

**#1005238 COORS CORRIDOR PLAN**

COMMENTS INCLUDED IN MATRIX

**From:** [Andrew Abeyta](#)  
**To:** [Toffaleti, Carol G.](#)  
**Subject:** Coors Corridor Plan  
**Date:** Thursday, June 26, 2014 12:03:57 PM

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Please accept my comment regarding the upcoming Coors Corridor Plan.

My home is located in the Bosque Montano sub-division on Yippee Calle Ct close to Winter Haven and Montano street near Coors Blvd. My concern is the proposed extension of Winter Haven where currently it dead ends north of Montano. The proposed extension will add to the increasingly amount of traffic, speed, and noise that occurs already. Also, with the proposed extension, the long stretch of Winter Haven will surely encourage more speeders. I would prefer that Winter Haven remain as is. However, some speed "bumps" or "humps" on Winter Haven now would be nice. At times, my house rattles when a semi-truck passes down Winter Haven.

If possible, please keep me up to date on the current proposal. Thank you for your time.

Andrew Abeyta  
3619 Yippee Calle Ct. NW  
aabeyta1627@yahoo.com

**From:** [Carruthers, Madeline M.](#)  
**To:** [Toffaletti, Carol G.](#)  
**Subject:** FW: citizen comment for EPC hearing regarding Coor's Blvd. planning meeting  
**Date:** Tuesday, June 03, 2014 8:22:52 AM

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Sorry Carol - I was out yesterday and just getting to this now.

Madeline

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**From:** Susan Brewster [mailto:[susancbrewster@yahoo.com](mailto:susancbrewster@yahoo.com)]  
**Sent:** Sunday, June 01, 2014 1:03 PM  
**To:** Carruthers, Madeline M.  
**Subject:** citizen comment for EPC hearing regarding Coor's Blvd. planning meeting

Dear Chairwoman Carruthers:

I am a Taylor Ranch resident who bicycles and buses for transportation around the Westside. My husband also commutes by bicycle and was hit from behind recently by a car. Fortunately, he recovered from his injuries. We all benefit when people choose to ride their bike instead of driving. I believe Albuquerque can separate itself out as the bicycle-for-transportation mecca of this country if we plan for that; therefore, I have a few suggestions regarding the Coors Blvd. 20 year planning process.

Generally, in planning each roadway design I hope the planners put bicyclists' safety as a top priority. I am concerned that the current plan jeopardizes bicyclists' safety and dissuade bicyclists from using the new infrastructure. Statistics gathered by American League of Bicyclists from National Highway Transportation Safety Administration indicate that 726 bicycles were killed by automobiles in 2012. 40 % of those were hit from behind.

More specifically, when a bike lane exists on a major thoroughfare, like Coors, a bicyclist should never be forced to ride for very far between a bus and a car, even with a stripped buffer zone. That greatly increases the likelihood that the cyclist will be hit from behind or side by the bus or car. Other cities have demonstrated that far more bicyclists utilize lanes where they are separated from traffic by an actual barrier, like a landscaping strip, as opposed to just a painted barrier. Bicycle lanes can be placed next to walking paths without danger to pedestrians and the whole section be separated from traffic with a landscaped strip, for example. Other cities in U.S. and Europe have much experience with these designs (especially where bus intersections occur) and could offer workable/safer alternatives to the current plan for Coors which seems to use only stripping as buffers.

Thank you for your consideration,

Susan Brewster

**From:** [Stephen D. Clark](#)  
**To:** [Toffaleti, Carol G.](#)  
**Subject:** Fwd: Proposed thru-way of Winterhaven => Orilla in Coors Corridor Revision Plan  
**Date:** Wednesday, June 04, 2014 12:54:07 PM

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Hi Carol,  
Hope this is your correct e-address...  
Thanks! Steve Clark

----- Original Message -----

Subject: Proposed thru-way of Winterhaven => Orilla in Coors Corridor  
Revision Plan  
Date: 2014-06-04 12:05  
From: "Stephen D. Clark" <happydoo@sonic.net>  
To: catoffoleti@abq.com

Dear Carol:

My name is Steve and I have lived on the corner of Nolina Ct NW and Winterhaven (in Las Casitas Del Rio) for 6 1/2 years. I'm very concerned about the impact of the proposal to make Winterhaven a through road to Bosque Plaza and Orilla, at the request of a dentist who wants more road access to his office.

Here are my concerns:

1) Re: the dentist's request for more access to his business, which as I understand it will be at the

northern end of Riverside Plaza:

a) I believe there are already multiple access roads within 1/4 mile of this area.

Montano Plaza, a major connector between Coors and Winterhaven, with access for traffic traveling

in both directions from these two roads, is only 1/4 mile from the northern end of Riverside

Plaza. Southbound travelers on Coors wanting to access this connector (and the northern end of

Riverside Plaza,) have a traffic light with a green arrow to facilitate ease of access.

Stonebridge, another connector with access from both north and southbound traffic on Coors

and Winterhaven, is less than 2/10 of a mile from the northern end of Riverside Plaza. Bontierra

Trail, which runs along the northern border of Riverside Plaza, is accessible for northbound

traffic from both Coors and Winterhaven.

b) From a feasibility standpoint, Winterhaven's road width is about 50 feet. At the end of its cul-

de-sac is a NARROW pedestrian/bicycle lane leading to Bosque Plaza, which is only 30-32' wide.

There is already a business with its parking lot adjacent to this narrow lane. The other side

of the lane is undeveloped land which I believe is zoned commercial. Does one business owner's

request justify the expense of punching Winterhaven through?

2) Adverse effects of opening Winterhaven to through traffic to/from

Bosque Plaza and Orilla.

a) Commuters already use the southern end of Winterhaven to avoid the busy Montano/Coors intersection

during rush hour. As a frequent walker of Winterhaven I can attest that these vehicles often speed by at 45-50 mph in our 30 mph zone. If the northern half of Winterhaven becomes a through-way to Orilla, I am certain there will be a large increase in the volume of commuter traffic using

Winterhaven. Many of us enjoy walking across Winterhaven to access the businesses of Montano

and Riverside Plazas, but I don't think there are any formal crosswalks to protect us. I believe

we addressed "speeders" with the City, including requesting possible "speed bumps" but this idea

was deemed unacceptable (by the City). There is also a children's home along Winterhaven...

I believe this change in traffic will result in an increased risk for pedestrian and bicyclist injury and death.

b) There are several moderate to large undeveloped commercial spaces along Bosque Plaza.

Before, during, or after the development of these properties, making Winterhaven a throughway

will obviously result in an increase in traffic because of these businesses; not just shoppers

but truck traffic as well. Sagebrush Church, at the eastern end of Orilla, has seen its

membership mushroom in the past few years, necessitating traffic police intervention at the

intersection of Orilla and Coors, for the huge volume of service attenders on Sunday mornings

(and I think Saturday evenings as well). Imagine how many of these churchgoers will use Winter-

haven to access Sagebrush from Montano and Coors. Sunday mornings are currently our most

peaceful during the week.

c) All this increased traffic will mean much more noise, ground and air pollution, litter and trash...

which will affect not only our residential communities, but the adjacent bosque and its fragile

ecosystem. The bosque is at the end of my one block street!

In essence, the result of opening Winterhaven to Bosque Plaza and Orilla on the north will be to

significantly diminish our quality of life, decrease our home values, adversely affect the closeness

of our communities, and damage our cherished Bosque. All of these concerns add up to an overwhelming

conclusion: pushing Winterhaven through to Orilla would be a HUGE MISTAKE! Please help us preserve

the quality of our communities by refusing to allow this change to happen!!

With sincere concern and with gratitude for your consideration:

Stephen D. Clark  
3608 Nolina Ct NW  
Albuquerque, NM 87120  
(505) 515-9533

**From:** [Pat Dadian](#)  
**To:** [Toffaleti, Carol G.](#)  
**Subject:** Colors Corridor Plan Concerns  
**Date:** Monday, June 02, 2014 11:46:40 PM

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Dear Carol,

I appreciated your time today . Due to health reasons I will be unable to attend the meeting, so would appreciate you passing along my concerns. My home is the biggest investment of my life and all of this affects the value of my home.

My home sits above Coors directly across from the Bosque School, and as it will be affected by both the Transportation and Design Overlay portions, I have the following questions and concerns:

My home is on infill with a slope down to Coors and am concerned about the fact that approximately 157 feet of right of way will be used, and will the stability of my lot be taken into consideration? At present, I already experience some vibration from the traffic and see car lights on my ceiling. While I was aware when the house was built that traffic would be a factor Over the years the pollution has also grown. Hence my apprehension for this plan.

Also, are there plans for sound deterrent retaining walls that will not interfere with my view?

I so hope that common sense will be used along this corridor, and while I realize that change is inevitable, the zoning and planning seem to be in direct conflict with what this major street can handle.

Thank you,

Pat Dadian  
5332 Apollo Dr. N W  
792-9515

Sent from my iPad

May 27, 2014

rec'd 06/06/14

TO: Carol Toffaletti, City of Alb. Planning Department.

Talked with you this AM regarding the proposed Coors  
Corridor Plan (Bosque Meadows Subdivision)

Here are 5 comments for your consideration.

- 1) The traffic on Coors Blvd NW has increased with the Open Space Center expansion and the increase in church goers at Sagebrush Church. On Sundays, people departing the church can use the far north exit on to Coors; no stoplight there. This can create a string of dozens of vehicles; resulting in 10 to 15 minute wait to exit Bosque Meadows north or south.
- 2) Emergency vehicles can find it very difficult entering Bosque Meadows coming from the north on Coors. With extreme flow of traffic at times.
- 3) With the increased traffic flow on Coors, those of us who's back yards border with Coors notice increased noise level on regular basis.
- 4) There are a great deal of illegal U-turns from both north and south at the Bosque Meadows exit. This also results in increased safety issues.
- 5) Whether a bus lane or 4th traffic lane is added to Coors, a tall soundwall would need to be constructed on east side of Coors at Bosque Meadows to mitigate the added noise and motion of vehicles.

Thank you for your attention in  
this matter.

Kevin Eatman  
Kevin Eatman  
6455 Brenton Dr. NW  
Alb, NH 87120  
977-9710

**From:** [Anthony Brian Gallegos](#)  
**To:** [Toffaleti, Carol G.](#)  
**Cc:** [Anthony Brian Gallegos](#)  
**Subject:** 2014 Coors Corridor Plan - Public Comment - A. Gallegos  
**Date:** Thursday, June 19, 2014 9:39:24 AM

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Greetings Carol:

Again thank you for promptness in returning my call and taking the time to discuss my observations and concerns pertaining to the City of Albuquerque's 2014 Coors Corridors Plan. I reside at 5024 Ojos Azul Ct, NW just west of the cross streets of Coors and Seville.

Your letter dated May 5th seeking the public's input to the Plan was also appreciated. As mentioned in our conversation I am submitting my input to the City's invitation for comments. There are several concerns I hope will be addressed and considered by the decision makers.

1. I am hopefully, that further evaluations are conducted to more effectively address the serious traffic issues between La Orilla and Coors on weekends related to the congestion and delays resulting from the Sagebrush Church. On many weekends, I have personally been in traffic backups starting at Montano headed north bound and just south of Eagle Ranch headed south on Coors. As a result one encounters frustrated drivers who attempt to cut across lanes to seek access on surface streets. I believe the majority of this congestion occurs because we have off-duty APD officers manipulating the traffic signals to assist with the traffic issues. I believe there is enough evidence that I've encountered that this should not be the long term fix. As more and more R1s and R2 structures are developed on the Westside will only increase congestion on an already over used road.
2. I am also hopefully decision makers will look more closely at creating a continuous bike and pedestrian trail running north and south along Coors similar to what was developed for the Eastside residents on Tramway. I do appreciate where bike lanes have been provided on Coors, but I am still concerned for my own safety and others who use these as witness to individuals continuing to text and use their cell phones causing them to drift into bike lanes. For this reason, I am totally uncomfortable riding my bike to run simple errands to the store, grab a bite to eat or for general recreation. As long as I have a sidewalk to utilize is the only time I feel safe. I have also experienced a couple of times as I rode my bike with traffic have nearly been side swiped by vehicles traveling 50-60mph.
3. I have also proposed to the DOT to install a turning (arrow) signal at Sequoia and Coors. I have continually experienced during the school year where I've attempted to enter onto south bound Coors from Sequoia from the east side of Coors only to sit through up to three cycle of light because traffic is backed up in the intersection all the way north of St. Josephs street. Due to the high volume of traffic and the inability of the current design limits of Coors the problem has continued to worsen. I have found myself in the middle of the intersection attempting to enter onto south bound Coors only to have north bound traffic honking and waving their middle finger to me or any other vehicle caught in this situation.
4. My last concern, is in general to the over congestion Westside's experience with traffic on Coors and as the areas continues to develop, for example the new apartments being constructed at the Bosque School area, I am willing to bet will add an additional

500 vehicles to the area. That's not to mention the additional traffic impacts will occur as a result of further R1 or R2 developments. This is a serious matter and I know there are no easy answers, other than to stop growth which is unrealistic. This has become and will continue to be a serious impact to our residents. How many more people can you continue to squeeze into an area without effectively addressing our transportation issues. This is a very serious matter to having and creating a livable and enjoyable lifestyle for our Westside community.

Thank you for this opportunity.

Anthony Brian Gallegos

Operations Manager

University of New Mexico

Div. of Enrollment Management - Communication Center

1155 University Blvd, SE

Student Support & Services Center (SSSC)

925-6959 (no voice msg)

720-2076 mobile

<http://em.unm.edu/>

**From:** [abqkodydog@aol.com](mailto:abqkodydog@aol.com)  
**To:** [Toffaleti, Carol G.](mailto:Toffaleti, Carol G.)  
**Subject:** Re: Letter re. Coors Corridor Plan  
**Date:** Wednesday, June 25, 2014 6:37:36 AM

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Good Morning Carol,

I appologize for not having been clear; for the record

The comments, concerns and observations contained in both letters (February 5th and June 22nd of 2014) are my personal views as an individual homeowner (joint tenant of 3 units with my sister), a concerned resident of Villa de Paz and Albuquerque's Westside (20 years) and one who would be personally impacted by the projected changes to the Coors Corridor, espically from I-40 to Saint Joseph.

Please be advised, as a resigning member of the Villa de Paz Homowners Association Board of Directors, I do not speak for the other 182 members of the Association.

Thank you for your immediate response and consideration.

Respectfully

Judith A. Kanester

-----Original Message-----

From: Toffaleti, Carol G. <[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)>

To: [abqkodydog](mailto:abqkodydog@aol.com) <[abqkodydog@aol.com](mailto:abqkodydog@aol.com)>

Sent: Tue, Jun 24, 2014 4:57 pm

Subject: Letter re. Coors Corridor Plan

Hello Judith,

Thank you for taking the time to send your comments to the EPC about traffic issues in the area and the draft Coors Corridor Plan, which we received today. Your letters of June 22, 2014 and February 5, 2014 will be included in the next staff report and be part of the public record on the project.

It appears that these are your individual comments and not those of the Villa de Paz HOA. Can you please confirm this?

Best Regards,

Carol Toffaleti, Senior Planner

*Urban Design & Development/Long Range*

*City of Albuquerque Planning Department*

*600 2<sup>nd</sup> St NW, 3<sup>rd</sup> Flr*

*Albuquerque, NM 87102*

*Direct line 924-3345*

[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)

June 22, 2014

REC'D JUN 24 2014

Carol G. Toffaleti, Senior Planner  
Urban Design & Development/Long Range  
City of Albuquerque Planning Department  
600 2<sup>nd</sup> Street, NW (3<sup>rd</sup> Floor)  
Albuquerque, NM 87102

Subject: Coors Corridor Plan Update / EPC Meeting July 10, 2014 (8:30 a.m.)  
Comments for Consideration

Reference: J.A. Kanester, Letter of February 5, 2014 paragraphs 3 & 4

Ms. Toffaleti

I was sorry to see the EPC Commission did not have a quorum on June 5<sup>th</sup> and I was sorry to see the representation of the residences along the Coors Corridor was so sparse; maybe the July 10<sup>th</sup> meeting will be better represented by Villa de Paz and other areas.

I truly feel that the future plans outlined in the Coors Corridor Plan EPC Draft April 2014 is a waste of time and effort; over the years mistakes/damage has been allowed all along the Corridor and the bandages planned can not fix the problems. In my opinion, the elevated roadway on Coors, from I-40 to Sequoia Road ending at St Joseph, will destroy all small businesses and the homes directly in its path in addition to traffic confusion both vehicle, pedestrian and the like. The State, Counties and Cities involved, should acquire all the vacant land along the Corridor and stop all new construction in the area; leave the land vacant as is or turn the parcels into parks, park and ride or designate as open space for the wild life that is being driven off the West Mesa or up from the Rio Grande. The concern for the Corridor is (but especially the Coors and Montano/Bosque area) questionable?? – Under construction, is a traffic nightmare for everyone at Coors / Montano / Learning. The 200 plus HUD Apartment Project (#116-35163) approved in front of the “Bosque School is as frightening as the Wal-Mart project. Yes, the view has been preserved, by hauling off tons of ‘Enchanted Land’, enough to fill in some arroyo somewhere, but the school children’s health and safety is at risk. The proposed elevated section at the intersection of Coors/Montano will not help; most people living near by and using the recreational areas are opposed.

The biggest traffic problem is the West to East to West commuters – consider widening all the bridges, extending time at turning lights, a commute lane. Double deck all the bridges or have NMDOT look at a I-40 bypass of this area starting a 9 Mile Hill or add the elevated road on I-40 so through traffic isn’t inconvenienced by commuters trying to get home after working all day; through traffic does not care about our views traveling at speeds of 75 MPH. Our Cities, Counties & State road keepers should finish Unser, Paseo del Norte, Universe and other roads on the West Mesa from Hwy 550 to I-40. Traffic moves pretty well until we reach an area waiting to be developed; build the roads that are

needed and have the developers as the build repay for the road constructed by Local Governments.

Has anyone spoken or suggested to the Area Business communities regarding working hours - flex time for their employees, keeping business open 6 days (Mon-Sat) 6 - 6, working 4 day weeks/10 hour days; rotating employees as it best suits both the employer and the jobs being accomplished.

you again for the opportunity to express my concerns and state my comments.

Respectfully,



Judith A. Kanester  
54 Calle Monte Aplanado, NW  
(Resident of Villa de Paz Homeowners Association)  
Albuquerque, NM 87120

Encl. Ref Ltr 2/5/2014/JAK

February 5, 2014

Carol G. Toffaleti, Senior Planner  
Urban Design & Development/Long Range  
City of Albuquerque Planning Department  
600 2nd Street, NW (3rd Floor)  
Albuquerque, NM 87102

**Subject: Coors Corridor Plan Update – Comments for Consideration**

**Ms Toffaleti**

I am submitting my personal concerns and comments regarding The Coors Corridor Plan Update on behalf of my family; together we own 5 Villa homes. The information provided is of great importance to all residents of the West Side but especially those directly connected to Coors; the two residential communities of Villa de Paz and Oxbow Enclave. The 1984 Plan has changed over the years in areas such as the limited access, the view preservation, open space, land use, air quality, health issues to name a few.

Attending the Open House on October 24, 2013 and meetings at the Library and the Community Center, I learned a great deal, one of which is that scenic view preservation does not come into play until just above Oxbow North Housing, South of St. Joseph it seems we have been bypassed – we being residents and business' to I-40 and to Central Avenue. We have no view of the Bosque or the Rio Grande but we do still have the Sandia and Monzano Mountains with views of great NM sunrises; we would be greatly saddened if these views were impaired further or completely destroyed by the changes suggested by NMDOT, Transportation and others. Villa de Paz lost the view of NM sunsets and the Mesa when hi-rise apartments were built to the west.

Coors North Bound Raised Two Lane Off Ramp from I-40 to St. Joseph /// If the plan goes through the construction worries me. Looking out my front door at a freeway off ramp, listening to traffic noises and smelling car exhaust fumes is not my idea of what NM is all about.

Construction concerns for Villa de Paz and residents:

ABCWUA water line to Villa de Paz 184 homes plus common facilities, runs under Coors to city meter inside our East Wall; Villa installed shutoff valve for convenience due to city shut off is located across Coors at the service station.

Infrastructure / 40-year old underground sewer, gas, electric, cable, telephone lines

The integrity and property values of our homes; all 184 townhouses, but especially 10 that back up to and are near the wall plus the 4 units facing the wall (two of which my sister & I reside in).

Health Issues are a huge concern for seniors, parents with young children and our pets living so close to a freeway off ramp. Existing health problems could become a major concern.

The existing traffic on Coors almost impossible to deal with but it is livable; we need to educate drivers to follow traffic speed limits and not to text while driving; better yet, enforce the laws already on the books. I will never be a pedestrian on any West Side street (Coors, Atrisco, Unser or West Central), all are no longer safe to walk, ride bicycles or drive cars on.

Villa de Paz was built out on the West Side in 1973 as a "Planned Urban Development" of 184 Townhouses with very little else out here, just the University, Circle K and a truck stop at the Coors off ramp (possibly the first Activity Center). Residents had easy access to Coors, which changed with the initial 1984 Coors Corridor Plan. The City annexed the 50-feet of land between the Villa's East wall to the Coors roadway when the wall was constructed. We have worked with

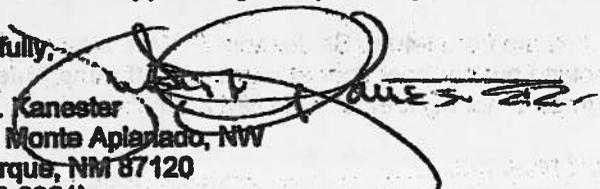
mostly by Villa maintenance crews. The protected walkway from the Villa entrance toward the bus pad was installed by NMDOT (?) because someone fell and was going to sue everyone - a tree fell leaving the path to the bus pad unsafe; numerous phone calls resulted in the tree being removed by Villa de Paz. I could go on and on to no avail but over the past 40 years very little has been asked by Villa de Paz regarding this property; and now you are going to disrupt 184 tax paying families with this projected change of putting a freeway overpass at our Coors Door - will you close off our walkthrough entrance too??

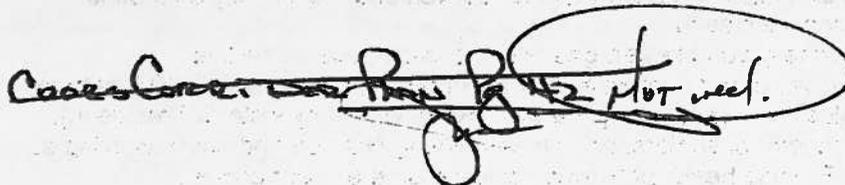
As you know, I am a 20 year resident of Villa de Paz, a member of Villa de Paz Board of Directors, WSCONA and a very concerned citizen; actual involvement in the community began in 1978 when my family first purchased a home in the Villa, Mom lived here until 2011. This project makes me wonder about living here on the West Side, in Albuquerque or in New Mexico at all. With Coors being a State controlled roadway I feel, regardless of our personal feelings, concerns, or how loud we speak, the State DOT will get what the State DOT wants.

Added notes of no importance to you or anyone else except my family - our history goes back to Albuquerque's beginning with W. W. McClellan (The Judge) and the Sies Families. Their family home on North 4<sup>th</sup> where Mom was born is now a used car lot and the McClellan Park donated to the City is now the Federal Court House. Our father was also a New Mexican from Clayton bringing his family back home to New Mexico in 1954. Lastly I am a New Mexico Veteran and remain very concerned.

Thank you for the opportunity to express my concerns and relay my comments.

Respectfully,

  
Judith A. Kanester  
54 Calle Monte Aplanado, NW  
Albuquerque, NM 87120  
(505-588-0901)

  
Coors Corner was Plan B 42 not used.

**From:** [Toffaleti, Carol G.](mailto:Toffaleti_Carol_G)  
**To:** "JoMarie"  
**Subject:** RE: Coors Corridor Plan - EPC rescheduled  
**Date:** Monday, June 16, 2014 10:17:42 AM

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Hello Ms. Rose,

The new plan **does** address existing deficiencies in sidewalks, in addition to requiring sidewalks in future developments. I'm sorry if it wasn't clear from my message.

- The plan identifies "the eastside of Coors Blvd. south of Eagle Ranch Rd." as a "known location" that needs improvement. (p. 109, E.2.2 i) d.)
- Pedestrian improvements along Coors Blvd. are a priority regardless of the priority of a particular segment of the roadway (see p. 159 last paragraph).

I'm sorry we can't guarantee a timeline for implementation!

Your latest message will be included in the public record and in the EPC's next staff report for their consideration.

Best Regards,

Carol Toffaleti, Senior Planner

*Urban Design & Development/Long Range  
City of Albuquerque Planning Department  
600 2<sup>nd</sup> St NW, 3<sup>rd</sup> Flr  
Albuquerque, NM 87102  
Direct line 924-3345  
[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)*

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**From:** JoMarie [mailto:4jomarie@comcast.net]  
**Sent:** Saturday, June 14, 2014 1:00 AM  
**To:** Toffaleti, Carol G.  
**Subject:** Re: Coors Corridor Plan - EPC rescheduled

There is no development on the land between the open space center and the bike shop as the city owns the land, and the area in front of the shopping center is already developed, so according to the plans, nothing will happen in my lifetime. Shame on you guys! . You know a woman was killed walking on the east side of Coors in that area because there was no sidewalk and the trucker did not see her in the rain. Doesn't anyone care about bike or pedestrian safety? Or are we on the wrong side of town. Wyoming has been renovated with new everything while Coors just sits there.

Jo Rose

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**From:** "Carol G. Toffaleti" <[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)>  
**To:** "Rose, Jo" <[4jomarie@comcast.net](mailto:4jomarie@comcast.net)>  
**Sent:** Tuesday, June 10, 2014 10:13:29 AM  
**Subject:** RE: Coors Corridor Plan - EPC rescheduled

Hello Jo,

I'll give you a tour of what the draft Plan says about sidewalks, on-street bikeways and multi-use trails (ped/bike/equestrian) and encourage you to look them over:

- Continuous sidewalks on Coors Blvd./Bypass are recommended in the segment summaries at the end of chapter C. The segments for Riverside Plaza to Cottonwood Mall begin on p. 71. The need for ped/bike facilities are identified in #8 of the tables.
- Street sections and policies call for continuous sidewalks and on-street bikeways (see p. 30 etc Figures C-4 thru 6, p. 39 C.5.1, p. 50 C.9.1 v)). 10 ft. sidewalks are required along the Coors/Paseo community activity center and along Cottonwood Mall, a major activity center. If you want to know the location of these city-designated activity centers, see p. 138-139 in Chapter F.

The sidewalks, on-street bikeways and multi-use trails would be implemented in different ways:

- When NMDOT undertakes road projects (more than resurfacing) on Coors Blvd./Bypass. P. 160 in Chapter F. prioritizes the Corridor segments for implementation.
- when private development occurs along Coors, the developer is responsible for providing ped/bike/trail facilities as part of the infrastructure to serve the development. On Coors Blvd./Bypass, this would have to be coordinated between the City (or County in unincorporated area) and the NMDOT who controls the rights-of-way.
- as a city-initiated capital project to remedy existing deficiencies. See p. 109, E.2 and p. 114 E.4. As you know, a sidewalk on Coors was not implemented when the Bosque Meadows subdivision was built. This is the type of deficiency the Public Project section is trying to address, subject to the usual city prioritization and funding process.

The draft Plan is available on-line in chapters at <http://www.TinyURL.com/cabq-coorscorridorplan> or order a hard copy from me for pick-up at the Planning Department.

Please feel free to submit additional comments—specific suggestions and rationales—to include in the next EPC staff report. Also FYI, I have spoken to several residents of your neighborhood, including the neighborhood watch leaders Barbara Eberhardt and Senait Fuller, about various issues. If you haven't already, you may want to liaise with them. In addition to receiving individual written comments in the staff report, the EPC appreciates verbal testimony from a representative at the hearing that summarizes neighborhood issues.

Best Regards,

Carol Toffaleti, Senior Planner

*Urban Design & Development/Long Range*

*City of Albuquerque Planning Department*

*600 2<sup>nd</sup> St NW, 3<sup>rd</sup> Flr*

*Albuquerque, NM 87102*

*Direct line 924-3345*

[cqtoffaleti@cabq.gov](mailto:cqtoffaleti@cabq.gov)

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**From:** JoMarie [<mailto:4jomarie@comcast.net>]

**Sent:** Monday, June 09, 2014 10:48 PM

**To:** Toffaleti, Carol G.  
**Subject:** Re: Coors Corridor Plan - EPC rescheduled

HiCarol,  
Do the plans include walking and/or biking paths on Coors between Riverside Plaza and Cottonwood Mall?  
Thank you.  
Jo Rose

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**From:** "Carol G. Toffaleti" <[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)>  
**To:** "Carol G. Toffaleti" <[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)>  
**Sent:** Monday, June 9, 2014 4:02:12 PM  
**Subject:** Coors Corridor Plan - EPC rescheduled

Greetings,

The Environmental Planning Commission hearing on Thursday, June 5, 2014 was unfortunately cancelled due to the lack of an EPC quorum (i.e. majority). It has been rescheduled to the EPC's regular July hearing on **Thursday, July 10, 2014 at 8:30 a.m.**, in the Planning Department Hearing Room, Plaza del Sol, 600 2<sup>nd</sup> Street NW, Basement Level. The Plan will be first on the agenda. If you signed up to speak at last Thursday's hearing, you will automatically be on the list for the July hearing.

The project webpage has been updated, including with the new deadlines for written comments:

<http://www.TinyURL.com/cabq-coorscorridorplan>

The June staff report and attachments are available at: <http://www.cabq.gov/planning/boards-and-commissions/environmental-planning-commission/staff-reports>

FYI, a copy of the Alternatives Analysis Report for the Transportation component of the draft Plan is now available for viewing at the Planning Department. Please contact me to make arrangements if you wish to look through this technical document at our offices on the 3<sup>rd</sup> Floor, 600 2<sup>nd</sup> St. NW.

As always, if you have any questions about the draft Plan or the public review process, feel free to contact me.

Sincerely,  
Carol Toffaleti, Senior Planner  
*Urban Design & Development/Long Range*  
*City of Albuquerque Planning Department*  
600 2<sup>nd</sup> St NW, 3<sup>rd</sup> Flr  
Albuquerque, NM 87102  
Direct line 924-3345  
[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)

**From:** [susan\\_stucker](mailto:susan_stucker)  
**To:** [Toffaleti, Carol G.](mailto:Toffaleti_Carol_G)  
**Cc:** [FRANCES BRITO](mailto:FRANCES_BRITO); [Dale SCHULER](mailto:Dale_SCHULER); [Andrew Abeyta](mailto:Andrew_Abeyta); [geneva sanchez](mailto:geneva_sanchez)  
**Subject:** 1.Add us to the email distribution list Coors cooridor plan updates 2. Comments on proposed plan.  
**Date:** Sunday, June 22, 2014 5:10:03 PM

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Dear Ms. Toffaleti,

My husband and I would like to be added to the email distribution list for the Coors Corridor Plan updates.

We have recently retired and are very interested in this plan and how it affects our home here in Bosque Montano on Winterhaven. We welcome any beautification of Coors Road as it is definitely lacking in comparison to other roads in our area. It should reflect the beauty it frames to both the East along the Rio Grande and the volcanos to the West.

We are avid cyclists, walkers and nature lovers and want to protect our Bosque for future generations to enjoy. As cyclists, we welcome any improvements to keep cyclists safe and able to have continued easy access to current and any proposed bike paths.

We are concerned with the increased traffic on both Coors and Montano compared to 2003 when we bought our home here next to the Bosque.

Luckily,

1. Winterhaven is not a through street and
2. the No Left Turn onto Montano from Winterhaven has helped keep the traffic low on our street. However, traffic coming off Montano onto Winterhaven is still fairly busy, with little speed control.

Since our home at 3616 Yippee Calle Ct NW sides to Winterhaven, we are very concerned about keeping this street as it now is and not becomin a through street.

We are unable to make the July 10 meeting due to previous commitments out of town but request to be updated via email.

Sincerely,  
Susan and John Stucker  
[susanstucker53@gmail.com](mailto:susanstucker53@gmail.com)  
[stucker\\_john@hotmail.com](mailto:stucker_john@hotmail.com)

**From:** [Theodore Studerus](#)  
**To:** [Toffaleti, Carol G.](#)  
**Subject:** EPA Meeting Relating to Bosque Meadows Sub Division  
**Date:** Tuesday, June 03, 2014 5:36:56 PM

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Hello Ms. Toffaleti,

I will be in Los Alamos on June 5th so I will not be at the meeting regarding the Coors Corridor Plan. I had not tied our traffic problem along Coors Road to the Coors Corridor Plan yet I received an e mail from our two neighborhood block captains advising that the issue is somewhat related. Therefore, for the record, I would like the council committee hearing the Coors Corridor Plan to keep this issue in mind.

I believe some residents of Bosque Meadows will be at the meeting however.

Thank you,

Ted Studerus

June 3, 2014

Commissioner Peter Nicholls, Chair  
Environmental Planning Commission  
600 2nd Street NW, Third Floor  
Albuquerque, New Mexico 87102

Re: Project # 1005238 – Rewrite of the Coors Corridor Plan

Dear EPC Chairman Peter Nicholls and fellow Commissioners,

The 1984 Coors Corridor Plan was adopted 9-0 by the City Council (Tom Hoover President) and signed by Mayor Harry Kinney. It established Coors Boulevard as a limited access Parkway and a major traffic carrier. It received wide spread community support. In 1984, Coors Boulevard was recognized as a view corridor, due to spectacular views of the mountains, bosque and the Rio Grande valley. The Coors Corridor Plan promoted preservation of these desirable visual impressions and included attractive urban design criteria along the corridor. The 1984 Plan has served the public well. The goals, policies, and regulations were intended to incorporate good design, pleasing architecture, complementing the built and natural environment, and view preservation. Many of the design elements of the plan, when followed and incorporated into building designs, have established very attractive developments along the Corridor. Developments which have ignored the view regulations and design elements end up being the least desirable and unattractive developments that cause resentment from the community.

The neighborhoods have spent a lot of time with Planning staff explaining the importance of maintaining the 1984 view regulations and design guidelines to insure the views are protected and quality development is implemented. We are now very concerned and disappointed that both the view regulations and design guidelines in the draft contain weak language and numerous exceptions. The tools we have utilized since 1984 to ensure quality developments in the corridor have been altered in the new plan to the point of being useless. Please refer to pages 20-22 in the draft plan for examples of these exceptions and ambiguous guidelines.

There appears to be three main portions in the draft plan: transportation, design guidelines and view preservation. The community has raised many questions concerning the new plan. It is too immense to tackle all three portions in the draft at once. More time is needed to address all the issues raised. It has been suggested that the plan be broken into more manageable portions for public review and comment. It would be wrong to approve a plan the community is not happy with. We would all end up dealing with its shortcomings and problems associated with poorly planned unattractive developments.

The current 1984 Coors Corridor plan succeeded in setting a high standard for the area with better building design practices and long term vision. Development along Coors has been implemented with the expectations governed by the 1984 Coors Corridor Plan. Property values in the corridor have been established by the existing plan. The draft plan, with its lower expectations and numerous exceptions will negatively impact the value of existing development which adhered to the higher standards contained in the 1984 Plan.

Please see our concerns listed below.

Thank you,

Rene' Horvath  
Land Use Director for TRNA

Jolene Wolfley  
TRNA President

Below are questions and concerns on the draft plan:

- 1) **View regulations:** were set up to preserve the spectacular views of the mountains, bosque, and valley. It is an asset the community highly values and provides a positive impression of Albuquerque. They should be kept intact.
- 2) **BRT system:** While TRNA has been very supportive of mass transit for the Westside; the proposed BRT system will require an added transit lane. What can the community expect in terms of needed ROW to add the extra transit lane and 8 ft. bike lane? How much landscape buffer will be lost? How much more density is required for the BRT system to function properly?
- 3) **Semi Rural areas:** Taylor Ranch is comprised of single family residential, several apartments' complexes near Coors, and a few semi rural areas near the river and in Alban Hills. This makes a nice variety of uses in the Taylor Ranch area. We would like to maintain these semi rural areas, and not lose them. Will there be pressure due to the BRT system to increase the density in the semi rural areas along this stretch? How can we maintain our semi-rural communities?
- 4) **Grade separation:** The draft plan mentions proposed grade separations across Coors at several locations. Residents wonder how the **elevated** Coors overpass will affect adjacent businesses, property owners and nearby neighborhoods. How will it be designed for pedestrians? Residents have expressed that they do not support a grade separation at the Coors and Montano intersection.
- 5) **Noise Walls:** The 2014 plan mentions noise walls for mitigating noise. Some of the least desirable developments are walled subdivisions built right up to Coors, blocking views, making Coors unattractive with walls and creating a tunnel effect. Shouldn't we be looking at designing the roadway to be quieter without the noise walls? What are the alternatives?
- 6) **Walled and gated communities:** Don't gated communities conflict with the WSSP? Gated communities are discouraged in the WSSP. More discussion is needed on walled subdivisions.
- 7) **Drive up service windows:** There is a reason to limit the number of service windows which the plan does not capture. There needs to be more discussion on this.
- 8) **Local connector roads:** More discussion is needed on the proposed connector roads.
- 9) **Grading and Drainage:** The language in the 1984 regarding contour grading and terracing should be maintained to follow the natural slopes versus using severe cut and fill practices that we have seen in the last decade. They create ugly developments.
- 10) **Other:** More discussion is needed on **architecture, location of park-and-rides, landscape buffer, signage, screening of roof top equipment** (It appears the draft says nothing about screening HVAC equipment), etc.

**#1005238 COORS CORRIDOR PLAN**

ADDITIONAL COMMENTS (NOT IN MATRIX)



## Mid-Region Metropolitan Planning Organization

Mid-Region Council of Governments  
809 Copper Avenue NW  
Albuquerque, New Mexico 87102  
(505) 247-1750 –tel / (505) 247-1753 –fax  
[www.mrcog-nm.gov](http://www.mrcog-nm.gov)

**TO: Carol Toffaleti**

**FR: Steven Montiel, Transportation Planner**

**Date: July 1, 2014**

**RE: MPO Staff Comments for the Coors Corridor Plan Update**

The following staff comments relate to transportation systems planning within the Albuquerque Metropolitan Planning Area (AMPA). Principal guidance comes from the *2035 Metropolitan Transportation Plan* and the maps therein; *Transportation Improvement Program (TIP) for FFY 2014-2019*; the *Intelligent Transportation Systems (ITS) Regional Architecture*; and the *Roadway Access Policies* of the Transportation Coordinating Committee (TCC) of the Metropolitan Transportation Board (MTB).

### **Project # 1005238**

The Mid-Region Metropolitan Planning Organization (MRMPO) has reviewed the proposed update to the *Coors Corridor Plan* and supports the plan's efforts to improve all modes of transportation along the corridor. MRMPO recognizes Coors Boulevard as the most important north/south arterial serving Albuquerque's West Side and is the second most congested corridor in the metropolitan area. Coors Boulevard directly connects to six river crossings in the Albuquerque and Bernalillo County area, five of which are among the AMPA's most congested corridors. The most severe congestion occurs between I-40 and the Coors Bypass, the stretch of Coors Boulevard that includes the existing View Preservation sub-area.

Alleviating congestion on Coors Boulevard and all river crossings is paramount to maintaining regional mobility now and in the future as congestion worsens and as population growth continues within the AMPA. MRMPO projects that by 2035 there will be one million daily river crossing trips, nearly doubling today's number. One factor that contributes to the severity of river crossing congestion at peak hours (west to east during the AM peak, east to west in the PM) is an imbalance of jobs to housing on the West Side.

This trend of jobs being concentrated east of the river is projected to continue, making efficient river crossing trips, higher densities, mixed land uses, expanded transit and alternative modes of transportation significant strategies within the metropolitan area and particularly on Albuquerque's West Side.

The Plan's focus on integrating high capacity transit, specifically Bus Rapid Transit (BRT) and improving alternative modes such as bicycling and pedestrian facilities is consistent with MRMPO's current goals and key comprehensive strategies outlined in the 2035 Metropolitan Transportation Plan (MTP). These key strategies are as follows:

- Integrate land use and transportation planning
- Expand transit and alternative modes of transportation
- Maximize the efficiency of existing infrastructure

It is imperative that we grow in a manner that more closely considers the strategies above. These strategies can assist member governments with the unintended consequences of growth and will aid our metropolitan area to accommodate future growth in a sustainable and manageable way. MRMPO recognizes the CABQ Planning Department's efforts of incorporating the MTP's strategies into the Coors Corridor Plan (Page 123). MRMPO also encourages CABQ planning to better integrate the first strategy of linking land use and transportation planning into the Coors Corridor Plan if anticipating to add a premium transit service to the corridor. To ensure that effective premium transit service is achieved, CABQ planning will need to look for transit oriented flexibility that coexists with the view shed regulations currently in place. Following are MRMPO recommendations pertaining to the 3 key strategies above.

### **Land Use and Transportation Integration:**

#### ***Recommendations***

- 1. MRMPO recommends that the Coors Corridor Plan specifically address a mix of land uses and call for higher densities in appropriate locations along the corridor (BRT stations, activity centers and transit nodes) to enable the success of proposed high capacity transit.**
- 2. MRMPO recommends that land uses and max densities allowed in the underlying zoning (C-1 and C-2) within the View Preservation sub-area not be trumped by the view preservation regulations. Flexibility to the view regulations for transit oriented development should be encouraged.**
- 3. MRMPO Recommends that allowable zoning and land uses in key areas along Coors Boulevard (BRT Stations, activity centers and transit nodes) be densified to support the proposed premium transit service (BRT). This would help implement Council Bill O-11-69 which modifies the provisions of §14-16-2-16 C-1 and §14-16-2-17 C-2 to allow and encourage residential**

**dwelling units in appropriate locations in C-1 Neighborhood. Commercial and C-2 Community Commercial Zones that are located adjacent to Transit Corridors or within Activity Centers, as designated by the Comprehensive Plan.**

- 4. MRMPO encourages the City of Albuquerque Planning coordinate with MRMPO, ABQ-Ride and Rio Metro to strategically identify appropriate BRT station areas along with potential TOD sites. MRMPO houses many models, GIS data, socioeconomic data and technical expertise for these type of analyses and would be more than willing to assist the planning department where needed.**

Transit Oriented Development (TOD) along with higher densities in the appropriate places will enhance this mode of transportation by bringing people, goods and services closer to transit, making it a viable alternative to single occupancy vehicles (SOV). This involves targeting relatively high-density mixed-use development around BRT stations activity centers and transit nodes. Without appropriate densities and mix of land uses close to BRT Stations and activity centers, the service will be inconvenient and a non-viable option for users deciding between their automobiles or high capacity transit. MRMPO does not advocate contiguous high-density development along Coors Boulevard and especially in the View Preservation Design Overlay Zone/sub area; rather, we recommend planning for targeted high density development at proposed BRT station locations, activity centers and transit nodes.

### **Expand Transit and Alternative Modes of Transportation**

The Coors Corridor Plan concludes that adding additional general purpose lanes will not have a meaningful impact on congestion or improve regional mobility. Some form of bus rapid transit would therefore be the most efficient way to move more people in the same amount of roadway space along the corridor. The other part to this equation is to allow for more intense land uses and higher densities in strategic locations to maximize future ridership thereby enabling successful transit.

Coors Boulevard is referenced as a Priority Transit Corridor in our 2035 MTP. The selection of the appropriate type of transit service in any area needs to be determined based on existing, planned and desired land uses, density of development, and proximity to major activity centers, employment centers, and major destinations. Other factors that need to be considered are potential ridership and cost effectiveness of the proposed service.

Coors Boulevard is a difficult corridor for which to provide transit service, yet the two principal routes along Coors Boulevard actually perform quite well. However, the current development form along much of Coors Boulevard likely limits the future ridership potential along the corridor, particularly for local service.

## **Bicycle Infrastructure:**

### **Cycle Track**

Coors Boulevard is an excellent candidate for a cycle track given its limited access. Coors Boulevard is a high speed roadway making it more important to provide a buffer between traffic and bicyclists. A dedicated cycle track would help to provide that separation and allow bicycling to be a viable transportation option to a much larger segment of the population.

MRMPO's preferred cross section including a cycle track would be ordered:

1. Sidewalk
2. Buffer
3. Cycle track
4. Buffer
5. BRT
6. General auto lanes

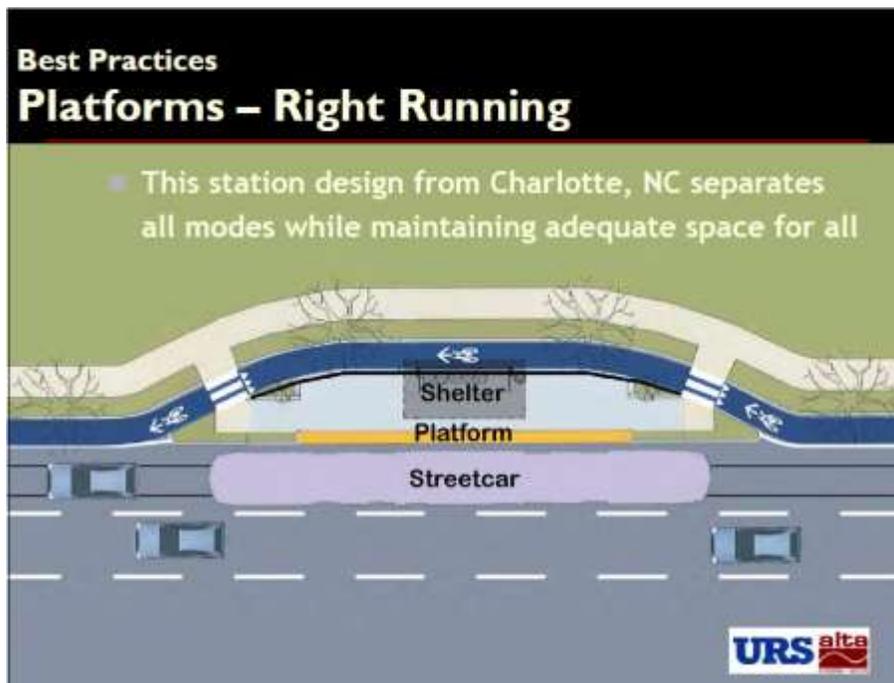
At intersections the cycle track would need to meet a mixing zone. There are two typical mixing zones: The first directs the bicyclist to mix with the right-turn-only lane. The second has the cyclist mixing with pedestrian traffic on the adjacent sidewalk. If the right-turn-only lanes are designed so vehicles have to significantly slow down prior to turning right, bicycle traffic could mix in that area. If this is not the preferred roadway design, MRMPO recommends the second, sidewalk mixing option.

Following are several examples of how cycle tracks can work with Bus Rapid Transit. Given the relatively high posted speeds on Coors, MRMPO recommends that a dedicated bike lane with a buffer run along the right side of the road rather than sharing the BRT lane or being placed in between a general purpose lane and BRT.

## Cycle Track Mixing Zone



## Cycle Track Around BRT Station



## Cycle Track Design at Transit Stop

**Best Practices**  
**Pedestrian and Bicyclist Conflicts**

- Clearly demarcate pedestrian and bicyclist space.



URS alta

## Minimizing Pedestrian and Bicyclist Conflict

**Best Practices**  
**Platforms – Right Running**

- Place stations outside the bicycle travel way to minimize conflicts.



URS alta

## **Maximize the efficiency of existing infrastructure**

Planning for high capacity transportation in a dedicated lane along Coors Boulevard will maximize the efficiency of our existing infrastructure. BRT accommodates riders much more efficiently than single occupancy vehicles (SOVs), and the service's dedicated lane allows the bus to pass segments of congested roadway with ease. Not only does this create a time-competitive and reliable transportation option, if carried out effectively, a portion of drivers will choose to take BRT instead of their cars, creating less SOV congestion on Coors and the river crossings. Making this mode a truly competitive, convenient option for commuters involves accommodating riders at station stops. This entails providing safe park & ride facilities, bicycle infrastructure connections, and convenient amenities such as groceries or pharmacies, for example. Zoning these areas appropriately now will help facilitate great BRT services later. MRMPO is available for any technical assistance that could help this process.

Overall, our 2035 MTP showed us clearly that we cannot build our way out of congestion. The metropolitan area has limited funding to expand and preserve new roadways and bridges. Maximizing the efficiency of existing infrastructure and shifting drivers to alternative modes is a crucial component of congestion relief on our river crossings and on Coors Boulevard itself. MRMPO believes that there is real opportunity to balance land uses on the West Side through transit expansion and transit oriented development. Transit should be used as the spur for economic development by providing jobs, services and civic spaces that are currently lacking on Albuquerque's West Side. It is because of this opportunity that MRMPO is particularly concerned with the way in which the transportation infrastructure will affect the viability of the corridor as it is currently envisioned.

## **Page-Specific Comments**

- P.30-31 Cross sections: MRMPO strongly recommends aligning the bicycle lane next to the sidewalk on all cross sections and include the buffer zone between the bicycle lane and the motoring lanes. In general, the faster the speeds the more separated the modes need to be.
- P.39 Section 5.2 Off-street multi-use trail: The Long Range Bikeway System (LRBS) does not call for a sidepath/multi-use trail along Coors Boulevard in the project boundaries.

[http://www.mrcognm.gov/images/stories/pdf/transportation/2035\\_mtp/Final\\_Approved/2035\\_Poster\\_LRBS\\_Adopted\\_Doc.pdf](http://www.mrcognm.gov/images/stories/pdf/transportation/2035_mtp/Final_Approved/2035_Poster_LRBS_Adopted_Doc.pdf)

Between Namaste and Seville there appears to be a sidepath, and a really wide buffer bicycle lane. This is a nice cross section.

- P.39 Section 5.3: This section describes connections to Coors Boulevard from businesses. It would be beneficial to include language stating that these connections are not necessarily at streets. There are some connections to bus stops, but they should be included as much as possible.
- P.40 Section 5.4: “One-way cycle tracks” are not necessarily buffered bike lanes (“buffer” gives a lot of room for interpretation). Generally, buffer protected bicycle lanes are done with striping. An example of this is how Coors is currently. Cycle tracks include a physical barrier, such as posts or parked cars. Cycle tracks can also be raised to separate it from moving cars.  
<http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/>
- P.27 depicts BRT running along the right side of the roadway with a bicycle lane to the left of BRT. This is an acutely uncomfortable configuration for bicyclists with heavy moving vehicles on the right and fast moving vehicles on the left. Both speed and the presence of heavy vehicle deteriorate bicycle level of service. Here a cyclist would have to deal with traffic on both sides.
- P.127 Please update MAP F-3 Traffic Congestion profile with the most current profile from 2012. The profile is attached to this document.



**To: Carol Toffaleti, Senior Planner**

**From: Grant Brodehl, Special Projects Planner**

**Date: July 2, 2014**

**Re: Coors Corridor Plan comments**

Rio Metro is grateful for the City of Albuquerque's efforts to include transit as part of the solution to mitigate congestion and improve quality-of-life along Coors Blvd. In order to maximize the efficiency of proposed premium transit services within this corridor, Rio Metro suggests the following:

Page 22, 4.3, iii), b: Consider broadening the language to more explicitly permit transit-supportive and transit-oriented developments as a permitted deviation from the Design Overlay Zone Standards. Currently, the examples seem limited to transit infrastructure such as park-and-ride lots and BRT stations, and private development that generates employment. Additional examples that support mixed-use and higher density residential projects near stations would complement policy 2.3, i) on page 88 ("moderate to high-density employment and mixed-use development are encouraged...near major transit stops"). Transit ridership and cost efficiencies increase when higher-density residential and commercial developments are clustered around transit stations.

Page 42, 5.3, ii and also Page 160: Rio Metro would like to be a stakeholder in any effort to reconstruct the Coors Blvd./Paseo del Norte interchange. Rio Metro's *Paseo del Norte High Capacity Transit Study* recognizes the potential need for a separate guideway for BRT vehicles traveling along Paseo del Norte through this interchange.

Design Overlay Zone Standards: While Rio Metro shares the desire to preserve views along the Coors Blvd. corridor, this policy may conflict with the need to support higher densities near transit stations. In particular, implementation of the height and massing standards may have the unintended consequences of encouraging buildings to be constructed well below the grade of Coors Blvd., thereby precluding main entrances that face Coors Blvd. and direct pedestrian access to these buildings from Coors Blvd.; buildings being set back farther from Coors Blvd. and potential transit stations so that greater than single-story construction can be achieved; conflicts between developers where one's building affects the view window/view area of another's development; and creating many non-conformities to existing businesses and residential homes.



**From:** [Andy Strebe](#)  
**To:** [Toffaleti, Carol G.](#)  
**Cc:** [Kirk Meyer](#); [Gary Housley](#)  
**Subject:** RE: Business Input Regarding the Coors Corridor Plan  
**Date:** Tuesday, July 01, 2014 3:59:00 PM

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Carol,

Thank you for your note. The two properties are owned by our property company:

Car DCA LLC  
C/O Capital Automotive Real Estate Services Inc.  
8270 Greensborough Suite 950  
McLean, VA 22102

The Coors addresses are:  
3130 Coors – Quick Lane

3500 Coors – Don Chalmers Coors Outlet

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**From:** Toffaleti, Carol G. [mailto:[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)]  
**Sent:** Tuesday, July 01, 2014 2:18 PM  
**To:** Andy Strebe  
**Subject:** RE: Business Input Regarding the Coors Corridor Plan

Hello Andy,

Thank you for contacting the City of ABQ Planning Department and reviewing the information on our project webpage.

I just left you a voice mail asking that you please identify the address and/or owner of record for the two properties Don Chalmers Ford owns in the proposed plan area. I found the Quick Lane at 3130 Coors Blvd. NW through your website, but not a second one. (Our property information is based the owner of record listed at the Bernalillo County Assessor's Office.) The location information is useful for the public record, and necessary to try answering your questions.

Best Regards,

Carol Toffaleti, Senior Planner

*Urban Design & Development/Long Range*

*City of Albuquerque Planning Department*

*600 2<sup>nd</sup> St NW, 3<sup>rd</sup> Flr*

*Albuquerque, NM 87102*

*Direct line 924-3345*

[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)

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**From:** Andy Strebe [mailto:[astrebe@donchalmersford.com](mailto:astrebe@donchalmersford.com)]

**Sent:** Tuesday, July 01, 2014 8:12 AM  
**To:** Toffaleti, Carol G.  
**Subject:** Business Input Regarding the Coors Corridor Plan

Carol,

I represent Don Chalmers Ford, Inc. and we own two properties on Coors Blvd. I have read the online information regarding the Coors Corridor Plan Update and have several concerns. As you know, we are heavily invested in the corridor and want to ensure our investment and customer service is safeguarded by this plan. It is not clear to us based upon the literature online what the direct impact will be for our business, can you clarify the impact for us?

Specifically, our concerns relate to:

- 1) Will our customer's access be limited to the properties? Currently, we our properties share access roadways from Northbound Coors. We cannot support any effort that would further limit any access off of Coors to our properties.
- 2) How long will construction take?
- 3) Will we lose any of our land for the expansion effort?
- 4) What will the impact be of the elevated roadway on the Southbound Coors?
- 5) Would be impacted by any signage changes for our properties?

Please feel free to contact me should you have any further questions. We would be glad to participate in the public comment process.

Thank you,

Andy Strebe  
Fixed Operations Director  
Don Chalmers Ford, Inc.  
505.890.2201  
[www.donchalmersford.com](http://www.donchalmersford.com)  
[www.mhqnm.com](http://www.mhqnm.com)

**From:** [Phoebe Cook](#)  
**To:** [Toffaleti, Carol G.](#)  
**Subject:** Coors Corridor Plan Comment  
**Date:** Wednesday, July 02, 2014 10:12:32 PM

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To: Carol Toffaleti of The Albuquerque City Planning Department

Re: The Coors Corridor Plan

As a resident living close to the Coors and Montano intersection, I am very concerned about the idea of a flyover of any configuration so close to existing neighborhoods. I moved to Albuquerque from the Bay Area in California in 1998 to escape traffic snarls and congestion. As you're well aware, since 1998, the stretch between Paseo del Norte and Montano on Coors, has gone through a huge transformation due to population growth. In just that short period of time (only 16 years), one small change after the other, i.e. addition of lanes, the Rapid Ride line, etc., is quickly maxed out by commuters or not utilized enough in the case of Rapid Ride. I understand the City's frustration with problem solving this dilemma. Unfortunately, with each valiant attempt to put out the traffic fire, the problem never gets solved. Projected metro growth of 300,000 by 2035 (per KRQE online news story) is a scary number... but what about 50 years out? A flyover project would be incredibly expensive for the taxpayer and City, and whatever benefits gained would likely be negated in the next 20 years or less by such population growth along the relatively narrow Westside Coors Corridor. We would then be left with a monstrosity of a road system that served to amplify the problem further; foreboding noise from traffic that buried the quality of life for those living near Coors and Montano. In my opinion, it would be a short term solution to traffic flow at best. Visually, a flyover would be devastating to our unique corridor. Additionally, I can't imagine how an elevated flyover could respect the view corridor limits set by the Coors Corridor Plan.

I know we don't have a grid of roads here on the Westside, but why do we continually try to push traffic through what is already the long bottleneck of Coors? If growth is to continue for the Westside as projected, why hasn't the "business loop" construction project gone forward – the linking up of segments from Atrisco Vista Boulevard (NM State Road 347 intersecting at I-40) to Paseo del Vulcan in Rio Rancho? What happened there? If needed, will the City of Albuquerque partner with City of Rio Rancho and the State to get this project completed? If the end result is congestion easing along the Coors Corridor and on all of our bridges, especially Coors and Montano and Alameda, wouldn't it just be the best use of our time and dollars to put our efforts there? State owned Coors Blvd. would benefit greatly by such a project to the west of the volcanos. So much of our bridge traffic goes to Rio Rancho via commuting. We can't possibly continue to support population growth for Albuquerque Westside and Rio Rancho via our bridges. If a north-south business traffic loop were to extend north on Atrisco Vista Boulevard from I-40 and connect to the Rio Rancho Paseo del Vulcan segment, the pressure of our existing Westside commuter arteries would be greatly reduced. Neighborhoods all along Unser and Paseo del Norte in Albuquerque, and Southern Boulevard would all benefit from the loop. Furthermore, as the City of Albuquerque continues with planning projects further west, the business loop would be critical for future growth. For the Coors Corridor and future city planning efforts, completing the westside business loop is the project I believe the city should focus its' planning efforts.

With the Paseo del Norte/I-25 development that is now going on, we are going through some growth pains waiting for it to open and alleviate some of the congestion on Montano Bridge, as well as the Alameda. I respectfully urge the City Planners to can the idea of an elevated flyover at Coors and Montano and other costly changes to our Montano/Coors intersection, i.e. any diamond configuration, etc.. I hope we can spend our dollars wisely and focus on making changes further west of Coors and existing neighborhoods, where real estate and commuter growth can expand. I can imagine the reflex would be to squash the idea because the scope and the time to implement would require an enormous undertaking. I would urge City Planners to consider it seriously though because so many Albuquerque residents live close to Coors and Montano and all along the Coors corridor and we want our quality of life preserved. We also want a long term solution, not a costly ineffective one.

I appreciate you have a huge job ahead as you consider all the issues involved in the westside traffic dilemma. Thank you for taking the time to read my concerns.

Sincerely,

Phoebe Cook  
Albuquerque

**From:** [Michael](#)  
**To:** [Toffaleti, Carol G.](#)  
**Subject:** Opposition to 2014 Coors Corridor Plan  
**Date:** Tuesday, July 01, 2014 4:21:32 PM

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From: mike@mandfauto.com  
Subject: Coors Corridor Plan  
Date: Mon, 30 Jun 2014 17:07:05 -0600

My name is Michael Hosni and I am the owner of M&F Auto Sales Inc., at 2922 Coors BLVD NW. I have recently become aware of the plans to widen Coors Blvd. I am completely against these plans and I have many reasons to be. I have been in business since 1997 and this project would devastate my business. Adding one lane is not going to help the flow of traffic on this street. The only time traffic becomes backed up on this street is for about 30 minutes around the 5 o'clock hour. If you have any further questions or concerns about my standing on this issue please call me at (505)235-3050

Sincerely,  
Michael Hosni

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**From:** [Marianne Barlow](#)  
**To:** [Toffaleti, Carol G.](#)  
**Subject:** Re: Comments for the EPC hearing July 10th  
**Date:** Wednesday, July 02, 2014 4:43:08 PM

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Thanks for replying, Carol.

In answer to your question, I am representing the La Luz Landowners Assn. I am chair of the Landscape Committee here and an active member of the External Affairs Committee and as such, have permission of our Board to submit and speak on behalf of the Community

I will see you on the 10th.

Marianne Barlow

On Jul 2, 2014, at 4:24 PM, Toffaleti, Carol G. <[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)> wrote:

Hello Marianne,

Thank you for submitting comments to the EPC. They will be included in the July 10<sup>th</sup> staff report and the public file on the Plan update.

Can you please clarify whether you are submitting these comments on behalf of an association (La Luz Landowners Assn.) or other group?

Best Regards,

Carol Toffaleti, Senior Planner

*Urban Design & Development/Long Range*

*City of Albuquerque Planning Department*

*600 2<sup>nd</sup> St NW, 3<sup>rd</sup> Flr*

*Albuquerque, NM 87102*

*Direct line 924-3345*

[cgtoffaleti@cabq.gov](mailto:cgtoffaleti@cabq.gov)

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**From:** Marianne Barlow [<mailto:mombeeluz@comcast.net>]

**Sent:** Wednesday, July 02, 2014 4:13 PM

**To:** Toffaleti, Carol G.

**Subject:** Comments for the EPC hearing July 10th

July 2, 2014

Carol Toffaleti

City Planning Dept.

3rd Floor

Dear Carol and Members of the EPC,

A few quick comments before I speak at the July 10th EPC hearing on the Coors Corridor

Plan. I am speaking in favor of retaining and more strictly enforcing the plan adopted in 1984, especially concerning the view and building restrictions.

Albuquerque has two distinct view corridors, unique in Southwest cities: the view from Tramway to the West across the city to the volcanos and sacred Mt. Taylor, and the view from Coors to the East over the Bosque trees and city to the Sandias. The views along Tramway have been planned and protected to the enhancement of the foothill neighborhoods.

Not so much along the Coors corridor. The 1984 plan was wisely implemented by the joint efforts of the then Mayor, City and County councils and neighborhood representatives in a collaborative effort to protect this extraordinary area of the city from rampant unregulated development and to ensure the spectacular views could be enjoyed by residents and visitors for the years to come. The plan got off to a good start, but in the last decade, little by little, "exceptions" have been allowed to the detriment of the whole area. There is time to put a halt to this, enforce the '84 plan's building codes and view restrictions and give the residents of this part of town the same consideration that those who live in the foothill area enjoy.

Strictly enforced codes only increase the desirability of an area, not only for future residents but for businesses wanting to locate here. We already have great recreational opportunities around the Bosque, drawing in families all over the city. This area is more and more appreciated for its' green beauty. In looking over the City's revised Corridor plan, I do not find the same clearly stated, understandable, encompassing restrictions that I find in the 1984 plan.

My neighbors and I sincerely request that you retain the view and building portions of the 1984 Coors Corridor plan.

Thank You,

Marianne Barlow  
27 Tennis Ct. NW  
Albuq. N M 87120  
[mombeeluz@comcast.net](mailto:mombeeluz@comcast.net)

**From:** [Michael](#)  
**To:** [Toffaletti, Carol G.](#)  
**Subject:** Objections to 2014 Coors Corridor Plans  
**Date:** Tuesday, July 01, 2014 4:19:27 PM

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June 28, 2014

Carol Toffaleti, Senior Planner  
Urban Design & Development/Long Range  
City of Albuquerque Planning Department  
600 2<sup>nd</sup> St NW, 3<sup>rd</sup> Flr  
Albuquerque, NM 87102

Dear Ms. Carol Toffaleti,

We are property and business owners who have two properties, one commercial and one residential, which are located within the area of the proposed 2014 Coors Corridor Plan. The address of our commercial location is 3100 Coors Rd N.W. and the address of our residential property is 5100 Vista De Luz NW. After review of some of the plan recommendations, we wish to be on record to formally, and emphatically state that we are strongly opposed to some of roadway changes as currently proposed in the 2014 Coors Corridor Plan. In so far as we can ascertain from the current drawings, there are proposed roadway grade and access changes that will dramatically impact the east side of Coors Road from Quail to Sequoia. Our business is located just north of Quail, on the corner of Coors and Pheasant. Although the exact impact of the recommendations is not entirely delineated at this time, we believe that the proposed recommendations will create an enormous amount of irreparable harm to our long established and thriving business located in that sector of the Plan.

The particular piece of property at 3100 Coors Rd N.W. is extremely valuable to the entire operation of our CareMore Chiropractic Centers health care business. It took us three years to locate a west side property that would allow a free standing building on NW Coors that was neither too big nor too small. We built this location in 1985 to our specifications and fully complied with all of the codes and conditions of the existing 1984 Coors Corridor Plan. In order to build this property, we also gave the western most part of our lot to the city for its future needs.

During its entire existence, this location has been the backbone of our entire health care operation. We currently have 32 employees and there is no question that if this office were to be significantly impacted by the Coors Corridor Plan or cease to exist, many of our employees would lose their jobs. In fact, the loss of this location might well be enough to cause the entire company to go out of business. Health care, and chiropractic in particular, has greatly suffered in the harsh economic conditions of the past several years. We have had to close locations. The Coors office doesn't just pay for itself; it also helps make up the shortfall for a couple of other locations. By doing this, we have been able to keep our

employees working and offer affordable health care in a number of underserved communities that otherwise would not have access to such services.

After looking over the currently available proposed plans, it is obvious that property owners like us need a lot more detailed clarification on how the current proposed modifications will impact our individual properties. In addition, we would like to request that the State, transportation personnel, civil engineers, and project managers explore acceptable alternatives which will limit the harm to existing businesses, employees and their families that depend upon this section of road for their livelihood. We can be reached through email at [mjplaman@msn.com](mailto:mjplaman@msn.com) or via phone at 505-435-5476.

Sincerely,

Dr. Michael and Jill Plaman