
      i. The west side of Coors near Western Trail
      ii. Near Eagle Ranch Rd.
      iii. Across from Montaño Plaza
      iv. The bosque site near Coors and Montaño

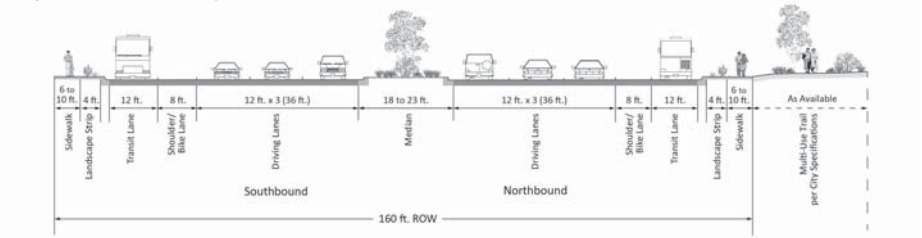
5. **Multi-Use Trail Network**
   [**Note**: This section of the plan is pending further consultation with the City Planning, Parks and Municipal Development Departments to ensure that recommendations in the Coors Corridor Plan are consistent with the City'sTrails & Bikeways Facility Plan, which is being updated. In addition, the Plan will recommend that grade-separated roadways and interchanges (see 3 above) incorporate connections and other appropriate improvements to the multi-use trail network, such as at Paseo del Norte.]

COORS CORRIDOR PLAN

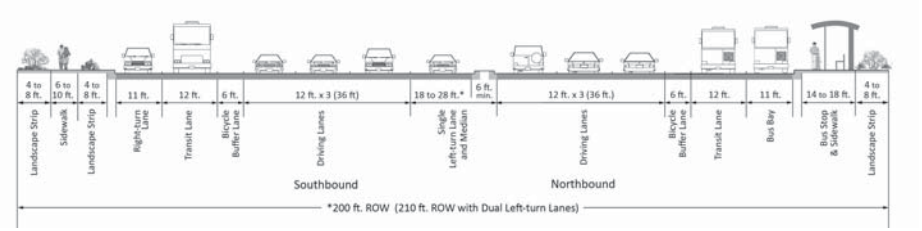
Station # 5: Typical Sections for Coors Blvd. & Coors Bypass

* See separate pdf for larger format of the diagrams below *

COORS BOULEVARD/COORS BYPASS (NM45):
6 Driving Lanes + Curbside Bus Rapid Transit



A. Mid-Block Section

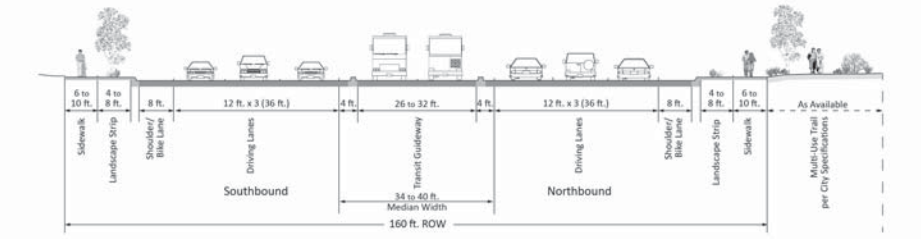


B. Section at Intersection with curbside BRT Station

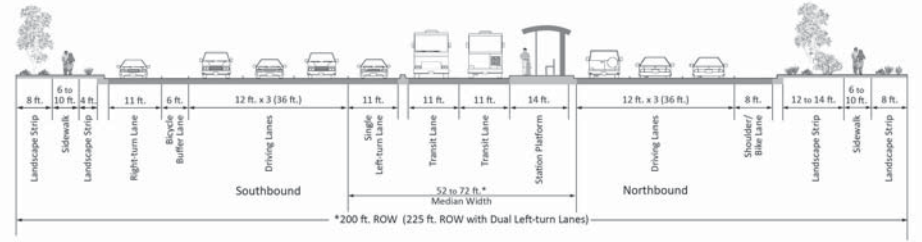
Note: *Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan. A minimum 10 foot wide multi-use trail within a landscaped corridor may substitute for a sidewalk.*

Example 6-Lane Typical Sections with CURBSIDE Bus/BRT Lanes for COORS BOULEVARD/COORS BYPASS (NM45)

COORS BOULEVARD/COORS BYPASS (NM45):
6 Driving Lanes + Median Bus Rapid Transit



A. Mid-Block Section

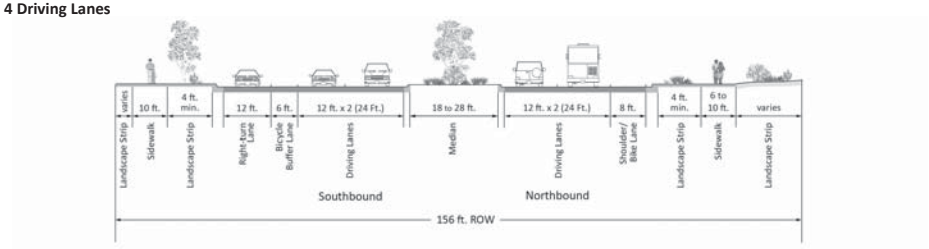


B. Section at Intersection with Curbside BRT Station

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

Example 6-Lane Typical Sections with MEDIAN BRT Lanes for COORS BOULEVARD/COORS BYPASS (NM45)

COORS BOULEVARD (NM448):
4 Driving Lanes



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

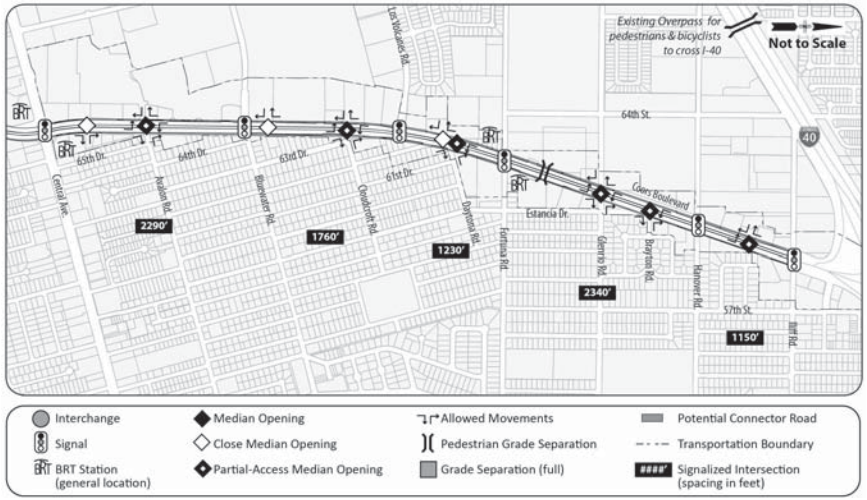
Example 4-Lane Typical Section for COORS BOULEVARD from Coors Bypass to Alameda Boulevard (NM448)

COORS CORRIDOR PLAN

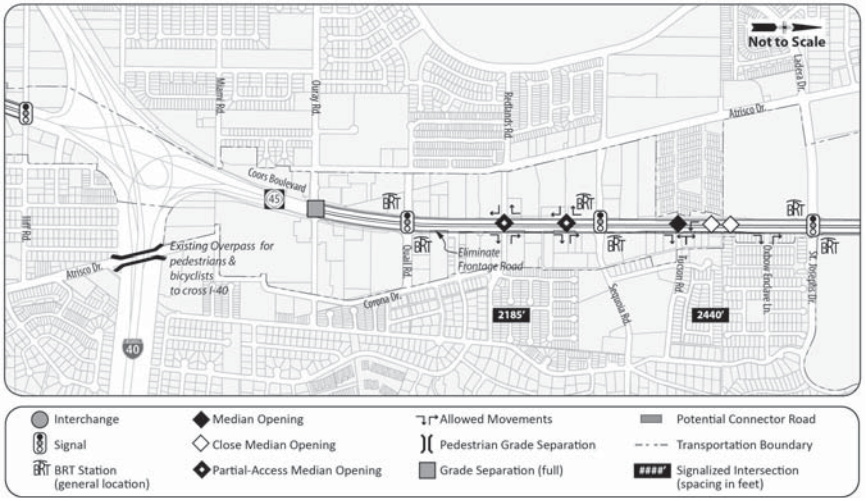
Station # 6a: Transportation Recommendations per Segment

(Central Ave. to La Orilla Rd.)

* See separate pdf for larger format of the diagrams below *

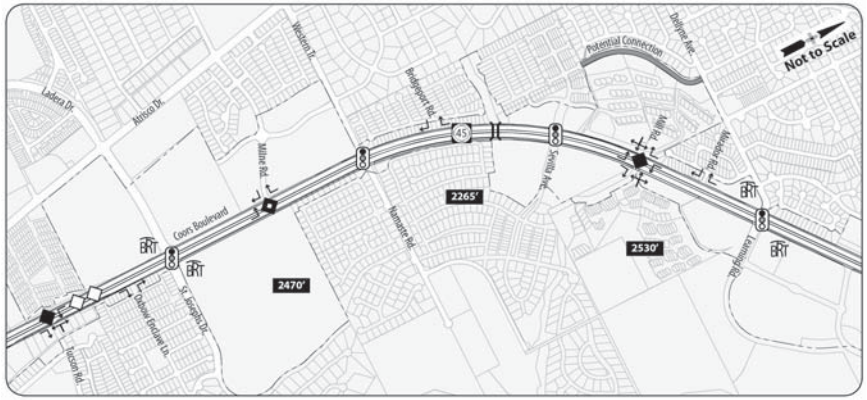


Central Avenue to I-40

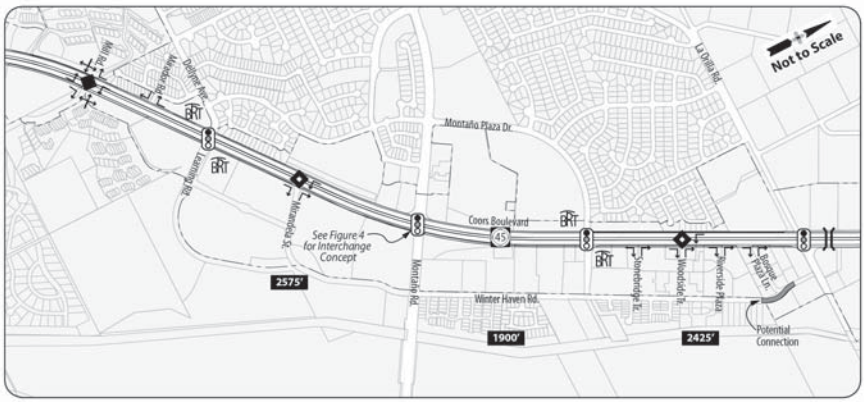


Note: On northbound Coors Boulevard, a grade-separated, elevated roadway from Quail Road to St. Josephs Drive should be considered in future transportation planning efforts [See Figures C-9 and C-10].

I-40 to St. Josephs Drive



St. Josephs Drive to Dellyne Avenue / Learning Road



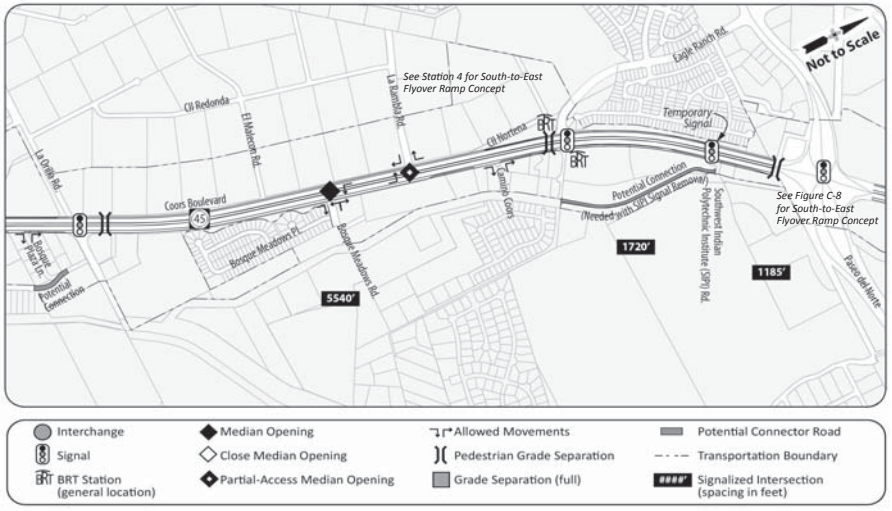
Dellyne Avenue / Learning Road to La Orilla Road

COORS CORRIDOR PLAN

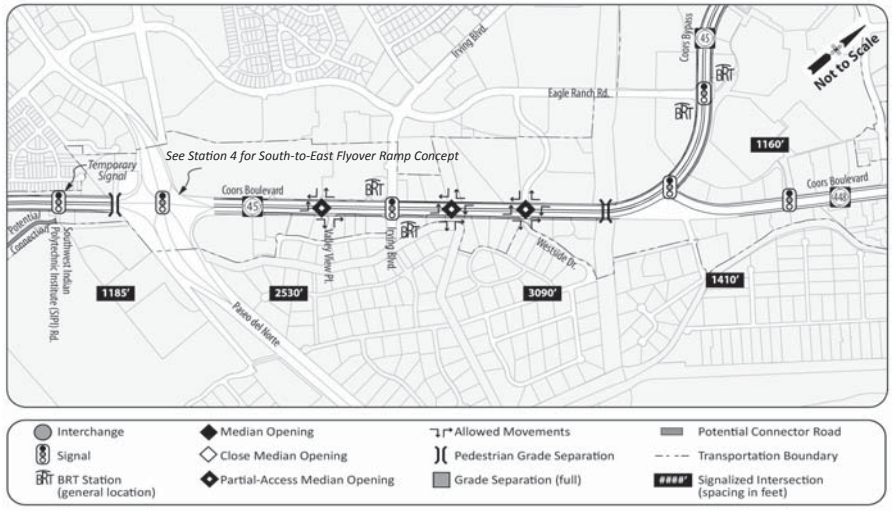
Station # 6b: Transportation Recommendations per Segment

(La Orilla Rd. to Alameda Blvd., including Coors Bypass)

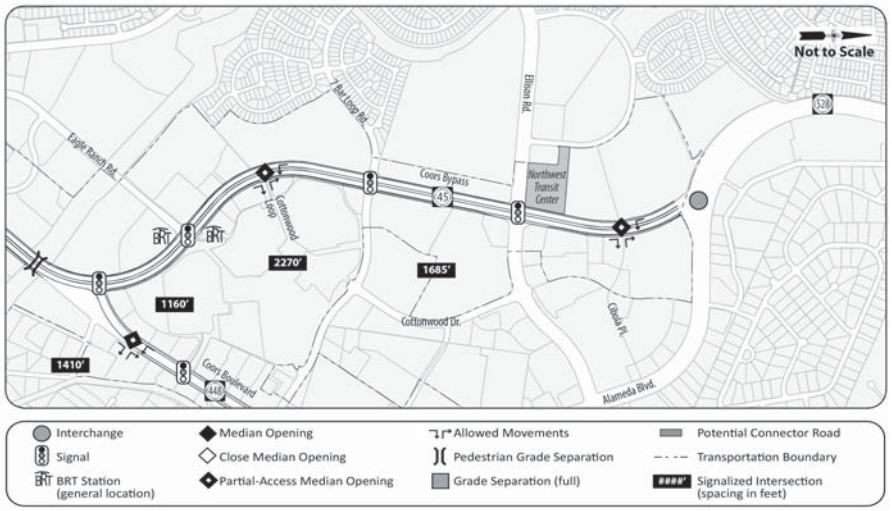
* See separate pdf for larger format of the diagrams below *



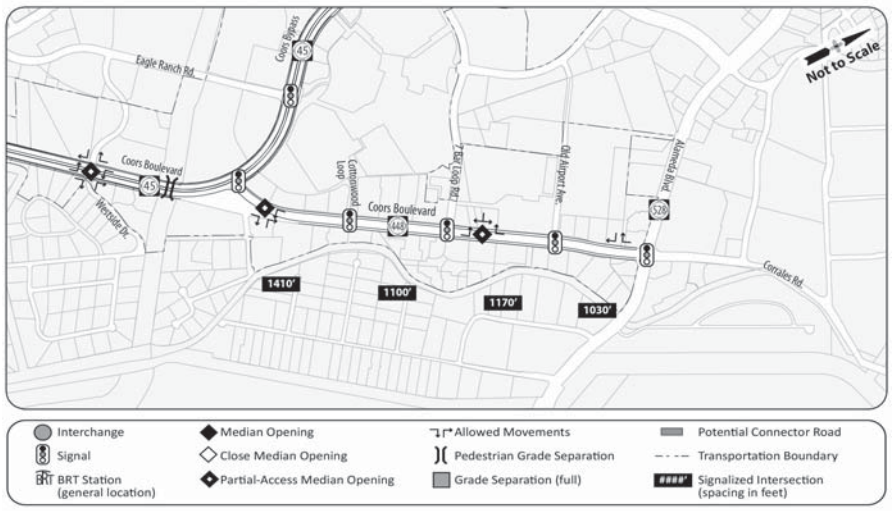
La Orilla Road to Paseo del Norte



Paseo del Norte to Coors Bypass



Coors Bypass (NM45) from Coors Boulevard to Alameda Boulevard



Coors Boulevard (NM448) from Coors Bypass to Alameda Boulevard

COORS CORRIDOR PLAN

Station # 7a: Design Overlay Zone (General Regulations)

Important Notice: The Plan does not change underlying zoning and land uses, nor entitlements (approved site development plans, building permits).

Applicability: Where a DOZ regulation conflicts with the Zoning Code, the DOZ regulations prevails. Where the DOZ is silent, other applicable regulations govern.

Review and Approval: Per standard procedure based on zoning of property, except that development proposals not subject to review by the Environmental Planning Commission shall be reviewed by the Planning Director or his/her designee for compliance with the DOZ.

The following excerpts from the Working Draft highlight the significant and new regulations in the Plan.

1. Site Design

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

b. Buildings shall have their primary entrances on internal or secondary streets rather than Coors Blvd. in the following areas, to help create a destination and sense of place:
   i. on shopping center sites
   ii. in mixed-use developments on premises containing 5 or more acres
   iii. in designated activity centers

2. Landscape Buffers / Setbacks

a. Coors Blvd.
   i. Minimum width:
      1. south of Western Trail or Namaste Rd.: 15 ft. from the right-of-way (ROW).
      2. north of Western Trail or Namaste Rd.: 35 ft. from the ROW. Minimum width may be reduced to accommodate turn lane to access development, but shall be no less than 15 ft.
   ii. Solid walls, other than retaining walls, and solid fences are not allowed within the landscape buffer on Coors Blvd.

b. Arroyos, Canals, Ditches & Drains
   i. AMAFCA facilities: 20 ft. from the lee line.
   ii. MRGCD facilities: 5 ft. from the MRGCD property or easement line, or 20 ft. from the toe of the facility where neither such line exists.
   iii. Corrales Riverside Drain: 100 ft. from the drain ROW or the Rio Grande State Park/Open Space boundary, whichever is closer.

c. Petroglyph National Monument or Public Open Space west of the Corrales Riverside Drain: 25 ft. in addition to any street located between the public land and the site.

d. Setbacks on streets other than Coors Blvd. are per the underlying zoning.

NOTE: See Map Below

3. Lighting

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

a. 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.

b. All outdoor lighting fixtures mounted on structures shall be mounted at a height no more than 16-ft. above finished grade, except as required by Federal or State regulations.

c. 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.

4. Multi-Use Trail Network

a. Trail segments that meet the following criteria shall be provided as part of a development in order to fill gaps in the network:
   i. 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 Facility Plan for Arroyos) and
   ii. are located within or adjoining the boundary of the development site.

b. Connections from a site to a designated trail on adjacent property shall be provided where feasible and at a minimum interval of 300 ft.

5. Off-Street Parking

a. Per the off-street parking regulations in the Zoning Code, with the following additions:
   i. The maximum number of car parking spaces shall be 110% of the minimum number required by the Zoning Code.
   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 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.

6. Landscaping

The total landscaped area required for each development shall equal not less than 20% of the net lot area as defined in the Zoning Code. Landscape buffers count toward the total landscaped area.

7. Grading and Drainage

a. Grading permits for development shall only be issued concurrently with the respective building permits.

b. Contour grading and terracing are encouraged.

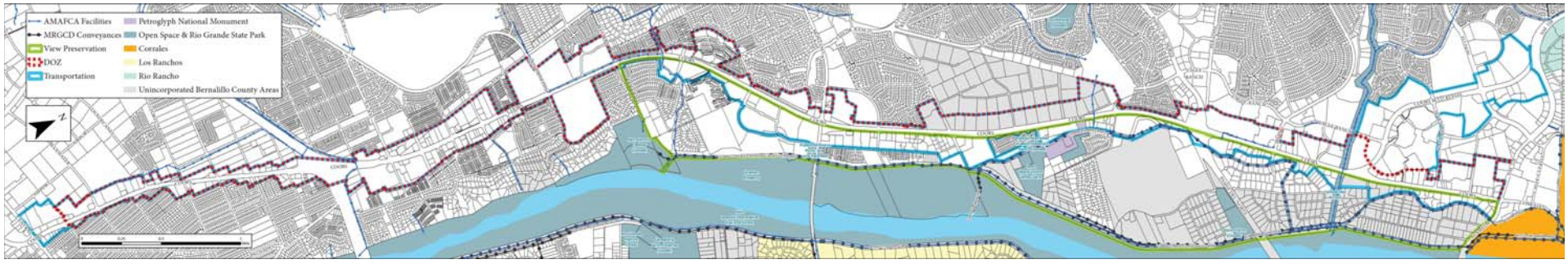
8. Structure Height

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

a. View Preservation regulations of the Plan apply to properties within the View Preservation sub-area.

b. In zones where height is limited by a 45 degree and 60 degree angle plane, the angle plane for properties adjoining the Coors Blvd. shall be measured from the property line rather than the centerline of the right-of-way.

* See separate pdf for larger format of the map below*



COORS CORRIDOR PLAN

Station # 7b: Design Overlay Zone

General Regulations (*Cont'd*)

9. Signage

Per the underlying zoning and applicable regulations of the Zoning Code with the following exceptions:

a. Type and Location
   i. 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 larger than 12 acres shall be allowed a second free-standing sign on each street frontage longer than 1,500 ft.
   ii. All freestanding signs shall be monument signs.
   iii. Building-mounted signs shall not extend above the roof line of the main part of the building. The following are exempt:
      1. One sign on a premises or an area that is governed by a site development plan, if it is adjacent to a new elevated segment of Coors Blvd. (post Plan adoption), and meets all the following criteria:
         a. the site is not located in the View Preservation sub-area.
         b. the street frontage is at least 100 ft long;
         c. the sign shall be located within 85 ft. of the nearest edge of the elevated segment;
         d. the sign shall face, or be oriented within a 45° angle to, the elevated segment; and
         e. the sign height shall not exceed the grade of the elevated segment by more than 12 ft.

b. Size
   i. The area for each sign face of a freestanding or projecting sign shall be limited to 75 sq. ft.
   ii. Total sign area of building-mounted signs other than projecting signs is limited to 6% of each façade area.
   iii. Individual letters are limited to a height of 3 ft. maximum.
   iv. Logos are limited to a height and width of 3 ft. maximum.

c. Prohibited Signs
   i. Off-premise signs
   ii. Electronic signs

10. Drive-up service windows

Developments with drive-up service window uses shall be designed to mitigate the impacts of traffic, noise and lights on adjacent public and residential areas, as follows:

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

11. Phased development

The intent of the following regulations 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:

a. 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. Contact the City Hydrologist and the City Environmental Health Department for specific requirements.
b. The first phase of development shall at minimum include improvements to any existing public right(s)-of-way on the perimeter of the entire site, such as required sidewalks and multi-use trails, and the planting of associated street trees.
c. Public or usable open space, including aggregate space, shall be implemented with each phase.

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, major transit stops (such as Rapid Ride and BRT stops), spaces for outdoor seating or vending, plazas, parks and Open Space visitor facilities (such as the Open Space Visitor Center and Montaño access).

COORS CORRIDOR PLAN

Station # 8: Design Overlay Zone (View Preservation Regulations)

Intent

The area north of Western Trail/Namaste and east of Coors Blvd. has a highly scenic natural setting, 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 View Preservation regulations aim to maintain the visibility of a critical portion of this setting in the long-term, for the benefit of the many people who travel up and down the Coors Corridor, including residents, commuters and visitors. The regulations are based on views from the east edge of Coors Blvd. looking to the northeast for practical and substantive reasons.

Height and Mass of Structures

1. On sites south of Paseo del Norte:
   a. 50% of the height and up to 30% of the width of visible structures may penetrate the view plane halfway between the bottom and top of the view frame(s).
   b. No structure, including architectural element and rooftop equipment associated with a structure, may extend above the top of the view frame(s).
2. On sites north of Paseo del Norte:
   a. Structures shall comply with 1.a & b above
   or
   b. Structures shall provide a view window (or windows) of a minimum width according to the acreage of the site as follows:

Acreage	View Window(s)
<3 acres	40 ft, or 40% of 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.
Over 12 acres	175 ft.

   i. On sites where more than one view window is provided, the minimum width of each view window shall be 40 ft.
   ii. 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.
   iii. Outside the view windows, structures shall be designed to minimize penetration of the view plane and no structure, including architectural element and rooftop equipment associated with a structure, may extend above the top of the view frame(s).

Application Requirements: A view analysis in plan, elevation (incl. photo simulation) and section formats.

Definitions:

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

- *Sites 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 exceeding 5 acres* - the point at the south corner of the site; and points at 660 ft intervals along the property line, excluding the north corner of the site.

*[**Note**: 660 ft = the distance travelled in 10 seconds at 45 mph, i.e. the higher speed limit on Coors Blvd. within the VP sub-area; = 1/8 mile, a distance commonly used in the Zoning Code; = approx. distance between viewpoints used in the 1984 plan and in the 2008 View Analysis.]*

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

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

The bottom of the view frame corresponds to the grade of the east edge of Coors Blvd. The crest of the Sandia Mountains forms the top of the view frame. The left and right edges of the view frame are created by vertical extensions from the sightlines for the site.

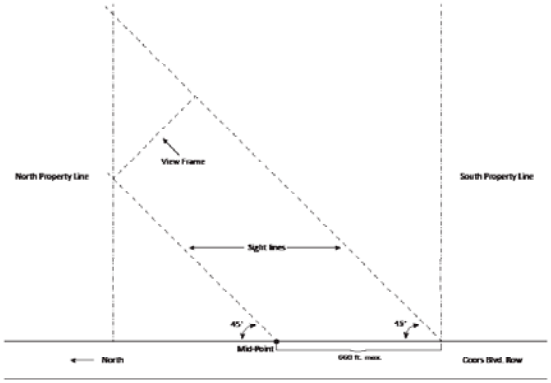
View Area. Consists of one or more view frames for each site, depending on the size of the site.

View Planes. Two types are referenced in this section:

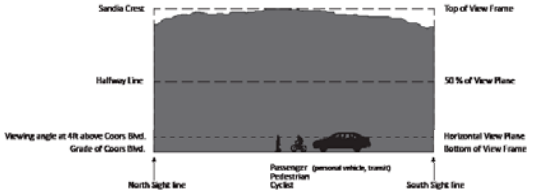
a. A horizontal plane established at 4 ft. above the east edge of the pavement of Coors Blvd. that begins at the edge of the Coors ROW and extends to the eastern boundary of the View Preservation sub-area. This establishes the viewing angle toward the Sandia Crest.
b. A second plane is established above the horizontal plane that marks the half-way line between the top (Sandia Crest) and bottom (grade of Coors) of each view frame, i.e. 50% of the view frame is above the line and 50% is below it.

View Window. Consists of a narrow portion of a view frame that provides an unobstructed view of the Sandia Mountains, and provides a view of the bosque to the extent possible.

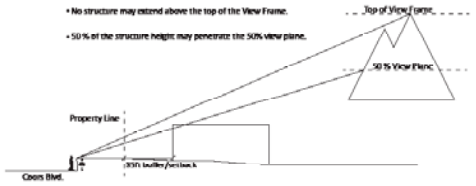
* See separate pdf for larger format of the diagrams below *



View Frame - Plan Format (Note: View window is portion of view frame)



View Frame - Elevation Format (Note: View window is portion of view frame)



View Analysis - Section Format (Note: For illustrative purposes only. Not to scale.)