

For EPC Packet regarding the review of Overture Apartments: August 13th, 2020

Dear EPC,

I agree with the staff report assessment that the 3 story building does not meet the view regulations and should be denied. A 3 story building does not belong along a view corridor designated to protect views. The prior approval for this site were 2 story town homes, with a 24ft. height. This is much more appropriate for this location along a view corridor.

I want to clear up two misconceptions.

1) The first misconception is a few references I have seen recently in the staff report (pg. 15) and other land use applications referring to Coors Blvd. as a Premium Transit Area. This is not the case. Councilor Sanchez introduced an amendment in 2017 to remove Coors Blvd. from the Premium Transit designation. Coors Blvd. is a Major Transit corridor, not a Premium Transit Corridor. Coors is also a high capacity, limited access, principle arterial roadway, to move traffic quickly. It is a suburban type corridor with limited transit service. The Westside does not have the infrastructure to support a Premium transit corridor nor do we want Coors Blvd. to be a Premium transit corridor. There are limited amount of river crossings and no grid system to handle intense transit oriented type development, as seen in a downtown setting. Councilor Sanchez introduced an amendment in 2017 to the ABC-Z Comp Plan to remove Coors Blvd. from the Premium Transit designation. As a result, City Council removed the Premium transit designation, and maintained Coors as a Major Transit corridor in the ABC-Z Comprehensive Plan.

See Councilor Sanchez's Amendment below:

Explanation: *This amendment would update the Comprehensive Plan's Centers and Corridors map to revert the proposed designation of Coors Blvd. from Premium Transit to the existing Major Transit designation adopted in 2001. It would amend text references in the Comprehensive Plan to Coors as a Premium Transit Corridor.*

**CITY COUNCIL
OF THE
CITY OF ALBUQUERQUE**

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March 6, 2017

FLOOR AMENDMENT NO. _____ TO **R-16-108**

AMENDMENT SPONSORED BY COUNCILOR Sanchez

Exhibit A to R-16-108 is hereby amended as follows:

In Chapter 3, Vision, pages 3-6 and 3-7, amend Figures 3-1 (the Countywide Vision Map) and 3-2 (the Metro-focused Vision Map) to remove the "Premium Transit" designation from Coors Blvd., and maintain the "Major Transit" designation only as previously adopted by the Council.

In Chapter 5, Land Use, pages 5-10 and 5-11, amend Figures 5-2 (the Countywide Vision Map) and 5-3 (the Metro-focused Vision Map) to remove the "Premium Transit" designation from Coors Blvd., and maintain the "Major Transit" designation only as previously adopted by the Council.

In Chapter 5, Land Use, page 5-15, amend Figure 5-5 (Centers and Corridors map) to remove the "Premium Transit" designation from Coors Blvd., and maintain the "Major Transit" designation only as previously adopted by the Council.

In Chapter 5, Land Use, page 5-18, delete and replace the last paragraph of the "Premium Transit Corridors" text as follows:

"The design and operation of premium transit service will vary according to the land use context and underlying Corridor designation. Much of Central Ave. is also designated as a Main Street Corridor with pedestrian-oriented development, so stations are planned every quarter mile. On other Premium Transit Corridors, if they have lower densities and less street connectivity, transit stations may be spaced farther apart to serve nodes of higher-intensity, pedestrian-oriented activity."

In Appendix F, Centers & Corridors, page A-48, remove the Premium Transit designation for Coors Blvd. between Tower and Seven Bar Loop, between Ellison and Seven Bar Loop, and on Ellison Dr. between Cottonwood Dr. and the NW Transit Center Via Cibola Loop, and maintain the "Major Transit" designation only as previously adopted by the Council.

See Comp Plan tables below with list of corridor designations including Major transit. Note: Coors is a Major Transit Corridor **NOT** a Premium Transit Corridor.


CORRIDOR NAME & SEGMENT(S)	CORRIDOR TYPE	LRTS DESIGNATION	2040 MTP PRIORITY TRANSIT
2ND ST: Mountain Rd. - Gold St.	Major Transit	Community PA	Priority Route
2ND ST: Roy Rd. - Mountain Rd.	Commuter	Regional PA	
4TH ST: Bridge Blvd. - Lead Ave.	Major Transit	Minor Arterial / Local	Priority Route
4TH ST: Marquette - Alameda Blvd.	Multi-Modal	Minor Arterial	
4TH ST: Bridge Blvd. - McKnight, Matthew - city limit	Main Street		
ALAMEDA BLVD: I-25 - County Line	Commuter	Regional PA	
ALAMEDA BLVD: Wyoming - I-25	Multi-Modal	Regional PA	
ARENAL/86TH/BENAVIDES: Coors Blvd. - Snow Vista	Major Transit	Community PA	Priority Route
ATRISCO VISTA: Dennis Chavez - Paseo del Norte	Commuter	Regional PA	
BRIDGE BLVD/TOWER RD: 4th St. - Coors Blvd. & 4th St. - Goff	Major Transit/ Main Street	Community PA	Priority Route
BROADWAY BLVD: Central Ave. - Gibson & MLK - Gibson	Multi-Modal/ Main Street	Regional PA	
CARLISLE: Lomas - Montgomery	Major Transit	Minor Arterial	Priority Route
CENTRAL AVE: Tramway Blvd. - 98th St. & Wyoming Blvd. - 64th St.	Premium Transit/ Major Transit/ Main Street	Community PA	Priority Route
COORS BLVD: Gun Club - I-25	Commuter	Regional PA	
COORS BLVD: Gun Club Rd. - Tower	Major Transit	Regional PA	Priority Route
COORS BLVD: Tower Rd. - Seven Bar Loop	Major Transit	Regional PA	Priority Route
COORS BYPASS: Coors Rd. - Alameda Blvd.	Commuter	Regional PA	Priority Route

Table continues

CORRIDOR NAME & SEGMENT(S)	CORRIDOR TYPE	LRTS DESIGNATION	2040 MTP PRIORITY TRANSIT
COTTONWOOD DR: Ellison - Seven Bar Loop	Major Transit		Priority Route
DENNIS CHAVEZ BLVD: Atrisco Vista - Coors Blvd.	Commuter	Regional PA	
EL PUEBLO: 2nd - Jefferson	Premium Transit		
ELLISON DR: Cottonwood Dr. - NW Transit Center via Cibola Loop	Major Transit		
ELLISON DR: Northwest Transit Center - Golf Course Rd.	Major Transit	Regional PA	Priority Route
GIBSON BLVD: Broadway Blvd. - Kirtland AFB (Gibson Gate)	Commuter	Regional PA	
GIRARD BLVD: Lomas - Central	Major Transit	Major Collector	Priority Route
GOLF COURSE RD/TAYLOR RANCH RD: Montano to McMahon	Major Transit	Minor Arterial	Priority Route
I-25	Commuter	Interstate	Priority (Partial)
I-40	Commuter/ Major Transit	Interstate	Priority (Partial)
ISLETA BLVD: I-25 - Bridge Blvd. & Goff - Bridge	Multi-Modal/ Main Street	Community PA	
JEFFERSON ST. (OSUNA RD.): I-25 - Paseo del Norte	Premium Transit/ Multi-Modal	Community PA	Priority Route
JEFFERSON ST. (OSUNA RD.): Paseo del Norte - Alameda BLVD	Multi-Modal	Community PA	
JUAN TABO BLVD: Central Ave. - Academy Rd.	Multi-Modal	Community PA	
LOMAS BLVD: Central Avenue - Tramway BLVD	Major Transit	Regional PA	Priority Route
LOUISIANA BLVD: Gibson - Montgomery (with loop on Americas Pkwy)	Major Transit	Community PA	Priority Route

Table continues

The following table shows that a major transit corridor can either be: urban, rural or suburban. Coors fits into the suburban development context:


URBAN DESIGN

development contexts (see Table 7-1). To increase walkability within each development context, the City and County should focus on different aspects of the built environment and different levels of connectivity and access for various travel modes.

Policies to increase walkability in Albuquerque are intended to enhance the built environment, improve safety for pedestrians, and better coordinate land use and transportation for a spectrum of development types, from auto-oriented to pedestrian-oriented. The considerations summarized in Table 7-2, below, have been used to create more detailed matrices that guide development form and street design in each Center and Corridor (see Table 7-3 and Table 7-4 in the Goals, Policies & Actions section of this chapter).

Providing development standards for each development context encourages consistency in the quality of urban design throughout the city and county.

CENTER & CORRIDOR DESIGNATIONS		DEVELOPMENT CONTEXT		
		RURAL	SUBURBAN	URBAN
Centers	Village	X	X	
	Activity		X	X
	Employment		X	
	Urban			X
	Downtown			X
Corridors	Commuter	X	X	
	Multi-Modal		X	
	Major Transit		X	X
	Main Street	X		X
	Premium Transit			X

Table 7-1: Development Context for Centers and Corridors

DEVELOPMENT CONTEXT	DEVELOPMENT PATTERN & WALKABILITY CONSIDERATIONS
Rural	<ul style="list-style-type: none"> Development pattern tends to be more auto-oriented, although access to trails and transit is important. Walkable within Village Centers, where land use is more intense than surrounding rural areas. Can be more or less intense than suburban areas.
Suburban	<ul style="list-style-type: none"> Development pattern tends to be more linear with strip commercial development along major streets. Walkable within development projects. High priority on connectivity for the primary ways people might access services and amenities – walking from neighborhoods nearby, biking via the bike network, transit stops via transit network, and parking areas via the auto network.
Urban	<ul style="list-style-type: none"> Development pattern tends to be more of a grid, with slower traffic and more choices for cars to disperse. Walkable within Centers, between, and among development projects. Excellent connectivity for pedestrians and cyclists.

Table 7-2: Development Patterns and Walkability

2) The second misconception was the illustration presented at the facilitated meeting. The illustration shown at the facilitated meeting showed a nice looking building facing Coors Blvd. with the mountain behind it. The July 9th/EPC staff report contained the proposed elevation drawings that show that this was not the case. The site plan elevations in the staff report show the actual west elevation correctly facing Coors. The western elevation is very plain. This was misleading at the facilitated meeting. The colored rendering below with the mountain behind it, is actually the east building elevation which faces the mountain. This colored

This is a wide architectural rendering of a modern multi-story residential or commercial building complex. The building features a mix of light-colored stucco and darker brown accents, with numerous large windows and balconies. A central entrance area is visible on the right side of the main building. The rendering is set within a software interface, with a toolbar at the top showing various tools like pan, zoom, and draw. The status bar at the bottom indicates the current view and scale. The scene includes a paved walkway, landscaping with trees and shrubs, and a few people for scale. The background shows a clear blue sky with some clouds and distant mountains.

KEY MAP

1 WEST ELEVATION
1/16"=1'-0"

2 SOUTH ELEVATION
1/16"=1'-0"

CALLOUT	DETAIL
1	DOOR
2	DOOR
3	DOOR
4	DOOR
5	DOOR
6	DOOR
7	DOOR
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