



**Environmental
Planning
Commission**

**Agenda Number: 2
Project Number: 1005238
Case #s: 14EPC-40032, 14EPC-40033
July 10, 2014**

Supplementary Staff Report

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

Staff Recommendation

CONTINUANCE of Case #s 14EPC-40032 (Amendment to Corridor Plan Map) and 14EPC-40033 (Adoption of Rank 3 Corridor Plan) for 30 days to August 7, 2014.

**Staff Planner
Carol Toffaleti, Senior Planner**

Summary of Analysis

This staff report should be read in conjunction with the staff report dated June 5, 2014. (The project was not heard on June 5th due to the lack of a quorum and was rescheduled for July 10, 2014.) The June report contains an overview of the April 2014 EPC Draft Coors Corridor Plan (the Plan) and the planning process, an analysis of the plan in relation to applicable ordinances and policies, and the justification for the proposed changes to the 1984 design regulations per Resolution 270-1980.

Over the past month, staff has continued to field questions and discuss the draft Plan with residential and commercial property-owners and the development community. Staff has compiled most of the written comments received from the public and agencies in a matrix and begun drafting responses, including potential revisions to the Plan (see Matrix and Comments att.). Revisions to maps and figures are also underway. A range of views are expressed, from support to opposition, and on a variety of elements in the Plan. Staff believes some issues merit further investigation and consultation with the public and/or agencies.

Written comments that were received recently are attached to the staff report, but have not been entered into the matrix (see "Additional Comments not included in Matrix" att.). Staff is expecting more will be submitted within 48 hours of the hearing as well as in verbal testimony at the hearing.

Staff recommends a 30-day continuance to allow a comprehensive review and response to all public and agency comments received. Recommended findings and conditions will be drafted accordingly for the EPC's consideration.

Additional agency comments used in the preparation are at the end of the report

I. CONCERNS OF REVIEWING AGENCIES

Comments from departments and agencies are addressed in the matrix and additional ones are at the end of the report or attached...

II. NEIGHBORHOOD/PUBLIC CONCERNS

Comments from residential and commercial property-owners in the plan area are addressed in the matrix and additional ones are attached to the report. They range from support to opposition. Several include suggestions for improvements to the draft Plan. The most significant concerns center on:

- Difficult access onto Coors Blvd. from the Bosque Meadows residential subdivision and Open Space Visitor Center
- Impact of road widening to accommodate future Bus Rapid Transit (BRT) lanes and stations, elevated roadway and interchanges
 - Hanover-Iliff area
 - North of I-40
 - North of Sequoia
 - Eagle Ranch/Coors intersection
 - Coors/Montano area
 - On access to business (Irving/Coors area)
 - And locations adjacent to individual homes
- View Preservation Regulations

III. CONCLUSION

The proposed Plan furthers a preponderance of applicable City goals and policies and the changes to the Design Overlay Zone are justified per R-270-1980. There are numerous comments for staff to analyze and respond to, some in consultation with departments, agencies and stakeholders. Staff believes that areas of disagreement among stakeholders can be narrowed and some resolved. Recommended Findings and Conditions would be prepared accordingly for the EPC's consideration. Staff therefore respectfully requests a 30-day continuance to August 7, 2014.

FINDINGS - 14EPC-40032, July 10, 2014, Amendment to Map of Coors Corridor Plan

1. The request is for an amendment to the existing map of the Coors Corridor Plan, accompanied by a request for adoption of the proposed Rank 3 Coors Corridor Plan to replace the 1984 plan.
2. The Charter of the City of Albuquerque, Albuquerque / Bernalillo County Comprehensive Plan, West Side Strategic Plan, Major Public Open Space Facility Plan, Bosque Action Plan, Facility Plan for Arroyos, Facility Plan: Electric System Transmission & Generation 2010-2020, Trails and Bikeways Facility Plan, Albuquerque On-Street Comprehensive Bike Plan, Coors Corridor Plan (1984, amended), §1-13 of the City of Albuquerque Code of Resolutions, the City of Albuquerque Zoning Code and 2035 Metropolitan Transportation Plan are incorporated herein by reference and made part of the record for all purposes.
3. The proposed Plan area extends approximately 11 miles from Bridge Blvd. in the south to Alameda Blvd. in the north along Coors Blvd. and Coors Blvd. Bypass (the Bypass). In addition to the rights-of-way of Coors Blvd. and the Bypass, it encompasses adjacent properties in the City with a total area of approximately 2,200 acres.
4. The proposed Plan area contains three regulatory sub- areas, which overlap to some degree: a Transportation sub-area along all of Coors Blvd. and Coors Blvd. Bypass, where the transportation policies and requirements apply; a Design Overlay Zone (DOZ) along Coors Blvd. beginning north of Central Ave., where the general development regulations apply; and a View Preservation sub-area within the DOZ that covers the area east of Coors Blvd. and north of Namaste Trail, where the view preservation regulations apply.
5. The proposed Plan aims to protect natural endowments of the Coors Corridor and to promote an aesthetic and humane urban environment with multi-modal transportation strategies and design standards. Updating the Plan, including the geographic area to which it applies, is a reasonable exercise in local self-government consistent with the City Charter.
6. The proposed Plan, including its Plan area, is consistent with and furthers several goals and policies of the Comprehensive Plan:
 - The proposed buffers of Open Space lands and the requirements for trail connections in the DOZ further the Open Space Network Goal and policies II.B.1.c & f.
 - The policies and regulations in the DOZ aim to enhance the quality of the built environment of the Coors Corridor. The View Preservation regulations will help maintain its unique vistas. The site design guidelines encourage respect for any natural and scenic resources adjacent to development sites as well as the existing topography within sites. Mitigation of traffic noise along Coors Blvd. and the Bypass will be

- considered in relation to future transportation projects, per Chapter C in the Plan, while the landscape strip required by the DOZ all along these arterials provide additional buffering for users of adjacent properties. The View Preservation regulations contain additional architectural standards to ensure developments are designed to complement the backdrop created by the bosque and other Open Space lands. (Developing And Established Urban Areas Goal, Policies II.B.5.d, g, k & m)
- The Plan aims to balance furthering the Activity Center Goal and Policy II.B.7.c for transit-supportive, higher-density development on the one hand, and other Goals (Developing And Established Urban Areas, Developed Landscape) by allowing deviations to the View Preservation regulations within specific parameters and subject to EPC review (see B.4.3)
 - The Plan calls for a multi-modal transportation strategy for the future of Coors Blvd. and the Bypass, including Bus Rapid Transit, walking and cycling, based on a thorough analysis of a range of alternatives (Air Quality Goal, policies II.C.1.d & g)
 - Several policies and regulations in the DOZ help maintain the quality of the natural and developed landscapes in the Corridor, including: buffers for Open Space lands; consideration of natural features within and adjacent to development sites at the site design stage; structure height and mass regulations, particularly in the View Preservation sub-area. (Developed Landscape Goal, Policies II.C.8.a & e)
 - The alternatives analysis completed for the Coors Corridor fulfills the Goal and Policy II.D.4.a. The multi-modal transportation strategy and individual policies in Chapter C of the Plan, supported by regulations in the DOZ, help implement the remaining policies of this section to balance the mobility needs of all roadway users and improve connectivity in the Plan area. (Transportation and Transit Goal, Policies II.D.4.a, g, h, i & q)
7. The proposed Plan, including its Plan area, is consistent with and furthers several goals and policies of the West Side Strategic Plan:
- The transportation and DOZ elements of the Plan are geared specifically to the Coors Corridor, a critical thoroughfare and prominent area on the West Side. They are formulated to strike a balance between addressing the increase in traffic that is forecast for the West Side with preserving its unique scenic resources. (Objectives 2 & 3)
 - The proposed update to the DOZ includes View Preservation regulations and guidelines for properties east of Coors and north of Namaste Rd.. They call for site layout and building height and mass that retain a portion of the views to the Sandia Mountains, and to the bosque where possible. They have been calibrated to allow development, and deviations to regulations in certain circumstances, subject to meeting specific criteria and to public review and approval through the EPC hearing process. Sections C.11 and E.3 of the Plan are coordinated to help implement public viewsites as part of roadway projects and on other public land in the Corridor, where they can capitalize on grade differences

- and proximity to trails and Open Space. Public viewsites are also encouraged in private non-residential developments where public amenities are already required by general regulations in the Zoning Code (§ 14-16-3-18). (4. DEVELOPMENT PROCESS ISSUES – Views East of Coors Blvd.)
- The proposed DOZ furthers the policies and addresses most of the elements of a development that are identified by the WSSP under “Other Views” and “Visual Quality” including: Height; Lighting; Vegetation; Overhead Utilities; Signs; Fences and Walls; Standards for multi-modal access in residential and commercial developments (4. DEVELOPMENT PROCESS ISSUES, Policies 4.6, 4.6 c, e, g & h)
 - Chapter C of the Plan partially furthers the intent by recommending dedicated transit lanes and providing facilities for pedestrians and cyclists on Coors Blvd. and the Bypass. The DOZ also calls for segments and connections to multi-use trails to be provided through the development process. (6. TRANSPORTATION SYSTEM)
 - The DOZ requires a landscape setback/buffer along the San Antonio and Calabacillas Arroyos and other public surface drainage facilities (D.3.3). It also calls for trail segments and aggregate common space to be provided through the development process, along arroyos designated in the Facility Plan for Arroyos. (7. NATURAL AND CULTURAL RESOURCES, RECREATION AND SPECIAL AREAS, Policy 7.6.)
8. Segments of and connections to existing trails along arroyos are required within the proposed Design Overlay Zone by DOZ regulation D.3.7, and landscape setback/buffers are required to retain existing vegetation by D.3.3 iv). These furthers General Policy 6 and Major Open Space Arroyo Policy 4 of the Facility Plan for Arroyos.
 9. DOZ regulation D.3.11 applicable to the proposed Design Overlay Zone refers to the Facility Plan: Electric System Transmission & Generation 2010-2020, which meets the goal and objective 5 of this Rank 2 plan.
 10. Transportation and DOZ policies and regulations, and the public project recommendations for the Plan area further the goals, objectives and policies of the Trails & Bikeways Facility Plan (TBFP) and the Albuquerque Comprehensive On-street Bicycle Plan, by requiring on-street bicycle facilities, and segments of and connections to the trail network designated in the TBFP.
 11. Chapter C of the Plan furthers the themes of the 2035 Metropolitan Transportation Plan through its multi-modal strategy and policies that call for dedicated transit lanes and facilities for pedestrians and cyclists within the rights-of-way of Coors Blvd. and the Bypass.
 12. The proposed Design Overlay Zone (DOZ) in the Coors Corridor Plan meets the criteria for DOZ’s in the Zoning Code because: the size exceeds 320 acres and it is part of Rank 3 sector

development plan (in this case the “sector” follows the Coors Blvd./Bypass corridor); and it meets at least two of the conditions. In reference to (a) the DOZ includes the View Preservation sub-area, which has highly significant views of the Sandia Mountains and, to some extent, of the bosque. In reference to (c) the DOZ encompasses properties adjacent to a 10-mile stretch of Coors Blvd. and the Bypass, which are principal arterials of local and regional significance for north-south as well as east-west mobility, since they connect to five river crossings that provide access to major employment, educational and health centers.

13. The proposed changes to the DOZ, which applies to the majority of the Plan area, are justified per R-270-1980 because the existing DOZ boundary and regulations are no longer appropriate due to changed conditions in the Coors Corridor area. The boundary has been adjusted to only encompass properties where future development and redevelopment needs to be controlled to fully realize the City’s current goals and policies. The proposed additions and amendments to the regulations in the DOZ are also justified because they better further the City’s current goals and policies:

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

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

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

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

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

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

1. *The 1984 DOZ boundary was amended to exclude areas where development is already governed by design regulations in the Tower/Unser and West Route 66 sector development plans. This is to avoid conflict between overlapping sets of regulations that is often unproductive and confusing for all interested parties. The proposed DOZ continues to overlap with other sector development plans (SDPs)—East Atrisco, University of Albuquerque, Riverview and Seven-Bar Ranch SDPs, because these have either no design regulations or only guidelines.*
2. *The new DOZ is updated and furthers a preponderance of elements in the Albuquerque/Bernalillo County Comprehensive Plan (CP), the West Side Strategic Plan (WSSP, the Facility Plan for Arroyos (FPA), and Trails & Bikeways Facility Plan (TBFP) References to regulations in the DOZ are in [brackets] at the end of each citation. These include:*
 - a. *(CP) Open Space Network Policy II.B.1.c, by protecting Major Public Open Space areas from adjacent development through setbacks landscaped with native vegetation [D.3.3 ii) - iv)].*
 - b. *(CP) Open Space Network Policy II.B.1.f., (FPA) General Policy 1 - Encouraging Multiple Use, (FPA) General Policy 6 - Appropriate Access, by providing segments of multi-use trails and connections to trails along arroyos and ditches through the development process [D.3.7].*
 - c. *(WSSP) Arroyos Policy 7.6, by buffering and enhancing arroyos that are designated in the FPA for their value as open space and recreational corridors [D.3.3 ii), D.3.18 ii) e.]*
 - d. *(TBFP) Multi-Use Trail policy – Access Standards, by requiring pedestrian access to the trail system at the time of platting or site development plan approval where appropriate [D.3.7 ii)]*
 - e. *(CP) Developing And Established Urban Areas Policy II.B.5.d and II.B.5.m, by controlling the design of new development through View Preservation regulations so that development respects unique vistas and scenic resources valued by area residents and the wider community [D.4.0].*
 - f. *(CP) Developed Landscape Policy II.C.8.e, (FPA) Major Open Space Arroyo Policy 4 - Preserving Topsoil And Existing Vegetation, by providing guidelines and regulations to ensure that buildings are sited to minimize alteration of existing vegetation and topography and visibility of structures in scenic vista areas [D.3.2 i), D.3.3. iv) c., D.3.9 iii), D.4.0]*
 - g. *(CP) Transportation and Transit Policy II.D.4.g, by integrating pedestrian opportunities into development to create safe and pleasant non-motorized travel conditions [D.3.6, D.3.7].*

-
- h. (WSSP) Visual Quality Policy 4.6, by formulating regulations for the Coors Corridor that control several aspects of development: site design to preserve some degree of bosque and mountain views and other views; signs that enhance development and protect views; building height and massing; lighting that protects the "night sky"; the retention of existing vegetation; and openings in walls to allow access for pedestrians and cyclists. [D.4.0, D.3.16 & 4.6, D.3.12 & 4.3, D.3.15 & 4.5, [D.3.2 i), D.3.3. iv) c., D.3.9 iii)*
- i. (WSSP) Residential Development Policy 4.6.c, by limiting the size of gated communities and requiring openings in their perimeter walls for pedestrians and cyclists [D.3.18 i) b.]*
- j. (WSSP) Commercial Development Policy 4.6.h, by limiting the maximum number of parking spaces to 10% above Zoning Code requirements in developments and requiring a multi-modal circulation plan that provides routes to neighboring properties, adjacent streets, and transit service, as well as convenient internal access [D.3.8, D.3.2 iii)]*
- D. The applicant must demonstrate that the existing zoning is inappropriate because:
1. There was an error when the existing zone map pattern was created; or
 2. Changed neighborhood or community conditions justify the change; or
 3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

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

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

- *Bernalillo County has chosen not to adopt an updated DOZ given the small area of undeveloped land that remains under their jurisdiction in the Corridor, and therefore land under county jurisdiction is removed from the DOZ.*
- *The east edge of the new DOZ ends at the Corrales Riverside Drain instead of the center line of the Rio Grande, because the Rio Grande Valley State Park and City Open Space are now continuous along the river and are controlled by other policies, laws and regulations.*
- *The boundary follows current property lines and encompasses sites with multiple lots that are governed by approved site development plans throughout the Corridor.*

- *Land that is zoned and already developed for single-family residential use and that is not contiguous to or directly accessed from Coors Blvd. The City considers it unnecessary to continue including properties that: are not immediately adjacent to the Coors ROW; whose zoning is inherently stable; and are unlikely to be redeveloped within the time horizon of the Plan (10 to 20 years). The exception is the View Preservation sub-area.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

14. Comments and suggested changes to the April 2014 EPC draft Coors Corridor Plan have been received from departments, agencies, neighborhood associations, residents, property- and business-owners. There is both support and opposition to certain transportation and DOZ-related policies, regulations and recommended projects, but no objection to the proposed Plan area. However, a recommendation by the Environmental Planning Commission on the two cases in the application should be made at the same hearing, as they are interdependent.

RECOMMENDATION - 14EPC-40032, June 5, 2014

A Continuance for 30 days, to August 7, 2014, of case 14EPC-40032, to amend the map of the Coors Corridor Plan, based on the preceding Findings.

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

1. The request is for adoption of the proposed Rank 3 Coors Corridor Plan to replace the 1984 plan, accompanied by an amendment to the existing map (Plan area) of the Coors Corridor Plan.
2. The Charter of the City of Albuquerque, Albuquerque / Bernalillo County Comprehensive Plan, West Side Strategic Plan, Major Public Open Space Facility Plan, Bosque Action Plan, Facility Plan for Arroyos, Facility Plan: Electric System Transmission & Generation 2010-2020, Trails and Bikeways Facility Plan, Albuquerque On-Street Comprehensive Bike Plan, Coors Corridor Plan (1984, amended), City of Albuquerque Code of Resolutions (§1-13), City of Albuquerque Zoning Code and the 2035 Metropolitan Transportation Plan are incorporated herein by reference and made part of the record for all purposes.
3. The proposed Plan area extends 11 miles from Bridge Blvd. in the south to Alameda Blvd. in the north along Coors Blvd. and Coors Blvd. Bypass. In addition to the rights-of-way of Coors Blvd. and Coors Bypass, it encompasses adjacent properties in the City with a total area of approximately 2,200 acres.
4. The proposed Plan aims to protect natural endowments of the Coors Corridor and to promote an aesthetic and humane urban environment with multi-modal transportation strategies and design standards. Updating the Plan is a reasonable exercise in local self-government consistent with the City Charter.
5. The proposed Plan is consistent with and furthers several goals and policies of the Comprehensive Plan:
 - The proposed buffers of Open Space lands and the requirements for trail connections in the DOZ further the Open Space Network Goal and policies II.B.1.c & f.

- The policies and regulations in the DOZ aim to enhance the quality of the built environment of the Coors Corridor. The View Preservation regulations will help maintain its unique vistas. The site design guidelines encourage respect for any natural and scenic resources adjacent to development sites as well as the existing topography within sites. Mitigation of traffic noise along Coors Blvd. and the Bypass will be considered in relation to future transportation projects, per Chapter C in the Plan, while the landscape strip required by the DOZ all along these arterials provide additional buffering for users of adjacent properties. The View Preservation regulations contain additional architectural standards to ensure developments are designed to complement the backdrop created by the bosque and other Open Space lands. (Developing And Established Urban Areas Goal, Policies II.B.5.d, g, k & m)
 - The Plan aims to balance furthering the Activity Center Goal and Policy II.B.7.c for transit-supportive, higher-density development on the one hand, and other Goals (Developing And Established Urban Areas, Developed Landscape) by allowing deviations to the View Preservation regulations within specific parameters and subject to EPC review (see B.4.3)
 - The Plan calls for a multi-modal transportation strategy for the future of Coors Blvd. and the Bypass, including Bus Rapid Transit, walking and cycling, based on a thorough analysis of a range of alternatives (Air Quality Goal, policies II.C.1.d & g)
 - Several policies and regulations in the DOZ help maintain the quality of the natural and developed landscapes in the Corridor, including: buffers for Open Space lands; consideration of natural features within and adjacent to development sites at the site design stage; structure height and mass regulations, particularly in the View Preservation sub-area. (Developed Landscape Goal, Policies II.C.8.a & e)
 - The alternatives analysis completed for the Coors Corridor fulfills the Goal and Policy II.D.4.a. The multi-modal transportation strategy and individual policies in Chapter C of the Plan, supported by regulations in the DOZ, help implement the remaining policies of this section to balance the mobility needs of all roadway users and improve connectivity in the Plan area. (Transportation and Transit Goal, Policies II.D.4.a, g, h, i & q)
6. The proposed Plan is consistent with and furthers several goals and policies of the West Side Strategic Plan:
- The transportation and DOZ elements of the Plan are geared specifically to the Coors Corridor, a critical thoroughfare and prominent area on the West Side. They are formulated to strike a balance between addressing the increase in traffic that is forecast for the West Side with preserving its unique scenic resources. (Objectives 2 & 3)
 - The proposed update to the DOZ includes View Preservation regulations and guidelines for properties east of Coors and north of Namaste Rd.. They call for site layout and building height and mass that retain a portion of the views to the Sandia Mountains, and

to the bosque where possible. They have been calibrated to allow development, and deviations to regulations in certain circumstances, subject to meeting specific criteria and to public review and approval through the EPC hearing process. Sections C.11 and E.3 of the Plan are coordinated to help implement public viewsites as part of roadway projects and on other public land in the Corridor, where they can capitalize on grade differences and proximity to trails and Open Space. Public viewsites are also encouraged in private non-residential developments where public amenities are already required by general regulations in the Zoning Code (§ 14-16-3-18). (4. DEVELOPMENT PROCESS ISSUES – Views East of Coors Blvd.)

- The proposed DOZ furthers the policies and addresses most of the elements of a development that are identified by the WSSP under “Other Views” and “Visual Quality” including: Height; Lighting; Vegetation; Overhead Utilities; Signs; Fences and Walls; Standards for multi-modal access in residential and commercial developments (4. DEVELOPMENT PROCESS ISSUES, Policies 4.6, 4.6 c, e , g & h)
 - Chapter C of the Plan partially furthers the intent by recommending dedicated transit lanes and providing facilities for pedestrians and cyclists on Coors Blvd. and the Bypass. The DOZ also calls for segments and connections to multi-use trails to be provided through the development process. (6. TRANSPORTATION SYSTEM)
 - The DOZ requires a landscape setback/buffer along the San Antonio and Calabacillas Arroyos and other public surface drainage facilities (D.3.3). It also calls for trail segments and aggregate common space to be provided through the development process, along arroyos designated in the Facility Plan for Arroyos. (7. NATURAL AND CULTURAL RESOURCES, RECREATION AND SPECIAL AREAS, Policy 7.6.)
7. Segments of and connections to existing trails along arroyos are required by DOZ regulation D.3.7 and landscape setback/buffers are required to retain existing vegetation by D.3.3 iv), which furthers General Policy 6 and Major Open Space Arroyo Policy 4 of the Facility Plan for Arroyos.
 8. DOZ regulation D.3.11 refers to the Facility Plan: Electric System Transmission & Generation 2010-2020, which meets the goal and objective 5 of this Rank 2 plan.
 9. Transportation and DOZ policies and regulations, and the public project recommendations in the Plan further the goals, objectives and policies of the Trails & Bikeways Facility Plan (TBFP) and the Albuquerque Comprehensive On-street Bicycle Plan , by requiring on-street bicycle facilities, and segments of and connections to the trail network designated in the TBFP.

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

11. The proposed Design Overlay Zone (DOZ) in the Coors Corridor Plan meets the criteria for DOZ's in the Zoning Code because: the size exceeds 320 acres and is part of Rank 3 sector development plan (in this case the "sector" follows the Coors Blvd./Bypass corridor); and it meets at least two of the conditions. In reference to (a) The DOZ includes the View Preservation sub-area, which has highly significant views of the Sandia Mountains and, to some extent, of the bosque (a). In reference to (c) the DOZ encompasses properties adjacent to a 10-mile stretch of Coors Blvd. and the Bypass, which are principal arterials of local and regional significance for north-south as well as east-west mobility, since they connect to five river crossings that provide access to major employment, educational and health centers.

12. The proposed changes to the DOZ are justified per R-270-1980 because the existing DOZ boundary and regulations are no longer appropriate due to changed conditions in the Coors Corridor area. The boundary has been adjusted to only encompass properties where future development and redevelopment needs to be controlled to fully realize the City's up-to-date goals and policies. The proposed additions and amendments to the regulations in the DOZ are also justified because they better further the City's current goals and policies:
 - K. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.

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

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

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

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

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

3. *The 1984 DOZ boundary was amended to exclude areas where development is already governed by design regulations in the Tower/Unser and West Route 66 sector development plans. This is to avoid conflict between overlapping sets of regulations that is often unproductive and confusing for all interested parties. The proposed DOZ continues to overlap with other sector development plans (SDPs)—East Atrisco, University of Albuquerque, Riverview and Seven-Bar Ranch SDPs, because these have either no design regulations or only guidelines.*
4. *The new DOZ is updated and furthers a preponderance of elements in the Albuquerque/Bernalillo County Comprehensive Plan (CP), the West Side Strategic Plan (WSSP, the Facility Plan for Arroyos (FPA), and Trails & Bikeways Facility Plan (TBFP) References to regulations in the DOZ are in [brackets] at the end of each citation. These include:*
 - a. *(CP) Open Space Network Policy II.B.1.c, by protecting Major Public Open Space areas from adjacent development through setbacks landscaped with native vegetation [D.3.3 ii) - iv)].*
 - b. *(CP) Open Space Network Policy II.B.1.f., (FPA) General Policy 1 - Encouraging Multiple Use, (FPA) General Policy 6 - Appropriate Access, by providing segments of multi-use trails and connections to trails along arroyos and ditches through the development process [D.3.7].*
 - c. *(WSSP) Arroyos Policy 7.6, by buffering and enhancing arroyos that are designated in the FPA for their value as open space and recreational corridors [D.3.3 ii), D.3.18 ii) e.]*
 - d. *(TBFP) Multi-Use Trail policy – Access Standards, by requiring pedestrian access to the trail system at the time of platting or site development plan approval where appropriate [D.3.7 ii)]*
 - e. *(CP) Developing And Established Urban Areas Policy II.B.5.d and II.B.5.m, by controlling the design of new development through View Preservation regulations so that development respects unique vistas and scenic resources valued by area residents and the wider community [D.4.0].*
 - f. *(CP) Developed Landscape Policy II.C.8.e, (FPA) Major Open Space Arroyo Policy 4 - Preserving Topsoil And Existing Vegetation, by providing guidelines and regulations to*

ensure that buildings are sited to minimize alteration of existing vegetation and topography and visibility of structures in scenic vista areas [D.3.2 i), D.3.3. iv) c., D.3.9 iii), D.4.0]

g. (CP) Transportation and Transit Policy II.D.4.g, by integrating pedestrian opportunities into development to create safe and pleasant non-motorized travel conditions [D.3.6, D.3.7].

h. (WSSP) Visual Quality Policy 4.6, by formulating regulations for the Coors Corridor that control several aspects of development: site design to preserve some degree of bosque and mountain views and other views; signs that enhance development and protect views; building height and massing; lighting that protects the "night sky"; the retention of existing vegetation; and openings in walls to allow access for pedestrians and cyclists. [D.4.0, D.3.16 & 4.6, D.3.12 & 4.3, D.3.15 & 4.5, [D.3.2 i), D.3.3. iv) c., D.3.9 iii)]

i. (WSSP) Residential Development Policy 4.6.c, by limiting the size of gated communities and requiring openings in their perimeter walls for pedestrians and cyclists [D.3.18 i) b.]

j. (WSSP) Commercial Development Policy 4.6.h, by limiting the maximum number of parking spaces to 10% above Zoning Code requirements in developments and requiring a multi-modal circulation plan that provides routes to neighboring properties, adjacent streets, and transit service, as well as convenient internal access [D.3.8, D.3.2 iii)]

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

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

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

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

- *Bernalillo County has chosen not to adopt an updated DOZ given the small area of undeveloped land that remains under their jurisdiction in the Corridor, and therefore land under county jurisdiction is removed from the DOZ.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and

4. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

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

13. Numerous comments on the April 2014 EPC draft Coors Corridor Plan have been received from departments, agencies, neighborhood associations, residents, property- and business-owners. They include suggestions for correcting the Plan, raise issues of local concern, and range from support to opposition for elements of the Plan.
14. Staff believes that many concerns can be addressed and areas of disagreement among stakeholders can be narrowed and some resolved. Recommended Findings and Conditions would be prepared accordingly for the EPC's consideration. .
-

RECOMMENDATION - 14EPC-40032, July 10, 2014

A Continuance for 30 days, to August 7, 2014, of case 14EPC-40033, Adoption of Rank 3 Coors Corridor Plan, based on the preceding Findings.

*Carol Toffaleti
Senior Planner*

Notice of Decision cc list:

Commenters:

Anne Atkins, Albuquerque, NM

Lu Rivera, Albuquerque, NM

Alison Flores, PO Box 67590, Albuquerque, NM, 87193

Yolanda Dehaiman, 7427 Brenton Dr, Albuquerque, NM,

Barbra Eberhardt, Bosque Meadows Pl, Albuquerque, NM,

Hugh Floyd, Easterling Engineering, 3613 NM 528 NW, Suite E-2, Albuquerque NM,

Senait Fuller, Brenton Dr, NW, Albuquerque, NM,

Pat Gallagher, La Luz Landowners Assn., One Loop One NW, Albuquerque NM, 87120
Kelli Gallegos, 5704 Cactus Flower, NW, Albuquerque, NM,
Marguerite Hernandez, La Anita NW, Albuquerque NM,
Valerie Lopez, 6536 Bosque Meadows Pl, NW, Albuquerque, NM, 87120
Bill Melloy, 9621 Coors Blvd, Albuquerque, NM,
Anthony & Henrietta Torres, 6543 Bosque Meadow Pl, NW, Albuquerque, NM,
Colby May, Esq., PC., 205 Third Street, SE, Washington, DC, 20003
Cindy Mansfield, Trinity Broadcasting Network, 1510 Coors Road, NW, Albuquerque, NM,
Steven Watson 3605 Yipee Calle Ct NW, Albuquerque, NM, 87120
Andrew Abeyta, 3619 Yipee Calle Ct. NW, Albuquerque, NM 87120
Susan Brewster, Albuquerque, NM
Stephen Clark, 3608 Nolina Ct. NW, Albuquerque, NM 87120
Pat Dadian, 5332 Apollo Dr. NW, Albuquerque, NM 87120
Kevin Eatman, 6455 Brenton Dr. NW, Albuquerque, NM 87120
Anthony Brian Gallegos, Operations Manager, University of New Mexico, 1155 University Blvd. SE,
Albuquerque, NM 87106
Judith A. Kanester, 54 Calle Aplanado NW, Albuquerque, NM 87120
Jo Rose, Albuquerque, NM
Susan and John Stucker, Albuquerque, NM
Ted Studerus, Albuquerque, NM
Rene Horvath, TRNA, Land Use Director, Albuquerque, NM
Jolene Wolfley, TRNA, President, Albuquerque, NM
Steven Montiel, Transportation Planner, Mid-Region Metropolitan Planning Organization, 809 Copper
Ave. NW, Albuquerque, NM 87120
Grant Brodehl, Special Projects Planner, Rio Metro, 807 Copper Ave. NW, Albuquerque, NM 87120
Andy Strebe, Fixed Operations Director, Don Chalmers Ford, Inc., Albuquerque, NM
Phoebe Cook, Albuquerque, NM
Michael Hosni, Albuquerque, NM
Marianne Barlow, La Luz Landowners Assn., 27 Tennis Ct. NW, Albuquerque, NM 87120
Dr. Michael and Mrs. Jill Plaman, Care More Chiropractic, Albuquerque, NM

Neighborhood Association Contacts:

Jeanette Baca, Alamosa N.A., 901 Field SW, Albuquerque, NM 87121
Jerry Gallegos, Alamosa N.A., 6013 Sunset Gardens SW, Albuquerque, NM 87121
Patsy Nelson, Alban Hills N.A., 3301 La Rambla NW, Albuquerque, NM 87102
Lynne Scott, Alban Hills N.A., 6419 Camino Del Arrebol NW, Albuquerque, NM 87120
Kelly Chappelle, Avalon N. A., 9135 Santa Catalina Ave. NW, Albuquerque, NM 871212
Bob Wood, Avalon N.A., 5216 White Reserve Ave. SW, Albuquerque, NM 87105
Rick Jenkins, Crestview Bluff N.A., 208 Crestview Bluff SW, Albuquerque, NM 87105
Milton Brown, Crestview Bluff N.A., 5216 White Reserve Ave. SW, Albuquerque, NM 87105
Linda J. Oaks, Encanto Village HOA, 7415 Via Tranquillo SW, Albuquerque, NM 87121
Waylon Chavez, Encanto Village HOA, 7631 Via Serenita SW, Albuquerque, NM 87121
Dr. Joe Valles, Grande Heights Assoc., 5020 Grande Vista Ct. NW, Albuquerque, NM 87120

Richard Kirschner, Grande Heights Assoc., 5004 Grande Vista Ct. NW, Albuquerque, NM 87120
Arthur Woods, La Luz Del Sol N.A., 33 Wind Rd. NW, Albuquerque, NM 87120
Jim Fisk, La Luz Del Sol N.A., 2 Mill Rd. NW, Albuquerque, NM 87120
Rae Perls, La Luz Landowners Assoc., 15 Tennis Ct. NW, Albuquerque, NM 87120
Paula Worley, La Luz Landowners Assoc., 3 Pool NW, Albuquerque, NM 87120
Allan Ludi, Ladera Heights N.A., 6216 Saint Josephs NW, Albuquerque, NM 87120
Pat Moses, Ladera Heights N.A., 6314 Dona Linda Pl. NW, Albuquerque, NM 87120
Steven Collins, Ladera West N.A., 7517 Vista Alegre NW, Albuquerque, NM 87120
Shariesse McCannon, Ladera West N.A., 2808 El Tesoro Escondido NW, Albuquerque, 87120
Mary Zaremba, Las Casitas Del Rio H.O.A, 2552 Stipa NW, Albuquerque, NM 87120
Danielle Wierengo, Las Casitas Del Rio H.O.A, 3608 Panicum, Albuquerque, NM 87120
Larry Foor, LCD Rio Unit 2 Subdivision H.O.A., 6184 Deergrass Cir. NW, Albuquerque, NM 87120
Nita Day, LCD Rio Unit 2 Subdivision H.O.A., 6127 Deergrass Cir. NW, Albuquerque, NM 87120
Jim Larkin, Laurelwood N.A., 7304 Inwood NE, Albuquerque, NM 87120
John M. Vrabec, Laurelwood N.A., 7721 Pinewood Dr. NW, Albuquerque, NM 87120
Ben Sandoval, Los Volcanes N.A., 6516 Honeylocust Ave. NW, Albuquerque, NM 87121
Ann McCoy, Los Volcanes N.A., 6700 Silkwood Ave. NW, Albuquerque, NM 87121
Bob Nashwinter, Oxbow Park H.O.A., 3828 Tundra Swan NW, Albuquerque, NM 87120
Cindy Churan, Oxbow Park H.O.A, 3900 Desert Sage Ct. NW, Albuquerque, NM 87120
Richard Shine, Oxbow Village H.O.A, 3835 Oxbow Village Ln. NW, Albuquerque, NM 87120
Nick Harrison, Oxbow Village H.O.A, 3800 Oxbow Village Ln. NW, Albuquerque, NM 87120
Tom Anderson, Paradise Hills Civic Assoc., 10013 Plunkett Dr. NW, Albuquerque, NM 87114
Maria Warren, Paradise Hills Civic Assoc., 5020 Russell NW, Albuquerque, NM 87114
Joan Jones, Pat Hurley N.A., 309 Rincon Ct. NW, Albuquerque, NM 87105
Carole Montgomery. Pat Hurley N.A., 408 Atrisco NW, Albuquerque, NM 87105
Tony Paiz, Piedras Marcadas N.A., 4905 Sherry Ann NW, Albuquerque, NM 87114
John Foley, Piedras Marcadas N.A., 8619 Tia Christina Dr. NW, Albuquerque, NM 87114
Matthew Baca, Quaker Heights N.A., 5125 Northern Trail NW, Albuquerque, NM 87120
Paul DePetro, Quaker Heights N.A., 5124 Northern Trail NW, Albuquerque, NM 87120
Colin Semper, Rancho Encantado H.O.A., PO Box 93488, Albuquerque, NM 87199
Adam Barker, Rancho Encantado H.O.A., PO Box 93488, Albuquerque, NM 87199
Debra Cox, Rancho Sereno N.A., 8209 Rancho Paraiso NW, Albuquerque, NM 87120
Sander A. Rue, Rancho Sereno N.A., 7500 Rancho Solano Ct. NW, Albuquerque, NM 87120
Eric Speck, Rio Oeste H.O.A., 4104 Zarzuela NW, Albuquerque, NM 87120
Sandra Tinlin, Rio Oeste H.O.A., 4105 Moncloa Ct. NW, Albuquerque, NM 87120
Russ Sheets, Riverfronte Estates N.A., 9515 Kandace Dr. NW, Albuquerque, NM 87114
JoAnn McNeil, Riverfronte Estates N.A., 1610 Lyria Rd. NW, Albuquerque, NM 87114
Cyrus Toll, Riverview Heights N.A., 1306 Riverview Dr. NW, Albuquerque, NM 87105
Jan Harrington, PO Box 12654, Albuquerque, NM 87195
Em Ward, S.R. Marmon N.A., PO Box 7434, Albuquerque, NM 87194
Deaun Lewis, S.R. Marmon N.A., 6400 Sunny Day Ct. NW, Albuquerque, NM 87120
Tony Chavez, Skyview West N.A., 305 Claire Ln. SW, Albuquerque, NM 87121
Beatrice Purcella, Skyview West N.A., 201 Claire Ln. SW, Albuquerque, NM 87121
Allan Ludi, St. Josephs Townhouse Assoc., 6216 Saint Josephs NW, Albuquerque, NM 87120

Marie Ludi, St. Josephs Townhouse Assoc., 6216 Saint Josephs NW, Albuquerque, NM 87120
Emilio Chavez, Stinson Tower N.A., 3670 Tower Rd. SW, Albuquerque, NM 87121
Barbara Carmona-Young, Stinson Tower N.A., 7439 Via Serenita SW, Albuquerque, NM 87121
John McCormack, Story Rock H.O.A, 5916 Legends NW, Albuquerque, NM 87120
Amanda Armenta, Story Rock H.O.A, 6005 Sipapu NW, Albuquerque, NM 87120
Ray Shortridge, Taylor Ranch N.A., 4800 College Heights Dr. NW, Albuquerque, NM 87120
Rene Horvath, Taylor Rancho N.A., 5515 Palomino Dr. NW, Albuquerque, NM 87120
Jill M. Greene, The Enclave at Oxbow H.O.A, 3915 Fox Sparrow Trail. NW, Albuquerque, NM 87120
Forrest Uppendahl, The Enclave at Oxbow H.O.A ,3900 Rock Dove Trail. NW, Albuquerque, NM 87120
John Scholz, Villa De Paz H.O.A., 115 Calle Sol Se Mete, Albuquerque, NM 87120
Judith Kanester, Villa De Paz H.O.A, 54 Calle Monte Aplanado NW, Albuquerque, NM 87120
Berent Groth, Vista Grande N.A., 3456 Sequoia Pl. NW, Albuquerque, NM 87120
Richard Schaefer, Vista Grande N.A., 3546 Sequoia Pl. NW, Albuquerque, NM 87120
Tom Salas, Vista Magnifica Assoc., 1704 Cliffside NW, Albuquerque, NM 87105
Johnny Luevano, Vista Magnifica Assoc., 1715 Bluffside NW, Albuquerque, NM 8715
Deanna Huff, Vista Montecito H.O.A., 9208 Camino Viejo NW, Albuquerque, NM 87114
Dan Lyon, Vista Montecito H.O.A., 9216 Camino Viejo NW, Albuquerque, NM 87114
Denise Guana, Vista West H.O.A., 676 Ridgeside Trl. SW, Albuquerque, NM 87121
Austen Walsh, Vista West H.O.A., 651 Rembert Trl. SW, Albuquerque, NM 87121
John Landman, West Bluff N.A., 2236 Ana Ct. NW, Albuquerque, NM 87120
Dr. Joe Valles, West Bluff N.A., 5020 Grande Vista Ct. NW, Albuquerque, NM 87120
Louis Tafoya, West Mesa N.A., 6411 Avalon Rd. NW, Albuquerque, NM 87105
Mike Quintana, West Mesa N.A., 301 63rd St. NW, Albuquerque, NM 87105
John Padilla, Western Trails Estates H.O.A., 1917 Morningside Dr. NE, Albuquerque, NM 87109
Kirsta Gessing, Western Trails Estates H.O.A., 5500 Benson Ct. NW, Albuquerque, NM 87120
Kim Trevett, WMM Place Subdivision H.O.A., 5232 Tierra Amada St. NW, Albuquerque, NM 87120
Kathleen Ingle, WMM Place Subdivision H.O.A., 5228 Tierra Amada St. NW, Albuquerque, NM 87120
Steven Wentworth, Alameda North Valley Assn., 8919 Boe Ln. NE, Albuquerque, NM 87113-2328
Carolyn R. Siegel, Alvarado Gardens N.A., 2726 Candelaria Rd. NW, Albuquerque, NM 87107
Kristin Hogge, Alvarado Gardens N.A., 3031 Calle San Angel NW, Albuquerque, NM 87107
William C. Herring, Los Duranes N.A., 3104 Coca Rd. NW, Albuquerque, NM 87104
Jose Viramontes, Los Duranes N.A., 1317 Gabaldon Dr. NW, Albuquerque, NM 87104
Kyle Sifer, North Valley Coalition, 4465 Jupiter St. NW, Albuquerque, NM 87107
David Wood, North Valley Coalition, 158 Pleasant NW, Albuquerque, NM 87107
Monica Gilboa, Rio Grande Blvd. N.A., 2300 Camino De Los Artesanos NW, Albuquerque, NM 87107
Doyle Kimbrough, Rio Grande Blvd. N.A., 2327 Campbell Rd. NW, Albuquerque, NM 87104
Janie Anderson, Rio Grande Compound H.O.A., 3109 Calle Del Alamo NW, Albuquerque, NM 87104
Erin Fitz-Gerald, Rio Grande Compound H.O.A., 2912 Calle Grande NW, Albuquerque, NM 87104
Deborah Riddley, Thomas Village N.A., 3247 Calle De Deborah NW, Albuquerque, NM 87104
Richard Meyners, Thomas Village N.A., 3316 Calle De Daniel NW, Albuquerque, NM 87104
Beth Noland, Thomas Village Patio H.O.A., 2817 Don Pablo Rd. NW, Albuquerque, NM 87104
Jill Waugh, Thomas Village Patio H.O.A., 2833 Don Pancho Rd. NW, Albuquerque, NM 87104

Rod Mahoney, South Valley Coalition of Neighbor. Assoc., 1938 Sadora Rd. SW, Albuquerque, NM 87105

Marcia Fernandez, S. Valley Coalition of Neighborhood Assoc., 2401 Violet SW, Albuquerque, NM 87105

Johnny Pena, SWAN, 6525 Sunset Gardens SW, Albuquerque, NM 87121

Jerry Gallegos, SWAN, 417 65th St. SW, Albuquerque, NM 87121

Gerald C. (Jerry) Worrall, Westside Coalition of N.A.'s, 1039 Pinatubo PL. NW, Albuquerque, NM 87120

Harry Hendriksen, Westside Coalition of N.A.'S, 10592 Rio Del Sole Ct. NW, Albuquerque, NM 87114- 2701

Attachments

Matrix of Comments and Staff Responses

Comments (included in Matrix)

Additional Comments (not included in Matrix)

CITY OF ALBUQUERQUE AGENCY COMMENTS

ADDITIONAL COMMENTS RECEIVED SINCE JUNE 5, 2014 STAFF REPORT

TRANSIT DEPARTMENT

p.51 C.10.1 and p. 89 D. 3.3. iv) b.

Further explanation: The issue we're really after is that bus shelters and associated amenities (e.g. trash cans and benches) are not currently considered "landscaping" under City landscaping requirements. The result is that, if we get an easement or buy right of way to accommodate those items where current right-of-way isn't sufficient, the property owner essentially gets penalized because they may have to make up for that landscaping elsewhere to meet their overall requirement and/or the landscape setback requirements. One developer kindly gave us an easement for a Rapid Ride shelter but then had to go to the ZHE to get a variance on the landscape setback requirement. We're just trying to avoid that, so we thought the simplest, most comprehensive solution would be to start including those amenities in the definition of landscaping.

We request something broader than just "bus shelters", such as "bus shelters and associated amenities", so that, if it's a highly used stop, we could also add some extra benches, trash cans, maybe even leaning bars, ticket vending machines, or bike racks.

COMMENTS FROM OTHER AGENCIES

MID-REGION COUNCIL OF GOVERNMENTS

- Mid-Region Metropolitan Planning Organization
 - Rio Metro Regional Transit District
- See "Additional Comments not in Matrix" (att.)

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

1. On page 97 section 3.18 ii)e. MRGCD facilities have very different functions than arroyos and should be discussed and analyzed separately.
2. A 5 foot setback from the right-of-way for MRGCD facilities such as the Corrales Main Canal might be acceptable for a wall or fence but is not recommended for any residential or commercial structures, which might be negatively impacted by maintenance activities that produce, dirt and flying rock, herbicide spraying and recreational use. A minimum 20 foot setback is recommended for buildings. Additionally, the best protection for the community ditches or acequias (if they exist within the planning area) is to have a similar setback from the outer edge of the maintenance roads or trails along them. Otherwise, where the MRGCD holds only a prescriptive easement, a formal easement or setback would have to be negotiated with the landowner to ensure the MRGCD has adequate access to maintain and operate the ditch. If a

landowner does not have to notify the City to install a boundary fence or wall, it's possible he or she might encroach on, or prevent access to, a ditch where the MRGCD has no formal right-of-way. This is not an uncommon occurrence and affects/excludes other users of the ditch.

3. We assume the trails indicated for MRGCD facilities on the maps were derived from the MTP Plan. The feasibility of any trails would be considered by the MRGCD on a case by case basis.

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
48	C.8.3	Connector Streets	Abeyta, A.	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 increasing 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.	No change at this time, since connector is subject to feasibility study.	
140-145	Maps F.16 through F-22	AMAFCA & MRGCD Facilities	AMAFCA	Change title to Drainage Facilities. Many of the facilities designated as AMAFCA are owned and maintained by the City of Albuquerque. We spend considerable time and effort to inform the public and other agencies of our maintenance facilities, and don't want a published document to conflict with our Drainage Facilities Map. (marked up maps provided)		Correct maps.
		Weeds, trash along westside of 57th St.	Atkins, A.	Concerned about the lack of upkeep and maintenance, (primarily weed/grassy overgrowth, trash, abandoned grocery carts, etc.) along the pedestrian areas west of 57th Street leading into the residential areas of Quail, Redlands, Sequoia and St. Josephs. Many of these streets border commercial areas which are visible from numerous points along 57th Street. There is an appearance of neglect which contributes to a decline of neighborhoods along this path of the Corridor. It is my understanding that the removal of unsightly trash and overgrown vegetation along these pedestrian connections is the responsibility of the City of Albuquerque. Concerned about the value of residential property, which is within the existing Coors Corridor Boundary, and just outside the Design Overlay Zone designated in the draft Plan. These public pedestrian areas should be viewed as a top priority in the Plan. It would be of tremendous benefit to the entire Westside community, it would ultimately enhance our city's image of a jewel in the desert. [summarized]	Outside the scope of the long-range Coors Corridor Plan. Provided enforcement information.	
105	D.4.3	VP, Structure Height and Mass	Black Farm Estates HOA	The owners of the Black Farm Estates Homeowners Association have previously built walls along their property lines to afford a greater amount of privacy and security to their individual lots. Due to the fact that the Black Farm Estates HOA borders Coors near Irving, it's possible that the Corridor Plan will impact the future walls being built on the lots. Since not all of the lots are completely developed at this time, will the approval of the Coors Corridor Plan prevent the rest of these lot owners from building additional walls along their property lines? We will ensure that the future homeowner-built walls will match the height and design of the current walls. If this Coors Corridor Plan will prevent this, then we respectfully request the chance to dispute this decision.	Black Farm Estates is located in the View Preservation sub-area north of Paseo del Norte. There is a steep slope and significant difference in elevation (at least 30 ft) between Coors Blvd. and the buildable area of the nearest vacant lots in the subdivision. Rear walls on developed lots in the northern part of the subdivision were built at the base of the steep slope. The height of walls in future development should not be unduly restricted by the proposed regulations.	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
29 -32, 40	Figures C-3 through C.6, C.5.4	Pedestrian and Bicycle Component	Brewster, S.	<p>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 Corridor Plan.</p> <p>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 striped 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 striping as buffers.</p>		Consider potential change in consultation with NMDOT and other relevant departments and agencies.

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
48, 68	C.8.3, Figure C-17, Table C-5	Connector Streets	Clark, S.	<p>Adverse effects of opening Winterhaven to through traffic to/from Bosque Plaza and Orilla.</p> <p>a) Commuters already use the southern end of Winterhaven to avoid the busy Montano/Coors intersection during rush hour. These vehicles often speed by at 45-50 mph in our 30 mph zone. If the northern half of Winterhaven becomes a throughway 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 bicyclists' injury and death. b) There are several moderate to large undeveloped commercial spaces along Bosque Plaza. 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 attendees. Imagine how many of these churchgoers will use Winterhaven to access Sagebrush from Montano and Coors. Sunday mornings are currently our most peaceful during the week. c) 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.</p>	No change at this time, since connector is subject to feasibility study.	
67, 70, 73, 75	Tables C-4, C-5, C-6, C-7	Corridor Segment Recommendations	COA Engineering Division	On page 67 in Table C-4, on page 70 in Table C-5, and on page 73 in Table C-6, Item 8 under Existing Conditions/Proposed Change, it states that on-street bike lanes are not provided when indeed they do exist over these sections of roadway. For Table C-7 bike lanes exist only in the northbound direction from Paseo del Norte to Coors Bypass.		OK
147	Map F-23	Existing and Proposed Bikeways and Multi-Use Trails	COA Engineering Division	The green line identifying a multi-purpose trail should be a bicycle lane between Central Ave. and Fortuna Road (per the Long Range Bikeway Systems map).	The LRBS map is in error. The map should be updated as appropriate before adoption of the Coors Corridor Plan	
29-32	Figures C-3 through C-6	Multi-Modal Strategy	COA Engineering Division	Figures C-3 through C-6 call-out details of roadway cross-sections, but curb and gutter is the only item not called-out. Much of existing Coors Blvd. contains just shoulder. If the objective is for all sections to contain curb and gutter it should be explicitly called out so as to avoid any ambiguity.		Address in C.9.1 Right-of-Way instead, along with the addition of bike facilities.
87	D.2.5 i)	Pedestrian and Bicycle Facilities Policies	COA Engineering Division	The Long Range Bikeway System Map should be used as a referencing tool when installing new bicycle facilities so they are coordinated with other projects and/or developers.		OK

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
50	C.9.1	Right-of-Way	COA Engineering Division	On page 50 under Section 9.1, a reference to "bicycle lanes" should be explicitly added to the six other structural elements of Coors Blvd. and Coors Bypass.		OK
91	D.3.10 iii)	Grading and Drainage	COA Hydrology	I appreciate you trying to give developers the heads up on the new stormwater control requirement, however, it is still in its infancy and it is not clear yet what will be "mandatory". Since the drainage and flood control ordinances were mentioned in paragraph (b), I think it would be better to delete iii) altogether.		Partial revision underway
119	F.2.5	Changed Conditions	COA Parks & Rec, Open Space Division	Include the Bosquecito property and Flyway public art project in the list. Additionally, the Montano Picnic area is formally called the Pueblo Montano picnic area.		OK.
76	Table C-7	Corridor Segment Recommendations	COA Parks & Rec, Open Space Division	If available, specify the details of the Calabacillas pedestrian/bicycle grade separation in Section 8.	No details are available at this stage. The tables present the multi-modal policies in Chapter C by road segment. Policy C.5.5 ii) on page 40 states that the type and specific location of proposed pedestrian/bike crossings will be determined by future planning & engineering studies.	
146-151	Maps F-22 through F-27	Existing and Proposed Bikeways and Multi-Use Trails	COA Parks & Rec, Open Space Division	Maps need updated trail information for proposed and existing unpaved and multi-use trails.		OK
86	D.2.4	Grading and Drainage	COA Parks & Rec, Open Space Division	Provide for drainage that mitigates the levels of trash coming from outflows located in the Rio Grande Valley State Park (RGVSP), especially at the end of Namaste Road in the San Antonio Oxbow and in the bosque on the northwest side of Montano Bridge.	Not within plan scope. The request should be directed to the agency responsible for drains that have outfalls to the state park and bosque.	
13	Map A-9	Jurisdictions and Regulatory Sub-Areas	COA Parks & Rec, Open Space Division	include the Flyway public art project at the northeast corner of Bosque Meadows and Coors, the Bosquecito property and other Open Space properties west of the Piedras Marcada Pueblo site.		OK.
45, 72	C.7.3., Table C-6 3.	Median Openings, Corridor Segment Recommendations	COA Parks & Rec, Open Space Division	Left turns from Bosque Meadows onto Coors for visitors to the Open Space Visitor Center can be challenging, especially during days of increased visitation. A wider median at this intersection (i.e. if a Bus Rapid Transit system were built) would allow for safer turns.		Difficult access has also been raised as an issue by several residents of Bosque Meadows subdivision. Recommend that staff & transportation consultant meet with all stakeholders, including NMDOT, to discuss situation and explore potential solutions.
23	Glossary	Open Space	COA Parks & Rec, Open Space Division	"high impact recreation" should be removed from Open Space purposes		OK

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
71, 73	Figure C-18, Table C-6 8.	Pedestrian and Bicycle Facilities	COA Parks & Rec, Open Space Division	The Plan could describe how improved public transportation would allow for increased access to the Open Space Visitor Center (OSVC). Example: Page 73, Section 8: A multi-use trail leading to the OSVC along the La Orilla Channel from a BRT stop at Eagle Ranch Road would provide citizens more opportunities to visit the OSVC and adjacent trails in the RGVSP.		Consult with relevant department and make changes as appropriate.
111	Map E-1	Potential Public Viewsites	COA Parks & Rec, Open Space Division	o The Graham property is part of The RGVSP and does not necessarily have a special distinction from the rest of the Park. o Update trail data for the RGVSP north of Montano.		OK. Maps A-7 and A-8 on p. 11 and 12 should also be corrected.
112	Map E-2	Potential Public Viewsites	COA Parks & Rec, Open Space Division	include the Flyway public art project at the northeast corner of Bosque Meadows and Coors, the Bosquecito property and other Open Space properties west of the Piedras Marcada Pueblo site.		Further consultation needed to address.
112-113	Maps E-2 & E-3	Potential Public Viewsites	COA Parks & Rec, Open Space Division	What are the criteria for choosing the viewpoints listed? (#12 and #17)	E.3.2 on p. 110 lists the factors used to recommend location of viewsites.	
99	D.4.0	View Preservation Regulations	COA Parks & Rec, Open Space Division	Emphasize the importance of the intersection of Coors and Montano on the east side near the Bosque School and the Pueblo Montano Picnic area.	The Coors/Montano area is included in the View Preservation sub-area and development would be subject to its regulations for structure height and mass. In addition, policies (D.2.2 & D.2.3) and site design and landscape buffer/setback regulations in the Design Overlay Zone require that development be sensitive to any adjacent Major Public Open Space.	
91	D.3.9 vii)	Landscaping	COA Parks & Rec, Planning & Design	delete "at least 3 ft. from either side of the trails....for maintenance purposes" and replace with "and in compliance with City Trail Design Standards."		OK
91	D.3.7.i) a	Multi-Use Trail Network	COA Parks & Rec, Planning & Design	add "Bikeways and Trails Facility Plan, as adopted," to the adopted City Plans referenced in this sentence.		Update title of facility plan throughout Coors Corridor Plan document prior to adoption.
39	C.5.2 i)	Pedestrian and Bicycle Component	COA Parks & Rec, Planning & Design	Please change "specifications of the agency responsible for trail maintenance, typically the City of Albuquerque Parks Department" to read, "per Bikeways and Trails Plan Design Standards".		OK, although qualify that it applies to City trails; some may be County trails.
39	C.5.3	Pedestrian and Bicycle Component	COA Parks & Rec, Planning & Design	add "as part of development" at the end of the sentence.		OK, for clarity.
110	E. 3.3	Public Viewsites	COA Parks & Rec, Planning & Design	add "and maintenance" to read "...should work jointly to develop a project design, implementation and maintenance strategy."		OK, for completeness.
83, 110	C.14, E.3	Public Viewsites	COA Parks & Rec, Planning & Design	Please add definition for "Viewsite" for clarity		OK

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
109	E.2.2	Streetscape and Pedestrian Improvements along Coors Blvd.	COA Parks & Rec, Planning & Design	please add Solid Waste Department to the City Departments referenced here.		Parks staff have explained Solid Waste should be included because they are responsible for maintenance.
110	E. 2.2. iii) b.	Streetscape and Pedestrian Improvements along Coors Blvd.	COA Parks & Rec, Planning & Design	add "and to anticipate possible alignment of BRT in medians in the future".		OK.
100	D.4.1	View Preservation Definitions	COA Planning, Long Range	Explain in the introduction paragraph on page 100, Design Overlay Zone, that development within the DOZ is expected to provide an exhibit with a View Frame & Area Plan, View Frame & Area Elevation, View Plane Section, and View Window Elevation, as illustrated in pages 101-105. These are required to demonstrate compliance with the Design Overlay Regulations D.4.2 – D.4.6. This would also set reader expectations in advance of the full Application Requirements on page 106.		Revision underway for future EPC consideration
100	D.4.1	View Preservation Definitions	COA Planning, Long Range	Define sight line first, view frame second, and view area third. This is the conceptual order that you would use to approach developing a view analysis. Then explain that the Figures D-3 through D-7 illustrate these concepts. The third paragraph, second column, should start out with the italicized words "Sight Line." to be consistent with the other definitions.		Revision underway for future EPC consideration
93	Figure D-1	View Preservation Figures	COA Planning, Long Range	Slightly confusing because there is no textual explanation about which angle to choose for the height maximum (45° or 60°). The image seems to indicate the 45° applies to the first floor only, and the 60° applies to the second floor. However, it is unclear if this is the deciding factor, or if the orientation of the street/building is the deciding factor, as in Figure D-2. It may add clarity to describe in the regulation text that the 60° angle plane applies on the east, west, and south property lines, and 45° angle plane applies on the north property line.		Revision underway for future EPC consideration
101	Figure D-3	View Preservation Figures	COA Planning, Long Range	According to the text description, it seems like the View Frame line should be moved slightly southwest to be located on the property corners. It would also be beneficial to label the first site line, which is also the "Edge of View Area." Alternately, a legend could identify the site lines; as shown the label is somewhat buried in the middle of the diagram.		Revision underway for future EPC consideration
101	Figure D-4	View Preservation Figures	COA Planning, Long Range	The concepts of View Area and View Frame may be more clearly explained by modifying Figure D-4 to demonstrate the individual View Frames that constitute the View Area, similar to Figure D.6. It is unclear what the "Min. Setback" label refers to or its significance.		Revision underway for future EPC consideration

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
100	D.4.1	View Preservation Regs	COA Planning, Long Range	<i>General.</i> The procedure for completing a view analysis and the defined terms are not as clearly explained as in the currently adopted Coors Corridor Plan. It is slightly confusing how all of the elements relate to one another, which is also true of the current Plan. It may be appropriate in the staff report to identify what concepts from the current version are being removed or changed and explain why they are inappropriate.		Revision underway for future EPC consideration
22	B.4.3.iii) b, 4th bullet point	Exceptions & Deviations	COA Transit, ABQ RIDE	we suggest that proximity should be defined by 660 feet, the same standard used for Major Transit Corridors in O-11-064 [re. residential dwellings in C-1 and C-2 commercial zones]. As always, the improvements should be subject to our approval.		Under consideration.
23	B.6.0	Glossary	COA Transit, ABQ RIDE	please explain what MTP is, similar to the TIP definition		Draft definition
23	B.6.0	Glossary	COA Transit, ABQ RIDE	please consult with Tony Sylvester (MRCOG) to ensure the accuracy of the RMRTD definition		OK
35	C.3.4	Highway Component	COA Transit, ABQ RIDE	we use "dependability and timeliness" rather than speed and reliability.		OK
89	D.3.3 iv) b.	Landscape setback/buffer	COA Transit, ABQ RIDE	Transit amenities should be allowed here. [See also comment re. C.10.1]		Potential future BRT stations would be accommodated in the public ROW, not within a landscape setback/buffer. However, the Plan can address the period before BRT is implemented and a few locations in the Corridor where local (non-BRT) bus stops may not fit in the public ROW.
91	D.3.9 i)	Landscaping	COA Transit, ABQ RIDE	why is the percentage more than the zoning code requirement of 15%? That makes it much harder to increase density near transit stops.		The Plan is trying to achieve a balance between different aims. Allowing 15% in Activity Centers is a possible compromise.
26	C.2.1	Multi-Modal Strategy	COA Transit, ABQ RIDE	Coors is a Major Transit Corridor. See Comp Plan II-83 for order of modes.	Coors is both a Major Transit Corridor and an Arterial per the Comp Plan. It allows some flexibility for modal hierarchy on arterials. The Coors Plan establishes a multi-modal strategy and tailors policies for each mode to the conditions and traffic forecast in this specific Corridor, which seems consistent with the intent of the Comp Plan.	
28	Figure C-2	Multi-Modal Strategy	COA Transit, ABQ RIDE	could you please make Figure C-2 bigger than the photos on the page?		OK
32	Figure C-6	Multi-Modal Strategy	COA Transit, ABQ RIDE	Transit vehicles should be both directions in mixed-flow lanes. If the drawings can't be changed, please add a note.		OK
29-32	Figures C-3 through C-6	Multi-Modal Strategy	COA Transit, ABQ RIDE	Is figure C-3 the current section for the segment described in the Title? Or future? We suggest adding an introduction explaining what the following cross sections are, similar to page 54.	Covered in C.2.1	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
40	C.5.4 ii)	Pedestrian and Bicycle Component	COA Transit, ABQ RIDE	it is unclear what is being proposed. Putting bicycles in a BRT lane on Coors does not seem like a safe concept.		Consider clarifying language.
40	C.5.6	Pedestrian and Bicycle Component	COA Transit, ABQ RIDE	the second to the last sentence in the paragraph should read "An investment in high-capacity transit must be coordinated with pedestrian and bicycle access." As currently written it implies that ABQ RIDE or RMRTD is now responsible for building pedestrian and bicycle access.		OK
15	A.7.1 iii)	Plan scope, Transportation	COA Transit, ABQ RIDE	Since these projects are outside the six year time frame of the TIP, these projects would go to the MTP instead, and a city department will need to propose these for inclusion to the MTP.		Consult with DMD and MRMPO
20	B.3.2 iii)	Public Projects	COA Transit, ABQ RIDE	Will developers contribute to streetscape and pedestrian-oriented improvements as well?	This section is about public sector projects. Developers are expected to provide sidewalks, street trees, etc. in new developments.	Investigate how to address maintenance responsibility for sidewalks and landscaping that would be implemented to correct existing deficiencies (see E.2).
20	B.3.2 iv)	Public Projects	COA Transit, ABQ RIDE	does this exclude the possibility of easements on private property for a "viewsite"?	No. See p. 110, E.3.4 and p. 22 B.4.3.iii) b, 5th bullet point	
51	C.10.1	Streetscape Design	COA Transit, ABQ RIDE	fifth sentence, could street furniture be added to the definitions of the plan making reference to bus stop amenities, and could landscaping be defined to include street furniture? That way bus stop amenities become a permissible part of the landscaping. [See also comment re. D.3.3 iv) b.]		OK, but use this opportunity to ensure that street furniture as well as landscaping maintain safe sight distances.
36	C.4.2	Transit Component	COA Transit, ABQ RIDE	(4.2) first paragraph, see note on page 29: Maybe a cross reference on all the cross sections to this section would provide "more explanation".		
38	C.4.5	Transit Component	COA Transit, ABQ RIDE	does figure C-7 need to be updated for RMRTD current preferred alternatives?	The figure is from the 2035 MTP, the basis for the transportation study that informed the Plan update.	
99	D.4.0	View Preservation Regulations	COA Transit, ABQ RIDE	In accordance with the plans goal 6.3 (.iv) to increase density in appropriate locations to support transit use, could the view preservation regulations be adjusted to allow higher density in Activity Centers?	There is only one activity center, Coors/Montano Village, to which the View Preservation regulations apply (see p. 137 Map F-13). This activity center is virtually all developed and/or governed by approved site development plans. The majority of the terrain is also at least 10 ft. below the grade of Coors Blvd. The Plan specifies criteria that may justify a deviation to the regulations, including significant job-creation and support for transit use (see p. 22, B.4.3.iii) b).	
83	D.14	Definitions of Transportation Terms	COA Transportation Development Services	Add to definitions: Single Point Diamond Interchange		Provide definition.
48	C.8.2 vi)	Driveways	COA Transportation Development Services	Re. Visibility: please add "Location must be approved by Transportation Engineer of governing jurisdiction".		OK

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
90	D.3.4	Setbacks for Structures (other than walls and fences)	COA Transportation Development Services	Text: i) ii) iii) iv) must be rewritten, Transportation takes exception to paragraph. The setback requirements established in the sector plan conflict with providing adequate sight distance of driveways and intersections. Sight distance must have priority over setback in these situations, and this needs to be noted in the sector plan.		OK
39	C.5.1.iii)	Sidewalks	COA Transportation Development Services	The responsibility for implementation and maintenance of sidewalks shall be as follows: a. text and b. text is incorrect. Transportation requests removal of this paragraph in its entirety. The COA Sidewalk Ordinance addresses responsibility.		Under consideration. Review Sections 6-5-5-1 et seq. (City) Sidewalk, Drive Pad, Curb and Gutter Ordinance" incl. § 6-5-5-18 re. sidewalk maintenance. Investigate maintenance of sidewalks within NMDOT facilities.
95	D.3.16	Signage	COA Transportation Development Services	Please add text: "Location must be approved by Transportation to ensure stopping/clear sight requirements".		OK
21	B.4.3 and Table B-1	Deviations	COA Zoning	Define dimensional and non-dimensional		OK
89	D.3.2	General Regs	COA Zoning	Should iii & iv go together		Clarify comment.
91	D.3.9i)	General Regs	COA Zoning	Refers to the landscaping standards of 15% - sector plan shows 20% - Clarify		OK
94	D.3.13	General Regs	COA Zoning	Solar access regulations for commercial buildings – Consider preserving solar access of adjoining residential properties only, not other commercial buildings		Under consideration.
95	D.3.16.i)c	General Regs	COA Zoning	Clarify "elevated segments". Add relevant references from Chapter C		OK
89	D.3.3i)	General Regs	COA Zoning	"See table c-1 – c-4 & c-9" Clarify/correct references to tables and mention NMDOT's authority over ROW		OK
19	B.3	Review & Approval	COA Zoning	Add a table for Review and Approval similar to Deviations		OK
19	B.3.1 ii) d.	Review & Approval	COA Zoning	Add "Deviations to the DOZ shall be controlled by the process shown in Table B-1"		For clarity
104	Figure D-9	View Preservation Figures	COA Zoning	Revise elevation view in diagrams to match angles of view windows		Revision underway for future EPC consideration
105	D.4.3 ii) b. 1.	View Preservation Regs	COA Zoning	Reword: "No more than 30% of an individual structure's horizontal expanse, as seen in the view area, shall penetrate above the horizontal view plane"		Revision underway for future EPC consideration

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
50, 68, 69	C.9.0, Figure C-17, Table C-5 1.	Right-of-Way	Dadian, P.	<p>My home is the biggest investment of my life and all of this affects the value of my home. It sits above Coors [west side] 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:</p> <ul style="list-style-type: none"> - 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. - Are there plans for sound deterrent retaining walls that will not interfere with my view? <p>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.</p>	The need for any additional ROW in in this particular location would be determined in the longer term, when NMDOT and other relevant agencies begin implementing the multi-modal recommendations in the Plan. Environmental and engineering analysis are part of that process. Noise abatement is addressed in C.12 p. 53.	
41, 71	C.6.1, Figure C-18	Signalized Major Intersections, La Orilla to Paseo del Norte	Dehaiman, Y.	I believe that we need a light at Bosque Meadows subdivision. We can never turn left and what's worse is on Sunday, due to the police setting the lights for Sage Brush. I am not able to attend a meeting since I work out of town during the week.		The access issue has also been raised by City Parks' Open Space Division. Recommend that City staff & transportation consultant meet with stakeholders, including NMDOT, to discuss situation and explore alternatives.
85	D.1.3	DOZ introduction	Easterling Consultants LLC - Floyd, H.	Who determines what is specific to a particular land and what is not?		For clarity
86	D.2.4.	Grading and Drainage	Easterling Consultants LLC - Floyd, H.	This section seems redundant with p. 91 3.10 ii) .	These are policies that provide the intent for the regulations.	
87	D.2.4. iii)	Grading and Drainage	Easterling Consultants LLC - Floyd, H.	In some areas this may increase flooding depending on the timing of the overall system. It is better to leave any ponding other than Water Quality or reuse ponding to the discretion of the City Engineer/Hydrologist.		Consult with City Engineer/Hydrologist
91	D.3.1	Grading and Drainage	Easterling Consultants LLC - Floyd, H.	This section is redundant with Section 2.4. I would recommend removing Section 2.4 and using this language.	These are the regulations, whereas D.2.4 is the policy.	
89	D.3.3.i) b	Landscape Setback/Buffer	Easterling Consultants LLC - Floyd, H.	What about 35' from back of curb? There are some areas where there is excess ROW that is very unlikely to ever be used even for turn lanes. This is especially true along Coors Blvd [NM448, north of the Bypass].		Consider situation where the existing ROW exceeds what is proposed in the Plan.
91	D.3.9 vi)	Landscaping	Easterling Consultants LLC - Floyd, H.	Why? What is coarse gravel?		The intent of this guideline is to discourage a material that does not fit in with the Rio Grande valley environment. Clarify that it refers to cobble and applies north of Namaste as well as east of Coors, where land is part of the river valley not the mesa.

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
94	D.3.15 iii)	Lighting	Easterling Consultants LLC - Floyd, H.	Does this apply to only new uses or will it affect existing uses as well? With the increase of copper theft events in the city it seems to owners in the area that most of the lighting serves a security purpose. Perhaps this could be modified to allow the lighting but with careful attention to light direction and screening for neighborhoods?	Development and approved, current site development plans and building permits that exist at the time of adoption are grand-fathered in.	Amend for consistency with the Zoning Code (§14-16-3-9), the City APD's Crime Prevention Unit's guidelines and other relevant City policy
3	A.3.1	Plan area boundary	Easterling Consultants LLC - Floyd, H.	This might allow someone to plat themselves out of the plan.	Addressed by B.5.2. The City would request a boundary change. A property-owner cannot plat himself out.	
19	B.3.1 ii) d	Review & Approval	Easterling Consultants LLC - Floyd, H.	What are the criteria? It might be clearer to specify which exceptions/deviations cannot go to the ZHE.	Addressed by B.4.3 and Table B-1.	For clarity (same as response to COA Zoning)
90	D.3.4 i)	Setbacks for Structures (other than walls and fences)	Easterling Consultants LLC - Floyd, H.	So 35'+5'=40' For small lots adjacent to Coors/Old Coors this becomes a pretty heavy burden. I wonder if there could be a sliding scale that decreased this buffer for smaller lots?	The landscape buffer/setback is to maintain a minimum buffer along Coors Blvd.(D.3.3. i) b)). It ranges from 15 ft to 35 ft. A reduction is already allowed north of Western Trail/Namaste Rd. on either side of Coors Blvd.: in situations where a turn lane is required to access development, or additional ROW to implement the multi-modal facilities and/or the three major road projects in the plan requires condemnation of adjoining private property. The additional 5 ft of setback is only required if the 35 ft buffer is on a separate parcel and under different ownership from the development site.	For clarity.
105	D.4.3 ii) a.2	View Preservation Regulations, Structure Height	Easterling Consultants LLC - Floyd, H.	If you have already obscured the mountain, why not go taller?	Up to the Sandia mountain ridgeline is the maximum vertical distance that can be obscured by structures, as established in the 1984 Plan. This threshold has been and continues to be valued by the residential community of the West Side, in particular residents in the area north of Western Trail/Namaste on both sides of Coors Blvd.	
103, 105	Fig. D-8, D.4.3 ii) a	View Preservation Regulations, Structure Height & Mass	Easterling Consultants LLC - Floyd, H.	If the site is relatively flat this only allows an 8' tall building? Would it be possible to specify a minimum building height (perhaps 18-20') that is always permissible and anything taller must then comply with the diagram?		Revision underway for future EPC consideration
106	D.4.3 iii) b	View Preservation Regulations, Structure Height & Mass, North of Paseo del Norte	Easterling Consultants LLC - Floyd, H.	How does this window apply when the tracts are owned by different parties? When controlled by one party the view window regulations offer a very good option. But much of the property still to develop north of Paseo Del Norte is single small lots surrounded by properties that are owned by other parties.		Revision underway for future EPC consideration
107	D.4.3 iii) d.	View Preservation Regulations, Structure Height & Mass, North of Paseo del Norte	Easterling Consultants LLC - Floyd, H.	It seems that a Site Plan approved by the EPC should have legal standing. Why would something in addition be required?		Revision underway for future EPC consideration

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
107	D.4.3 iii)	View Preservation Regulations, Structure Height & Mass, North of Paseo del Norte	Easterling Consultants LLC - Floyd, H.	Commercial properties are affected almost exclusively as the residential subdivisions in this area are 20' or more below street grade. Approximately 11 commercial lots that have not already been developed that are primarily between 1-3 acres with most being 1 acre. They all have adjacent tracts that have already developed on at least one side. These lots are all within subdivisions where the access/frontage roads have been constructed and lots have been graded. The lot elevation has been set to within a couple of feet. Based on the height restrictions	The April 2014 draft allows view windows at an angle of 45 to 90 degrees, which addresses some of the concern. The suggestion of a base allowable height is addressed above.	Revision underway for future EPC consideration
104	Fig. D-9	View Preservation Regulations, View Windows	Easterling Consultants LLC - Floyd, H.	It would be helpful to show how the 40' is measured in this diagram. Is it measured from along the Coors ROW, or from View Window line to View Window line?		Revision underway for future EPC consideration
41, 71	C.6.1, Figure C-18	Signalized Major Intersections, La Orilla to Paseo del Norte	Eatman	Traffic on Coors Blvd in the Bosque Meadows area has increased with the expansion of the Open Space Visitor Center and attendance at Sagebrush Church. People departing the church can now access Coors at the north exit without a stoplight. This creates a string of vehicles after services resulting in 10-15 minute waits to exit Bosque Meadows north or south. Emergency vehicles have difficulty entering Bosque Meadows from the north. There are many illegal U-turns from north and south at Bosque Meadows. Noise - with increased traffic on Coors, residents whose back yards border with Coors notice increased noise level on a regular basis. Whether a bus or 4th lane is added, a tall sound wall would be needed along Bosque Meadows subdivision to mitigate the noise and motion of vehicles.	Noise abatement is addressed in C.12 p. 53.	The access issue has also been raised by City Parks' Open Space Division. Recommend that City staff & transportation consultant meet with stakeholders, including NMDOT, to discuss situation and explore alternatives.
28, 41, 71	Figure C-2, C.6.1, Figure C-18	Multi-Modal Strategy, La Orilla to Paseo del Norte	Eberhardt, B.	Map shows traffic congestion levels along Coors Blvd - we note that the area between Bosque Meadows and Eagle Ranch (roughly) is designated as "over congested". YES, we concur - entering and/or leaving our development is already a problem. And esp. a problem on the weekends w/ Sage Brush church having hired off-duty police to control the lights and thus the flow of people entering or leaving the Sagebrush area. This means THERE IS NO STOP OF FLOW OF TRAFFIC! Coors Blvd traffic is stopped to allow Sagebrush traffic out - meaning for Bosque Meadows there is always flow heading North. So at no time is there a cessation of traffic - at certain traffic times it is virtually impossible to exit or enter Bosque Meadows by crossing the median area. Please keep this in mind when considering the BRT station on Coors and Eagle Ranch Rd and dealing with congestion level.		The access issue has also been raised by City Parks' Open Space Division. Recommend that City staff & transportation consultant meet with stakeholders, including NMDOT, to discuss situation and explore alternatives.
39, 73	C.5.1, Table C-6 8.	Pedestrian and Bicycle Component, La Orilla to Paseo del Norte	Eberhardt, B.	In Section C.5.1 is mentioned continuous sidewalks on both sides of Coors Blvd - where will the sidewalk actually be along Bosque Meadows PI? We have a 8-10 clearance on the Coors Blvd side of our development. That is a security path; though we do NOT have a Neighborhood Assoc as originally planned, some people do in fact maintain the stretch behind their wall.	Exact location of future sidewalk is to be determined. The plat and infrastructure plan for subdivision in the Planning Department's Design Review Section indicate that the existing "clearance" or "security path" along the subdivision is for drainage purposes and is owned by the City.	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
41, 71	C.6.1, Figure C-18	Signalized Major Intersections, La Orilla to Paseo del Norte	Fuller, S.	I am the Co-Captain of the NOAC for Brenton DR NW. I live in the Bosque Meadows neighborhood near Eagle Ranch and Coors. The entrance to my neighborhood is the same entrance to the Open Space Visitor Center. I have received a total of 7 inquires from my street alone regarding the proposed Coors Corridor project. We all would like to express concerns about safety and access. We already have a major safety issue exiting our subdivision heading south on Coors. We desperately need a light. With the very heavy increased traffic that Sagebrush Church has caused has made this task near impossible during Sunday services and any other major event they may have going on. We would like to know how the NMDOT will keep our safety in mind with this project.		
89	D.3.3 iv)	Landscape setback/buffer	Gallegos, K.	I own a home at 5704 Cactus Flower, NW and another at 5104 Mirada Drive, NW, in the plan area. My choice to own property in the area is my love of the view from the west side to the east. My comment regards the berm that is on the east side of Coors on the La Luz property. It blocks a good portion of the view from Coors when traveling north. I learned from a previous EPC hearing that the residents of the La Luz townhome subdivision chose to pile that dirt (the berm) there when they were having work done on their property. One of the commissioners briefly questioned it, but it was never followed up on. If one of the main intents of the Plan is to preserve the view corridor, this berm would be a violation of that intent. I am wondering if it's possible to have that pile of dirt removed in order to restore the view there. It happens to be the only stretch where you completely lose the view when traveling in the plan area.	Investigate, but believe it was approved. Note that the draft Plan, unlike the existing Plan (p. 91 2.), does not list berms as a potential buffer treatment in the landscape setback along Coors Blvd.	
50, 58, 59	Figure C-14, Table C-2 1., C.9	Right-of-Way, Central to I-40	Hernandez, M.	My Aunt lives on Dolores with her backyard to Coors. My neighbor and friends are in that area. I do business in that area with restaurants between Hanover and Iliff traveling Coors a lot. There is a lot of activity there, example: unauthorized dangerous U-turns. I would like to keep the area from Coors east, free of traffic and as quiet as possible. I am opposed to adding landscaping/landscaping strips in the Coors area or any area where residential homes and businesses would have to be vacated. Those areas could save feet for someone's home or business. Use medians for the dedicated bus lane so as not to vacate residential areas or businesses. Why do we need a dedicated bus lane which would only be traveled every twenty minutes? There are narrow parts on Central where residences and businesses are NOT proposed to be vacated [for BRT].	The Right-of-Way policy and typical street sections in the Plan provide two options for accommodating multiple modes of travel on Coors Blvd. over the long term to address increasing traffic.	
53	C.12.1	Traffic Noise	Hernandez, M.	I ask for tall buffer/noise wall for residential areas in the Coors Corridor Plan especially between Hanover and Iliff .	Noise mitigation is addressed in the Plan.	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
42	C.6.3	Signalized Major Intersections	Kanester, J.	The northbound elevated roadway on Coors from I-40 extending over Sequoia would destroy small businesses and homes in its path and add traffic confusion. The proposed interchange at Coors/Montaño will not help and is opposed by most nearby residents and recreational users. Additional construction in the area will create a traffic nightmare. The biggest problem is West-East commuters . Consider: widening or double-deck bridges, signal adjustments at turns, and a commute lane; finishing other proposed roads on the West Side, including from Hwy 550 to I-40; travel demand management by business community regarding work and business hours. [summarized, see full comment att.]	The two roadway projects are recommendations and are advisory to the NMDOT who control the Coors ROW. Environmental and engineering analysis would be undertaken to determine their feasibility and effectiveness. The Plan is addressing the Coors Corridor and do not undermine other transportation planning efforts underway in the metropolitan area.	Consider adding a recommendation for a travel demand management program in the public projects section (chapter E).
100	D.4.1	View Preservation Definitions	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Restructure the definitions so that they flow in a logical manner. Amend and add definitions. Redraw and add diagrams.		Revision underway for future EPC consideration
100	D.4.1, §1	View Preservation Definitions	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Replace with: "The following definitions explain the terms used in the regulations for view compliance. In general, the key relationships between definitions are these: Sight Lines form the basis for view analysis View Frames are based on Sight Lines View Areas are based on a collection of adjacent View Frames."		Revision underway for future EPC consideration
100	D.4.1	View Preservation Definitions	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Add definition and 2 diagrams: §1 - "Sight Lines begin at the edge of the roadway and extend to the mountains. In the plan view they are drawn at a 45° angle to the Coors ROW looking approximately Northeast. Sight Lines are chosen to intersect with the highest features of a proposed building. As many sight lines can be chosen as necessary to capture all of the highest features of the building or group of buildings." §2 - "Sight Lines start at a point 4' above the current Coors roadway at the east edge of the east most driving lane. Each sight line extends to the Sandia mountains. "		Revision underway for future EPC consideration
100	D.4.1	View Preservation Definitions	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Replace with text and 2 diagrams: "A View Frame is a vertical rectangular frame drawn 90° to a given sight line (in the plan view) at the highest point on the proposed building. The top of the view frame is established by the highest point of the Sandia ridgeline in the view frame. The bottom of the view frame is the elevation of the Coors ROW where the sight line begins. The left and right edges of the view frame are an upward projection of the property lines where the view frame crosses the property lines."		Revision underway for future EPC consideration
100	D.4.1	View Preservation Definitions	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Replace with text and diagram: "View Area is the collection of the view frames used in the analysis."		Revision underway for future EPC consideration
103	D.4.1	View Preservation Definitions	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Replace with text and diagram: "Horizontal View Plane is used in section views to establish building height limits. The plane is at an elevation 4' above the current (at the time of application) Coors ROW where the sight line begins; see Sight Line definition above. It extends across the entire property toward the mountains."		Revision underway for future EPC consideration

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
104	D.4.1	View Preservation Definitions	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Replace with: "A View Window is a vertical rectangular portion of the View Area that provides an unobstructed view of the mountains above the View Plane. It applies only to properties north of Paseo del Norte."		Revision underway for future EPC consideration
104	D.4.1	View Preservation Definitions	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Add text and diagram: "Building mass is the relationship between a proposed building and its surroundings in a given View Frame(s). Mass is measured as a proportion of the projected area of the building to the total area of the relevant View Frame(s)."		Revision underway for future EPC consideration
105	D.4.3 ii) a.	View Preservation Regs	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Change text (new is underlined): "a. Height 1. No more than <u>33%</u> of the total height of a structure may penetrate above the Horizontal View Plane... 2. No portion of the structure, including but not limited to parapet, building mounted sign and rooftop equipment, may extend above the <u>Sandia mountain ridgeline</u> ."		Revision underway for future EPC consideration
105	D.4.3 ii) b.	View Preservation Regs	La Luz Landowners External Affairs Cttee & Board of Directors - P. Gallagher	Change and add text (new is underlined): "b. Mass 1. No more than 30% of an individual structure's width <u>(as seen in the View Area)</u> shall penetrate above the Horizontal View Plane. 2. All structures on the development site shall obscure no more than 50% of the View Area <u>as observed from each Sight Line location on Coors ROW</u> ."		Revision underway for future EPC consideration
26, 36	C.2.0, C.4.0	Multi-Modal Strategy, Transit Component	Lopez, V.	I am a resident of Bosque Meadows. I am very pleased with the proposal. As I see it, it will ease the increasing problem of traffic on the west side, promoting the use of public transportation (making Albuquerque just a bit more green).	Supports multi-modal transportation strategy in Plan.	
39	C.5.4	Pedestrian and Bicycle Component	Lopez, V.	Another concern, as a bicycle rider, is that the bike lanes proposed should be provided some barrier from traffic. Without cement curb barriers, I fear there will be more deaths. Coors may then see an increase in the amount of "ghost bikes," and I doubt this is the type of art that the city wants along this corridor. Not to mention the loss of citizens.	C.5.4 ii) allows for cycle tracks in the longer term if bicycle demand is substantial.	Clarification is under consideration
39, 51	C.5.1, C.10.0, E.2.0	Pedestrian and Bicycle Component, Streetscape Design, Streetscape and Pedestrian Improvements	Lopez, V.	I appreciate the addition of sidewalks and the focus toward beautification along the corridor. I believe that this will alleviate some of the clean-up concerns related to that space along Coors, that our neighborhood has struggled to maintain for years.	Supports pedestrian and streetscape improvements.	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
41, 71	C.6.1, Figure C-18	Signalized Major Intersections, La Orilla to Paseo del Norte	Lopez, V.	Related to Bosque Meadows, it has been unsafe to turn left [onto Coors] because of the amount of traffic, as well as the amount of cars making u-turns at that intersection (even though there is a no u-turn sign posted). I know we must all sacrifice something in the name of progress, but safety should be the utmost concern. Since the light at SIPI is being removed, I would like the city to consider placing a light at the entrance of Bosque Meadows, which leads to the Open Space Center. With the additional weekend traffic coming from the Sagebrush Church, which is given priority in traffic by having numerous APD officers controlling the light AND blocking off lanes, I would hope that the same concern would be given to the west side permanent residents.		The access issue has also been raised by City Parks' Open Space Division. Recommend that City staff & transportation consultant meet with stakeholders, including NMDOT, to discuss situation and explore alternatives.
50, 58, 59	Figure C-14, Table C-2 1., C.9	Right-of-Way, Central Ave. to I-40	May, C., Trinity Broadcasting Network	Trinity holds a license from the Federal Communications Commission ("FCC") to operate KNAT-TV in Albuquerque from its main studio facility at 1510 Coors Road, NW. As a federally licensed facility, it is only authorized to carry out its broadcast operations at its current facility, and changes may only be made with prior approval of the FCC. It is imperative that no use, permitting, zoning, or other changes be made as a consequence of the 2014 Plan which would interrupt, seek to modify, or interfere with KNAT-TV's operations at Coors Road, NW. At its main studio on Coors Road, NW. KNAT-TV operates with a microwave antenna, antenna tower, and satellite dish antenna. These are unique, licensed facilities not subject to third-party changes. Trinity believes it is extremely important to fully balance the intentions and goals of the 2014 Plan with the unique and compelling needs of KNAT-TV as a broadcast facility licensed to serve the public interest and the greater Albuquerque community.[See full comment, incl. citations from Telecommunications Act 47 U.S. C. § 253(a), (b) & (d) (1996) and exhibits, att. to staff report]	No change at this time. City Legal is being consulted. Implementation of BRT would involve extensive environmental, technical and financial evaluation.	
76	Table C-7 5.	Driveways, Paseo del Norte to Coors Bypass	Melloy Dodge, 9621 Coors, north of Irving	Left Turn Access - Table C-7 on page 76 of the Coors Corridor Plan specifically addresses drive way accesses north of Irving at 400 ft, 600 ft, and 800 ft. These points include left turn access for our business. It suggests consolidating access at 1) 400ft and 600 ft, and 2) 600 ft. and 800 ft. Our south entrance is our main entrance, which accesses our Sales, Service and Parts departments. Also, all deliveries made to the dealership use this driveway access. The large delivery trucks require this access point because it offers the necessary room needed for their big vehicles. It is also the only left turn access exiting the property. Our center entrance northbound access has already been eliminated with the construction of the median from Irving to Coors Bypass. The north entrance to our property is via Westside Dr. I am not aware of any consolidation opportunities with this access, but eliminating it would be devastating for our business as well as the dealership located to our north.	Plan recommends consolidating access <i>if property is redeveloped</i> .	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
46	C.7.3 ii)	Median Openings	Melloy Dodge, 9621 Coors, north of Irving	BRT – If implemented, it appears that a Median BRT option would eliminate left turn access to our business from northbound Coors. Our business has already been affected by the loss of one left turn access point due to the construction of the median from Irving to Coors Bypass. The median was added approximately 3-5 years ago. Losing another access would negatively impact our business. Our customers currently complain of the difficulty they have accessing our business due to the limited access from northbound Coors.	Correct if implemented per recommendation. The City would work with property-owners to provide alternative access opportunities (see C.8.0).	
75	Table C-7 1.	Right-of-way, Paseo del Norte to Coors Bypass	Melloy Dodge, 9621 Coors, north of Irving	The Curbside BRT option concern is that we have recently made costly landscape improvements that may be in jeopardy due to the potential property needed for the BRT lane and or the addition of a sidewalk. I am not sure how this would affect our improvements, but am concerned that the plans were approved by the City and DOT if changes would be necessary so soon after. Also mentioned in the plan is the requirement for retaining walls to be set back 10' from ROW. Our approved landscaping improvement included a retaining wall located on our property line.	Approved landscaping and retaining walls are grandfathered in. Although the Paseo del Norte to Coors Bypass segment is identified as priority 1 (p. 167), a BRT project is a lengthy process involving environmental, engineering and financial evaluation.	
95	D.3.16	Signage	Melloy Dodge, 9621 Coors, north of Irving	Signage – The Coors Corridor Plan requires monument signage. Our business has a pole sign, which was approved in 2001. It does meet the size regulations of 75 sq ft. Will this sign be grandfathered?	Yes.	
71	Figure C-18	La Orilla to Paseo del Norte	Melloy, B., vacant property at NEC Coors/Eagle Ranch	The proposed Connector Street appears to be on the eastside of our property.	Correct, along the relocated canal.	
71	Figure C-18	La Orilla to Paseo del Norte	Melloy, B., vacant property at NEC Coors/Eagle Ranch	The elimination of the SIPI road signal could negatively affect the value of the property.	The signal is temporary.	
71, 72	Figure C-18, Table C-6 1.	La Orilla to Paseo del Norte	Melloy, B., vacant property at NEC Coors/Eagle Ranch	The proposed BRT station appears to be on our property. The Coors Corridor Plan indicates that “additional ROW is necessary at the intersection of Eagle Ranch and Coors”. How will this affect our property?	General location is shown. BRT stations would be constructed within right-of-way as illustrated in sections on p. 30-31.	
18, 20	B.3.1 i), ii) c., B.4.1	Review & Approval, Exceptions & Deviations	NMDOT	The NMDOT has no objection to the adoption of the Coors Corridor Plan with 2014 Updates with the understanding that any development along and/or near the corridors will require review to determine any effects to the adjacent state roadway system.		

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
41, 71	C.6.1, Figure C-18	Signalized Major Intersections, La Orilla to Paseo del Norte	Rivera, G.	When the church added a second entrance on Coors between La Orilla and our division, I called someone to see if the embankment [or whatever it's called] could be removed so that we could have more space to drive south and merge onto southbound traffic on Coors. Other places on Coors Blvd have space in the center between north & south bound lanes to make left turns. Why do we have such a tiny space, very dangerous, especially when a 2nd car from our division squeezes in to wait to go south? That prevents the 1st car from seeing traffic coming south from Paseo. It is sheer stupidity from people who don't wait their turn on Bosque Meadows when making a left turn onto Coors. Unless a sign is put up that says NO LEFT TURN we will continue to make left turns. But people don't obey laws. There is a sign that says NO U TURNS into our division from southbound traffic and u-turns are still made. A light is needed at Bosque Meadows. It would slow traffic on Coors since many drive at 50/60 mph between La Orilla & Eagle Ranch Rd. So what if a light at Bosque Meadows slows traffic on Coors? As long as the growth in our city doesn't stop, we're going to have to learn to deal with traffic as in Los Angeles & all big cities: traffic at a standstill.		The access issue has also been raised by City Parks' Open Space Division. Recommend that City staff & transportation consultant meet with stakeholders, including NMDOT, to discuss situation and explore alternatives.
39, 109,	C.5.1, E.2	Pedestrian and Bicycle Facilities	Rose, J.	Requesting pedestrian facilities between Bosque Meadows neighborhood and destinations north and south along Corridor that are within walking distance, including Cottonwood Mall. [summarized, see full comment att.]	These are addressed in the Plan.	
48, 68	C.8.3, Figure C-17, Table C-5	Connector Streets	Stucker	1) 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. 2) 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 . 3) 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. Winterhaven is not a through street and 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 becoming a through street.	3) No change at this time, since connector is subject to feasibility study.	
41, 71	C.6.1, Figure C-18	Signalized Major Intersections, La Orilla to Paseo del Norte	Studerus, T.	The traffic problem along Coors Road in Bosque Meadows area is somewhat related to the Coors Corridor Plan according to an e mail received from our two neighborhood block captains. Therefore, for the record, I would like the EPC to keep this issue in mind.		The access issue has also been raised by City Parks' Open Space Division. Recommend that City staff & transportation consultant meet with stakeholders, including NMDOT, to discuss situation and explore alternatives.
94	D.3.14	Architecture	Taylor Ranch NA President & Land Use Director - J. Wolfley & R.	More discussion is needed	Insufficient information to respond to.	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
66-72	Tables C-4, C-5, C-6	Corridor Segment Recommendations	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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?	Addressed in Plan.	
96	D.3.17	Drive up service windows	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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.	The Plan does not change zoning (land uses).	
20	B.4.3 and Table B-1	Exceptions & Deviations	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	We are 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.	The cited section aims to provide more guidance and predictability for applicants, neighborhoods, staff and decision-makers.	
96	D.3.18	Gated communities and Walled Subdivisions	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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.	Addressed in Plan.	
42	C.6.3	Grade-separated roadways and interchanges	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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.	[Clarify whether "residents" refers to members of TRNA and/or some other group]	
86, 91	D.2.3 iv), D.2.4 i) & ii), D.3.10	Grading and Drainage	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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.	Specific examples of bad practices would be helpful. In VP sub-area, need to balance controls on grading with limits on structure height & mass. Need to avoid the situation where precluding cut and fill precludes development allowed by zoning.	
89	D.3.3	Landscape setback/buffer	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	More discussion is needed	Insufficient information to respond to.	
48	C.8.3	Local connector streets	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	Local connector roads: More discussion is needed on the proposed connector roads.	Insufficient information to respond to.	
22, 36	B.4.3 iii) b 4th bullet point,	Park & Ride	Taylor Ranch NA President & Land Use Director - J. Wolfley & R.	More discussion is needed	Insufficient information to respond to.	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
	NA	Public Review Process	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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.	There are continuing opportunities for review and comment at EPC and later at Council.	
85	D.1.4	Screening of roof-top equipment	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	More discussion is needed. It appears the draft says nothing about screening HVAC equipment	This is addressed by general regulations in the Zoning Code (§14-16-3-18 (C)(6)). Since regulations in the DOZ are intended to complement or replace regulations of the Zoning Code to tailor them for the Coors Corridor, there is no need in this case to duplicate the Zoning Code.	The only possible situation that may warrant special language in the DOZ is where Coors is elevated (over I-40 to Quail) or may become elevated due to the road projects recommended in Chapter C (p. 42 C.6.3, concepts in Figures C-8 through C-11). The Plan could clarify if the roof-top equipment should be screened from view from the frontage road/turn lane accessing the site or from the elevated portion of Coors Blvd.
NA	NA	Semi-rural communities	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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?	See response re. Transit Component	
95	D.3.16	Signage	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	More discussion is needed	Insufficient information to respond to.	
53	C.12	Traffic Noise	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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?		Consult with transportation team about range of noise abatement options.

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
36	C.4	Transit Component	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	How much more density is required for the BRT system to function properly?	The Plan does not change zoning (land uses). Although additional residential density could support a future BRT system on Coors Blvd., it is not essential, as Coors Blvd. is already heavily used by regional as well as locally-generated traffic, much of which crosses the river on one of the 6 bridges connected to Coors. For example, the 790 Blue Line bus service is already standing-room only during UNM academic year, indicating significant demand for transit.	
99	D.4	View Preservation Regs	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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.	Revisions are warranted due to changed conditions, for consistency with higher-ranked plans and to make document clearer for all users.	
99	D.4	View Preservation Regs	Taylor Ranch NA President & Land Use Director - J. Wolfley & R. Horvath	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.	There are continuing opportunities for review and dialogue with Staff about the intent and content of the Plan.	
39, 73	C.5.1, Table C-6 8.	Pedestrian and Bicycle Component, La Orilla to Paseo del Norte	Torres, H.	When the neighborhood was developed a walking security path was available. It has been a struggle to get the city and /or the county to help maintain it. We are experiencing an increase of homeless/transients loitering behind the neighborhood subdivision. Will new landscape be planted, to reflect the other sections of Coors?	The plat and infrastructure plan for subdivision in the Planning Department's Design Review Section indicate that the existing "security path" along the subdivision is for drainage purposes and is owned by the City. The Plan recommends continuous sidewalk along Coors with landscape strip between it and curb.	
39, 73	C.5.1, Table C-6 1.	Right-of-way, Paseo del Norte to Coors Bypass	Torres, H.	How close will the additional lanes be to our property lines? What will be done to provide safety from cars accidents from landing in our backyards where our children play.	Minimal additional right-of-way would be required to accommodate transit lanes along the Bosque Meadows subdivision, since it is between major intersections and no BRT station is identified in the immediate area. Safety is a prime consideration in any road design.	
41, 71	C.6.1, Figure C-18	Signalized Major Intersections, La Orilla to Paseo del Norte	Torres, H.	It is currently and increasingly becoming very dangerous for us to access our homes on and off of Coors Blvd. It is not uncommon for us to wait for up to 15 minutes for a break in the traffic . Will we get a traffic light as we were promised when the neighborhood was built with the new plan as this is currently the only entrance/exit to our homes?		The access issue has also been raised by City Parks' Open Space Division. Recommend that City staff & transportation consultant meet with stakeholders, including NMDOT, to discuss situation and explore alternatives.
53	C.12	Traffic Noise	Torres, H.	How will the traffic noise pollution be addressed?	See C.12.	

Page	Section	Subject	Commenter (Last Name or Organization)	Comment	No Change	Potential Change/Staff Action
68, 70	Figure C-17, Table C-5 8.	Pedestrian and Bicycle Facilities, Dellyne/Learning to La Orilla	Watson, S., 3605 Yipee Calle Ct NW	Improve pedestrian crossover at Montano and Coors which is nearly impossible to traverse	Continuous sidewalks along Coors are to be provided in this area. The conceptual design for an interchange at Coors/Montaño (Figure C-8 p. p. 48) includes sidewalks on Montaño that are grade-separated from Coors.	
42-43	C.63. ii), Figure C-9	Signalized Major Intersections	Watson, S., 3605 Yipee Calle Ct NW	Install public art/sculptures at the Paseo/ Coors Interchange. Upgrade/ improve facing of the Paseo fly over (remove weeds, dead trees, and re-face structure which has faded and been repainted repeatedly in sections to mask graffiti over the years.		Consider whether the design of the recommended interchange, and other major projects in the Coors ROW, could include public art and/or aesthetic enhancement, given one of the plan's aims is to improve the visual character of the Corridor. Investigate options with NMDOT, City DMD and Cultural Services/Public Art Program.
51	C.10.1	Streetscape Design	Watson, S., 3605 Yipee Calle Ct NW	Complete median landscaping as exists west of La Luz and Andalucia to improve overall appearance.	Median landscaping would be implemented as part of road projects in the Coors ROW (C.10.1) or City-initiated public projects (see E.2 p. 109). In both cases, they will need to be coordinated with BRT project, which may be designed to run in the median rather than curbside.	
36	C.4.1 3.	Transit Component	Watson, S., 3605 Yipee Calle Ct NW	Installation of a upgraded/ new turquoise style bus stops at SIPI. (I see a number of our Native American students standing waiting for a bus, with no protection from the elements on a daily basis). I would like to honor and respect these young people by providing this for them.	The policy calls for shelters at all local bus stops as one of 4 transit priorities in the Coors Corridor. Implementation would be by ABQ RIDE.	
			Watson, S., 3605 Yipee Calle Ct NW	- Increase enforcement of sign ordinance regarding temporary signs (ie; beer, pizza,etc. and political campaign signs) - Encourage property owners (best example: Montano Plaza Shopping Center) to	Outside the scope of a long-range plan as these are enforcement issues.	

#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

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

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

Madeline

From: Susan Brewster [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

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: [Toffaletti, Carol G.](#)
Subject: Colors Corridor Plan Concerns
Date: Monday, June 02, 2014 11:46:40 PM

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
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

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

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>

To: [abqkodydog](mailto:abqkodydog@aol.com) <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 2nd St NW, 3rd Flr

Albuquerque, NM 87102

Direct line 924-3345

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 2nd Street, NW (3rd 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 5th and I was sorry to see the representation of the residences along the Coors Corridor was so sparse; maybe the July 10th 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

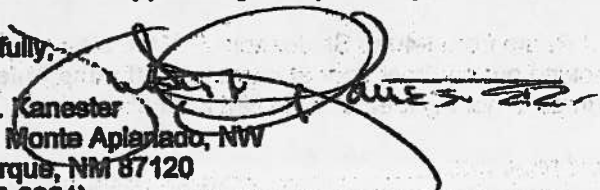
mostly by Villa maintenance crews. The protected walkway from the Villa entrance toward the bus pad was installed by NMDOT (?) because someone fell and was going to sue everyone - a tree fell leaving the path to the bus pad unsafe; numerous phone calls resulted in the tree being removed by Villa de Paz. 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??

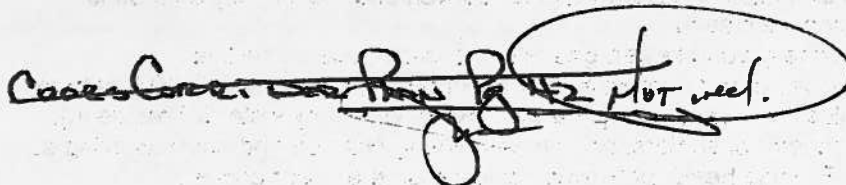
As you know, I am a 20 year resident of Villa de Paz, a member of Villa de Paz Board of Directors, WSCONA and a very concerned citizen; actual involvement in the community began in 1978 when my family first purchased a home in the Villa. Mom lived here until 2011. This project makes me wonder about living 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 4th 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 Corridor Plan is not needed.

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

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 2nd St NW, 3rd Flr
Albuquerque, NM 87102
Direct line 924-3345
cgtoffaleti@cabq.gov*

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

From: "Carol G. Toffaleti" <cgtoffaleti@cabq.gov>
To: "Rose, Jo" <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 2nd St NW, 3rd Flr

Albuquerque, NM 87102

Direct line 924-3345

cqtoffaleti@cabq.gov

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

From: "Carol G. Toffaleti" <cgtoffaleti@cabq.gov>
To: "Carol G. Toffaleti" <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 2nd 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 3rd Floor, 600 2nd 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 2nd St NW, 3rd Flr
Albuquerque, NM 87102
Direct line 924-3345
cgtoffaleti@cabq.gov*

From: 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

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
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

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

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

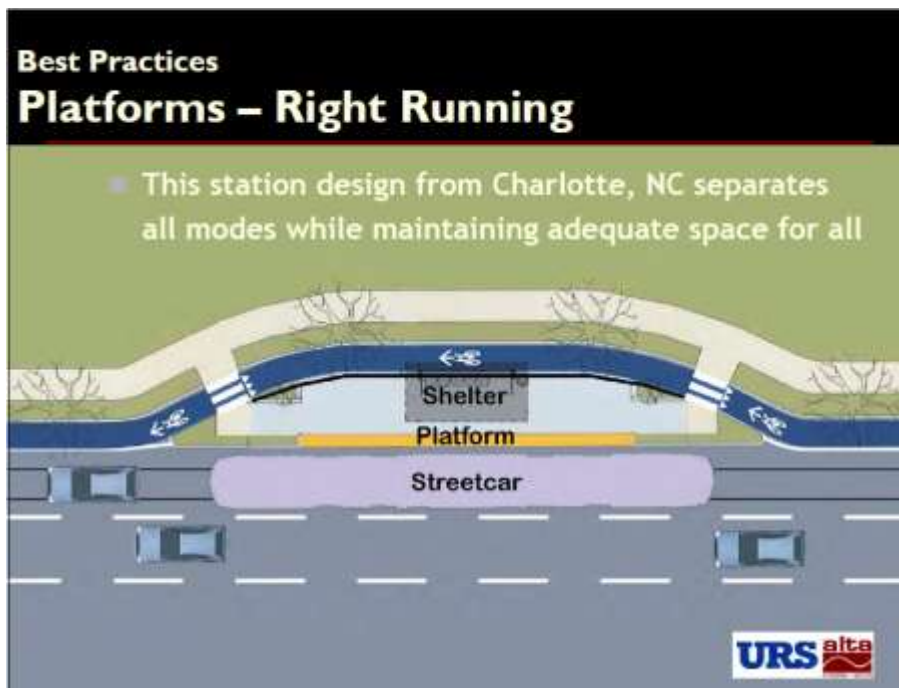
At intersections the cycle track would need to meet a mixing zone. There are two typical mixing zones: The first directs the bicyclist to mix with the right-turn-only lane. The second has the cyclist mixing with pedestrian traffic on the adjacent sidewalk. If the right-turn-only lanes are designed so 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

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

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

From: Toffaleti, Carol G. [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 2nd St NW, 3rd Flr

Albuquerque, NM 87102

Direct line 924-3345

cgtoffaleti@cabq.gov

From: Andy Strebe [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
www.mhqnm.com

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

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

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

S

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

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> wrote:

Hello Marianne,

Thank you for submitting comments to the EPC. They will be included in the July 10th 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 2nd St NW, 3rd Flr

Albuquerque, NM 87102

Direct line 924-3345

cgtoffaleti@cabq.gov

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

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

June 28, 2014

Carol Toffaleti, Senior Planner
Urban Design & Development/Long Range
City of Albuquerque Planning Department
600 2nd St NW, 3rd 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 or via phone at 505-435-5476.

Sincerely,

Dr. Michael and Jill Plaman