

B.a. Agency Comments

12/30/14

Received by COA Planning Department from:

Nathan Paul Masek, AICP

Senior Transportation Planner

Mid Region Council of Governments

President, ITS New Mexico

809 Copper Ave NW Albuquerque, NM 87102

v 505) 724-3620

f 505) 247-1750

nmasek@mrcog-nm.gov

From the paragraph on page 46, only one change – shown in red below:

ITS is a powerful and evolving “tool box” of active management measures, e.g. that can adjust the timing of traffic signals, provide real-time information to travelers, give buses priority at signals (queue-jumping) and enable electronic collection of bus fares. Coors Boulevard and Coors Bypass are designated ITS corridors in the AMPA and are equipped with ITS technology, including fiber optics (telemetry), dynamic message signs, monitoring cameras, programmable traffic signals and traffic count stations (vehicle detector stations). ITS in the Coors Corridor will be deployed as part of the integrated ITS system in the metropolitan area when the **Regional Transportation Management Center (RTMC) which will facilitate roadway operations of multiple agencies within the AMPA in the same facility to promote the coordination of traffic management activities and coordinated response to incidents.** ~~and~~ Participating agencies, including NMDOT and the City, ~~have~~ **will developed** a standardized and coordinated programs of operations. Additional ITS applications should be deployed in conjunction with advances in technology **and regional ITS priorities.**

Project Prioritization Process Summary

December 12, 2014

Provided by Maida Rubin, Research Analyst, MRCOG

Information in this summary was taken from MRCOG's Project Prioritization Process Guidebook for Large Urban Areas used primarily in the development of the short-range Transportation Improvement Plan (TIP). For more in-depth information on the Project Prioritization Process, please refer to the Project Prioritization Process Guidebook, updated in September 2014. The Guidebook can be accessed online at: <http://www.mrcog-nm.gov/transportation/metro-planning/project-prioritization-process>.

The project prioritization process (PPP) is used to elevate projects that further regional priorities. These priorities are expressed in three goals:

- 1. Quality of Life**
- 2. Mobility** (freight, auto, transit, pedestrian and bicycle)
- 3. Economic Activity and Growth**

The Mobility goal is worth a maximum of 25 points while the other two goals are worth a maximum of 20 points for a total of 65 possible points. Below, the three goals are broken down in more detail along with project elements that further these goals and could garner a higher ranking.

Quality of life

Air Quality

Vehicle idling is a major contributor to poor air quality. Improved signal timing and the employment of Intelligent Transportation Systems (ITS) to facilitate smoother traffic flow ("efficiency improvements") as well as intersection or safety improvements, for example, would potentially reduce vehicle emissions and could improve a project's ranking.

Safety

Reducing the risk of traffic accidents is consistent with NMDOT's Comprehensive Transportation Safety Plan (CTSP). The safety performance measure was developed to highlight locations that could benefit from safety improvements – both from a vehicle and pedestrian perspective – and to encourage projects that mitigate and improve dangerous conditions. Roadway, transit, pedestrian and bicycle safety are considered by the PPP. Specifically, the safety ranking element encourages projects that prevent vehicle crashes and reduce the risk of injuries, improve roadway conditions, or protect non-motorized travelers.

Environmental Justice

MRCOG specifically highlights and rewards projects that improve the transportation conditions in environmental justice communities, defined in the PPP as communities with a high percentage (over 50 percent) of minority and/or low-income populations. Low income refers to locations where the median household income is below the overall value for the county in which the project is located. All projects which are located in high minority and/or low-income communities, regardless of the project's purpose, are eligible for points in the PPP.

Preserve Existing Infrastructure

This quantitative criterion is designed to capture the extent to which a project is dedicated to maintenance, rehabilitation, or reconstruction (i.e. preservation). Activities that are considered preservation projects include, but are not limited to the following:

- Reconstruction, resurfacing and pavement rehabilitation
- Intersection improvements that do not add general purpose lanes (e.g. intersection turn-lanes, crosswalks)
- Safety features including lighting, signal timing and coordination
- ITS implementation
- Pedestrian facility improvements
- Bicycle facility improvements
- Transit vehicle and equipment replacement
- Facility repairs
- Track repairs and upgrades

Mobility of People and Goods

This goal pays particular attention to efficiency by targeting federal transportation dollars to locations with the greatest congestion and areas that would have the broadest impact. The categories that emerged as part of the PPP for the Mobility goal include the following:

- Address **geographic needs**
- Target areas with high traffic **volume/people movement**
- Incorporate **intelligent transportation systems (ITS)** technology
- Provide **intermodal connectivity**
- Create **alternate mode choices**
- Implement **performance strategies.**

Economic Activity and Growth

This goal encourages projects that specifically target locations where activity occurs, supports private sector enterprise, and reflects local priorities and land use policies. There are three Economic Activity and Growth criteria:

- 1. High Activity Areas**
- 2. Private Sector**
- 3. Local Priorities**

The locations that contain the greatest activity should be serviced with adequate transportation in order to promote economic vitality and growth. Private sector activity from a transportation standpoint emphasizes freight corridors in order to facilitate the movement and transaction of goods. In order to reflect local priorities, the PPP considers conformity to land use plans and local funding contribution as indicators of the value projects hold to local agencies.

Coors Corridor-Specific Strategies

Coors Corridor is ranked as the region's second most congested corridor as of 2011 and fifth as a transit priority corridor. Due to its position linking river crossings to Albuquerque's West Side, and the considerable jobs-housing imbalance between the east and west sides of the river (exacerbating peak hour congestion), improvements on the Coors Corridor would impact many road users. Projects that

increase the efficiency of the existing infrastructure and promote connectivity, provide alternative mode options for bicyclists and pedestrians, and create multi-modal connections would be consistent with goals and objectives of the PPP. Implementing ITS technology and improving signal timing are cost-efficient projects that could be carried out in the near-term.

Although Bus Rapid Transit (BRT) along Coors has the potential to impact the efficiency of the corridor, it should be noted that

The selection of appropriate type of transit in the area is determined based on existing, planned, and desired land uses, density of development, and their proximity to major activity centers, employment centers, and major destinations such as hospitals, potential ridership and cost effectiveness. Any analysis must also consider connections to other transportation modes to allow for an integrated public transportation system with easy and efficient transfers between modes (2035 MTP, p.3-4).

This is why MRMPO continues to encourage targeted density be implemented in concert with BRT investments along the corridor. Premium transit service would not be viable on a corridor that does not have the residential or activity center density to support it.

From: [Grant Brodehl](#)
To: [Toffaletti, Carol G.](#)
Subject: FW: Coors Corridor Plan - January Revisions
Date: Tuesday, December 30, 2014 10:55:03 AM

Hi Carol—Thank you for your email. Now that all the revisions are in, I took a look at the document again and have a few transit-related clarifications that may be worth addressing so that transit agencies, developers, and development review staff are on the same page after the plan is adopted:

1. As BRT/transit is an integral part of the draft Coors Corridor Plan, the stops/stations will likely be located within or immediately adjacent to the right-of-way. Would the standards/regulations affect something structural/vertical that is integral to the operation of the right-of-way? For example, would a public BRT station, bus stop or park-and-ride be subject to the base allowable height or view-related provisions? My assumption is that public stops/stations/park-and-ride are exempt per the first paragraph of Section 3.3 Planning and Zoning Authority on Page 23, which reads, “The transportation element of the Plan applies to private [i.e. not public] properties under City of Albuquerque jurisdiction.” Is my assumption correct?
2. 4.3, iv, c, 3: In my mind, this paragraph is still unclear. Is a *private* development (e.g. transit-supportive mixed use development) that is constructed to benefit and benefit from proximity to a transit station eligible, or is this benefit intended only for uses directly associated with a transit service? The 660’ provision that was added in October was taken from O-11-64, which allows relatively high multifamily residential densities in commercial zoning districts proximate to transit corridors. This leaves the impression that private, transit-supportive development could argue this benefit to achieve greater (albeit limited) densities that would improve the viability of transit service along Coors Blvd. Relatedly, while the underlying zone may already allow mixed uses, the DOZ has a strong influence on density, and some deviation should be warranted.
3. 4.3, iv, c, 3: Also, it may make sense to delete the first instance of “stop/station” in this paragraph. As it reads, I’m not sure that a developer would provide a stop/station within 660 feet of an existing Rapid Ride stop or BRT station (i.e. the stop spacing for BRT or Rapid Ride wouldn’t be that close). I suppose that a developer could propose a stop for a local route at their development, but I’m not sure why that would be tied to proximity to a Rapid Ride stop/station, as the stop locations of the local route would be dependent upon the purpose of that route.

Sincerely,

Grant Brodehl, Special Projects Planner
Rio Metro Regional Transit District
809 Copper Ave. NW
Albuquerque, NM 87102
(505) 724-3638
gbrodehl@mrcog-nm.gov

B.b. Public Comments

ALBAN HILLS NEIGHBORHOOD ASSOCIATION

December 11, 2014

TO: City of Albuquerque Environmental Planning Commission

FROM: Alban Hills Neighborhood Association

RE: ***Project Number: 1005238, Case #:14EPC-40032, 14EPC-40033***

The Alban Hills Neighborhood Association (AHNA) respectfully requests your consideration of our comments with respect to the 2014 Coors Corridor Plan. We believe that the 1984 Coors Corridor Plan contains the necessary vision and provisions to protect the bosque and river environment and the views of the entire landscape, not just the mountains. We are pleased to know that Bernalillo County will continue to adhere to **the 1984 Coors Corridor Plan**.

The one update supported by AHNA is that there would be no electronic signs along Coors Boulevard.

We do not support:

- The change for signs that would permit them to be enlarged from 75 square feet to 105 square feet.
- The proposed “view windows” strategy. As stated above, we want the views of the entire landscape, not just the mountains, to be preserved.
- The 25% “public benefit deviation.” Interpretation of “public benefit” can be stretched so that it might apply to most buildings. If it applies to those buildings that provide jobs, we assert that not all jobs are created equal and actually build the economic base. Developments such as Intel and Tesla build the economic base. Whether or not jobs build the economic base is critical to the city's economy. Service and retail jobs are there to serve the population living in an area. These jobs will definitely enter the marketplace and they will build somewhere in the area. If they can't build on one particular site, it will be another. And the jobs are directly proportional to the population and its demand for retail and services. Since these jobs are population based, development has other choices for locations without having to provide exceptions or deviations.

Sincerely,



Patsy Nelson
President, Alban Hills Neighborhood Association
3301 La Rambla St. NW
Albuquerque, NM 87120
505-228-5087
patsyncnelson@msn.com

my name is Stephen Clark and I live in the community of Las Casitas del Rio along Winter Haven Rd, and I'm speaking about the adverse effects of the proposal to make Winter Haven a through road to Bosque Plaza Lane and La Orilla Rd. I represent the views of many of our community's residents.

The entire eastern side of Winter Haven is residential, while the western side is occupied by Montano and Riverside Plazas. All the plaza businesses face Coors, and there are already multiple access points to and from Coors and Winter Haven. Commuters use the southern end of Winter Haven to avoid the busy intersection at Coors and Montano. As frequent walkers on Winter Haven we can attest that these vehicles often speed by at 45 to 50mph in our 30 zone. If the northern half of Winter Haven is punched through to Orilla, we are certain that there will be a large increase in the volume of commuter traffic. Winter Haven is used by many pedestrians, joggers, and cyclists. There is also a children's home in our neighborhood. There are no crosswalks on Winter Haven. We believe the increase in commuter traffic from Winter Haven becoming a through road will result in greater risk for injury and death to these pedestrians, joggers, cyclists, and children.

On Bosque Plaza Lane there are several available commercial properties. With the development of these properties, making Winter Haven a throughway will result in more auto traffic from both shoppers and delivery trucks at these businesses. Sagebrush Church, at the end of Orilla, has seen its membership mushroom, requiring police intervention to manage the huge volume of traffic from church services and events. How many of these cars will clog Winter Haven if it's an access route to the church? Sunday is currently our most peaceful morning of the week.

All this increased traffic will mean much more noise, ground, and air pollution as well as litter and trash, which will affect not only our communities but the adjacent Bosque and its fragile environment. The Bosque is at the end

REC'D NOV 19 2014

of my one block street. Opening Winter Haven on the north to Orilla will diminish
the quality of life for our hundreds of residents, decrease our home values, and

while diminishing

ing

in spreading traffic congestion

damage our cherished Bosque. This is a residential community; Winter Haven
is not meant to serve as a commercial and commuter corridor. Please help us
preserve the integrity of our neighborhoods by refusing to allow this change to
happen. Thank you!!

From: [Colby May](#)
To: [Cindy Mansfield: lifedancelessons@aol.com](mailto:lifedancelessons@aol.com)
Cc: [Toffaleti, Carol G.](#); [Gilda Corbin](#)
Subject: RE: Facilitator's Rept Project #1005238, Meeting #1
Date: Monday, November 17, 2014 12:30:28 PM

Dear Madams Grover & Toffaleti,

Following up on Cindy Mansfield's email earlier today, the important points KNAT wishes to make and have included in the public record, are that its' broadcast facility is "unique" because it holds, and has for more than 25 years, a *federal* license to operate its broadcast station from its location in the Coors Corridor. Any attempt to force a change in KNAT's location or status must consider that uniqueness, and recognize that appropriate alternatives may either be difficult and expensive to locate, or they may not reasonably exist. Accordingly, the City should not just assume the station's facilities can be cleared through eminent domain. The City must also recognize that it may not trump the authority of the FCC in its regulation of KNAT.

Thank you for your attention in this matter.

Colby May



CONFIDENTIALITY NOTICE: This electronic message from the law offices of Colby M. May, Esq., P.C. (Law Office) and any accompanying documents or embedded messages is intended only for the addressee(s) named above. The Law Office is a legal entity engaged in the practice of law, and this communication contains information, which may include metadata, that is confidential, privileged, attorney-client, attorney work product, or otherwise protected from disclosure under applicable law. If you have received this message in error, are not a named recipient, or are not the person, employee, or agent responsible for delivering this message to a named recipient, be advised that any review, disclosure, use, dissemination, distribution, or reproduction of this message or any attached files is strictly prohibited. If you have received this message in error, please immediately notify the sender and permanently delete the message. IRS CIRCULAR 230 DISCLOSURE (31 CFR Part 10): Any tax advice contained in this communication (including any attachments) was not intended to be used, and cannot be used, for the purpose of avoiding any U.S. tax penalties that may be imposed on you, or for the purpose of promoting, marketing, or recommending any transaction or matter addressed herein.

From: Cindy Mansfield [mailto:cmansfield@tbn.org]
Sent: Monday, November 17, 2014 11:49 AM
To: lifedancelessons@aol.com
Cc: cgtoffaleti@cabq.gov
Subject: FW: Facilitator's Rept Project #1005238, Meeting #1
Importance: High

Greetings, Diane Grover.

I am sending this email to request that the statement written and submitted by Colby M. May, ESQ., P.C. read at the meeting dated November 12, 2014 located at the West Mesa Community Center, will be included in the City of Albuquerque Land Use Facilitation Program Project Meeting Report. I have requested from Mr. May to send a copy of the statement to you and to Carol Toffaleti, COA Planning Dept.

Thank you.

Sincerely,

Cynthia Mansfield
Station Manager / KNAT-TV
Southwest Regional Manager
Trinity Broadcasting Network
1510 Coors Rd. NW
Albuquerque, NM 87121
Phone: (505)836-6585
Fax: (505)831-8725

From: lifedancelessons@aol.com [mailto:lifedancelessons@aol.com]

Sent: Sunday, November 16, 2014 6:16 PM

To: Cindy Mansfield; SMontiel@mrcog-nm.gov; mrubin@mrcog-nm.gov; jmackenzie@cabq.gov; ifworrall@comcast.net; lkline@cabq.gov; candypatt@aol.com; joyceme@me.com; abqkodydog@aol.com; AGarcia@cabq.gov; Nancy.Perea@state.nm.us; aboard10@juno.com; Sharet@aol.com; mokirschner@msn.com; jfluevano@gmail.com; mcsal@q.com; CBaca@parametrix.com; RBrito@cabq.gov; jjohnson@cabq.gov; kcbarkhurst@cabq.gov; cgtoffaleti@cabq.gov
Cc: thummell@cabq.gov; swinklepleck@cabq.gov; striplett@cabq.gov

Subject: Facilitator's Rept Project #1005238, Meeting #1

Hi, Folks,

Attached please find the facilitated meeting report from Wednesday night's meeting.

Should you read something in the report that you feel is an inaccurate representation of what was said in the meeting, please be aware of the amendment parameters stated below.

I also include the following links to the applicant survey for the project team, and the participant survey for everyone else who attended the meeting:

Applicant Survey:

<http://www.cabq.gov/legal/adr/luf/land-use-facilitation-program-applicant-survey>

Participant Survey:

<http://www.cabq.gov/legal/adr/luf/land-use-facilitation-program-participant-survey>

Please be sure to include the project #1005238 and facilitator's name, Diane Grover, at the top of the survey.

Please take a moment and give the City the feedback that helps us all to serve you best. It is quick and easy and you need only respond to the questions on-line and submit it on-line. The City has worked hard to make this process as user friendly as possible. Your input is invaluable to the City ADR department, in meeting their goals for continuous improvement to the Land Use Facilitation Program; and to your facilitator who is always looking to increase ways to meet your needs.

Thank you so much for your participation in this meeting. Jesse and I enjoyed working with you.

PLEASE REMEMBER THAT ADDITIONAL MEETINGS ARE SCHEDULED. CHECK THE WEBSITE FOR THE MEETING TOPICS, DATES AND TIMES!

Sincerely,

Diane Grover
Lifedance Mediation Services
PO Box 20337
Albuquerque, NM 87154-0337
(505) 298-0051
www.lifedancemediation.com

CLARIFICATION OF AMENDMENT PARAMETERS

We are often asked if facilitated meeting reports can be reviewed before they are submitted to the Planning Department.

Anyone who wants a copy of the report can receive a copy; however, reports are distributed to meeting participants and the Planning Department at the same time.

This ensures that the report is an accurate reflection of what occurred at the facilitated meeting. If you feel there needs to be a correction or clarification in the report we use the following guidelines to address the issue(s).

First contact the facilitator. The facilitator will review their notes of the meeting.

If a correction or clarification is offered on something that occurred at the facilitated meeting, and is reflected in the notes that the facilitator has (i.e., the facilitator mis-communicated in the report what the facilitator had in the notes), the facilitator will then write an amendment to the report, which goes out to the same people as the report.

If a correction is based strictly on an objective fact (i.e. the facilitator got a name of a street wrong) then the facilitator will write an amendment to the report which goes out to the same people as the report.

If a correction or clarification is offered on something that for some reason is not reflected in the facilitator's notes or that did not actually occur at the facilitated meeting, the facilitator will request that a letter be written to the City Planner by the person offering the clarification.

This process protects the integrity of the report and ensures that the report remains an accurate reflection of what happened at the facilitated meeting.

From: [James Fisk](#)
To: [Toffaleti, Carol G.](#)
Subject: Coors road at La Luz del Sol
Date: Sunday, December 21, 2014 12:26:35 PM

Hello,

I live at La Luz del Sol and I think you have been in touch with another LL del S resident, Joyce Woods, about some nearby sidewalk and road issues. I agree with her thoughts about the sidewalk but as a bicyclist I have two additional questions, one minor and one major.

Minor: I'm bothered by the fact that there are not proper hash markings to indicate the appropriate place to cross into the bike lane to enter LL del S when southbound on Coors. I think it's actually illegal to cross into a bike lane unless there are proper markings, However as it is, one either needs to cross into the lane at a random point or take a big chance on being rear ended if one avoids crossing the lane markings when turning into LL del S. Can there be a repainting?

Major: Is there be the possibility of a bike path/sidewalk comparable to the path that runs along Tramway or the lane that parallels Learning going down to Bosque School? I doubt that there is room, but I thought I'd ask.

Thanks for your consideration.

JKF

This email is free from viruses and malware because avast! Antivirus protection is active.
<http://www.avast.com>



REC'D NOV 19 2014

COORS CORRIDOR PLAN

November/December 2014

COMMENTS FOR THE ENVIRONMENTAL PLANNING COMMISSION

Name: Diane Flynn

Email Address: dianekflynn@aol.com

Home Address: 3604 Groma St NW
ABQ 87120

Business Address:

Comments and suggestions for the Transportation section of the draft Plan

The plan, with coors over montano, is not an acceptable solution to the montano bridge + coors N/S traffic flow problem. It will ruin residential neighborhood QOL + investment in homes. It will also destroy the view shed (1 of the last, best on the westside) of the River + bosque as one comes downhill on Montano. ~~Please plan in ways that do not destroy neighborhoods!~~

Comments and suggestions for Development Design (the Design Overlay Zone, including View Preservation, section)

Other comments, including what you like about proposals in the draft Plan

I agree 100% w. Ms. Wolfke's plan. For some BOLD elements in the traffic component. What we have is "build, build, build" + move cars faster between stoplights + still get stuck @ the bridges. This is very expensive + will not help in the ^{very near, long run}

Please put completed survey in the box at the door or return to staff by email, fax or mail (fold, tape & affix stamp) to arrive no later than December 11th, 2014*:

Carol Toffaleti, Project Manager
Albuquerque Planning Department

Tel 924-3345 Fax 924-3339
Email cgtoffaleti@cabq.gov

To view the draft Plan and other information, go to the Project Webpage:

<http://www.cabq.gov/planning/residents/sector-development-plan-updates/coors-corridor-plan/>

* to allow time for staff to respond to your comments in the January EPC report and draft Plan

November 29, 2014

Comments related to the city's most recently proposed modifications of the View Preservation Regulations

The following is derived from a line by line reading of the document received 11-26-14 from Ms. Carol Toffaleti, Albuquerque Planning Department.

For this analysis I studied the proposed regulation as if I were a developer trying to establish design compliance. From this point of view, it became clear that I would have two mutually exclusive choices as to how I might analyze a project design:

1. I could choose the Base Height rules or,
2. I could choose View Analysis

The first would be chosen if I wanted to build structures that are less than 20' high for commercial and 16' high for residential. Nothing in the proposed rule would stop me from building up the land to less than 10' below the Coors grade, thereby qualifying for this option. This was previously referred to (by me) in EPC testimony as the Short Building Loophole. Now it has been promoted to the primary option.

The other option, previously regarded as the primary method of determining compliance is presented as a confused muddle of contradictory and undefined terms to be known as the "View Frame and Plane Regulation."

If I were a developer I would choose the Loophole approach because the other does not make sense.

Furthermore, if I were allowed to build up the level of the site, I could put anything I wanted behind the front row of buildings because they would obscure everything behind it, including the Sandia Mountains and Bosque.

Also, within the loophole option, if I were to establish two view windows 40' wide across any sized property I would be able to get around the 180' view window width requirement for large properties. It should be noted that this loophole (within a loophole) will allow me to build anything I wanted on the rest of the land. This is referred to as a "Height Allowance."

The prime view preservation area from Namaste to Paseo has lost its status in the latest version. In the new version the view window loophole and its own new sub-loophole will apply not just north of Paseo but to all of it.

Each and every part of the new version's references to well-understood view analysis has been confused with new undefined terms. These include Finished Grade, View Frame and Plane, Height Allowance, Leveraged Topography, Coors Streetscape, View Frame Area, 3D Rendering as well as terms that have been pushed along like View Window or Base Height which were never part of legitimate view analysis.

There are numerous errors in the graphics, where words and numbers are used that appear nowhere in the regulation. The definitions which should be up front are now put at the end. There are references to

Chapter C that have not been included in the submittal. There are illustrations that have two views that do not match (important to people who make drawings of projects).

As a designer of a site I would not know how to apply these new rules except to look for a loophole; otherwise it would be impossible to do a coherent analysis. As one interested in preserving views (as I wish the planning/developer people were) I can prove that if this goes through there will be no more views, just like the mess from I-40 north to Namaste.

With each iteration, this project by the city has shown that there is no intention to preserve views, only to satisfy the desires of a less than creative development community and planners only interested in pleasing their bosses. Believing we could assist the city with our expertise, we have put hundreds of hours into a useless effort to help design a crucial part of our city, and with each round we fall farther behind. I and my fellow Westsiders are not going to give up, so the planning department may have to begin responding to our inputs. The view regulation delineated in the 1984 plan is good; it has worked well. Adding a 3D CAD (computer aided design) model requirement to the regulation would simplify, clarify and modernize the regulation.

This current effort by the city needs to be scrapped, now, before any more tax dollars are spent on it.

Thank you,

Pat Gallagher

External Affairs Board Liaison
La Luz Landowners Association

12/04/2014

Fax (505) 924-3339

4 Pages (Incl Cover)

TO: Carol Toffaleti, Proj Mgr

From: Judith A. Kanester
Resident - Villa de Arz HOA

COORS CORRIDOR PLAN



City of Albuquerque Planning Department
3rd Floor, ATTN: Carol Toffaleti
P.O. Box 1293
Albuquerque, NM 87103

Transmitted
12/02/14 11am
J


12/02/2014



COMMENTS FOR THE ENVIRONMENTAL PLANNING COMMISSION

Name: JUDITH A. KANESTER Email Address: jdkodydog@aol.com
Home Address: 53 Calle Monte Alamo NW Albuquerque NM 87120 Business Address: N/A - Villa de Ariz HOA Resident

Comments and suggestions for the Transportation section of the draft Plan
① Facilitated Mtg 11/12/14 Gen Rio
② 11/19/14 Taylor Ranch
③ 12/02/14

See attached Comments & Concerns

Comments and suggestions for Development Design (the Design Overlay Zone, including View Preservation, section)

12/04/14
View Preservation - My comment would be -
What you plan and is approved would be acceptable as long as new developers keep the regulations and requirements in tact without "hardships" & "exceptions."
My knowledge regarding technical visual plans, etc is so limited. One Bosque, River & Mountains are like no others - we need to keep what is left of the view of the

Other comments, including what you like about proposals in the draft Plan
12/04/2014 - 3rd mtg

Aug 29, 2014
11/15/2014
12/21/2014
12/04/2014

Please put completed survey in the box at the door or return to staff by email, fax or mail (fold, tape & affix stamp) to arrive no later than December 11th, 2014*:

Carol Toffaleti, Project Manager Tel 924-3345 Fax 924-3339
Albuquerque Planning Department Email cgtoffaleti@cabq.gov

To view the draft Plan and other information, go to the Project Webpage:

http://www.cabq.gov/planning/residents/sector-development-plan-updates/coors-corridor-plan/

* to allow time for staff to respond to your comments in the January EPC report and draft Plan



COORS CORRIDOR PLAN /// Facilitated Meeting 11/12/2014 Glen Rio Community Center
Comments & Suggestions - (1) Transportation

--With NMDOT monitoring Coors Corridor signals/lights, it is comforting knowing changes will be forthcoming.

Needed -- Sequoia intersection for both E & W traffic are left turn arrow lights onto Coors, and E on Sequoia at Coors is a right turn (only) lane, as currently marked on the NW corner Sequoia onto Coors.

--Atrisco Dr/57th St from Ouray to Ladera/St Joseph needs major attention - traffic spills over from Coors & Unser (North Bound) to access I-40 especially during commute hours (a.m.) - Traffic short cuts through parking lots, gas stations, etc, trying to by-pass waiting traffic in order to cross the Rio Grande. During a.m. commuting, exiting Villa de Paz & Mesa Ridge is extremely difficult and dangerous for all residents, children & school buses. A third (turn lane) was added along with bike lane markings in some areas on Atrisco and has helped somewhat - but Atrisco between Sequoia to St Joseph/Ladera changes can be made; the East side has room for sidewalks, bus turn-out, safety improvements. Atrisco/57th between Ouray and Western Trail there are two churches, elementary school, three day care facilities, health care & ambulance facilities, multiple housing complexes and entrance/exit for shopping/eating areas --- speed limit signs range 30 to 35 MPH.

--St Joseph from Atrisco to Coors needs to be widened to better accommodate the traffic --- This area has been a matter of recent concern between the developers and residents remaining undeveloped except for St Joseph Church.

(2) Development Design

--Preservation of the 'view' in the Corridor from Bridge to St Joseph has not been an issue. The view has been non-existent for many years, except for our Mountaintops.

(3) Other Comments

--Option 1 (Chris Baca, Trans) Coors I-40 to St Joseph - Plan for 3 lanes (N&S), with BRT in center of roadway, & bike & walk areas.

Could this plan be used in all areas of the Coors Corridor (Bridge to Alameda)?? If this option could be used all along the Corridor road separation may not be necessary --- It is a Great Plan. The elevated rode off I-40 North to Sequoia would cause great harm to both business and residential areas and very costly.

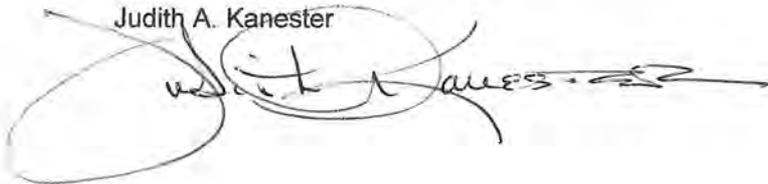
--Park and Ride --suggestion, undeveloped/vacant property on South side of St Joseph / Coors and another at LaOrilla / Coors

Note: Personally witnessed

11/22/14 Tractor/Trailer (18 Wheeler) traveling N on Coors across I-40 to Quail made a U Turn (Posted Signs - NO U TURN) to return S on Coors possibly to travel West on I-40.

11/23/14 Tractor/Trailer (18 Wheeler) traveling N on 57th/Atrisco in thru lane made a right turn onto Quail smashing a car against the curb and the trailer possibly lost his way but dangerous. Earlier 2014 18 Wheeler traveling E on Montano across the Rio Grande, attempted a right turn onto 4th St. and was unable to make the turn or clear the lights or traffic signs, causing a traffic mess.

Judith A. Kanester



2

COORS CORRIDOR PLAN /// Facilitated Meeting 11/19/2014 Taylor Ranch Don Newton Ctr
Comments & Suggestions - (1) Transportation

--Montano/Coors - Road Separation may be an option for the distant future, perhaps the BRT North to Paseo and beyond, would offer traffic relief? Traffic during commute hours (am & pm) is a constant nightmare between 4th St and Coors (NMDOT & Albq monitoring signal timings); traffic using Montgomery/Montano from I-25 to Coors to access the Westside (as on every river crossing) is hindered by speed variations, lane availability.

--The Saturday & Sunday traffic at Coors & LaOrilla is unbelievable, created by visitors of the Sagebrush Church and having APD Officers (3 & 4 units) out directing traffic, monitoring signals, blocking access. Coors was changed recently for southbound traffic (left turning lanes added & extended). If Winterhaven was opened to through traffic Montano to LaOrilla would help at Coors & Montano - but would create more of a maze for drivers to reach their destination - short cut thru parking lots, do what they want regardless of signs posted.

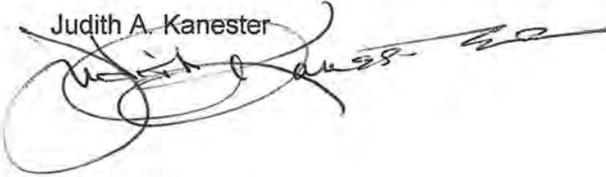
--Regardless what NMDOT, Albuquerque, Bernalillo County decides and accomplishes - New Mexico residents will do what they want - we are creatures of comfort and do not like being inconvenienced by having to park our cars & trucks to ride a bus to work; we do not want to count on someone or something other than ourselves.

(2) Development Design

(3) Other Comments

--I truly sympathize with the residents East of Winterhaven; however, this road was in use as an access for delivery vehicles to service the businesses in the shopping center (Montano North beyond Albertson's) long before the Bosque was developed. Traffic congestion is bad now all over the Westside but this area will only worsen once the 260 Apartments begin to fill and another market (Smith's) is allowed to occupy the old Wal-Mart Site - lack of direct access to Coors may keep the area safe from more traffic. The approved 2006 traffic study for this entire area, Andalusia, should be revisited after 8 years.

Judith A. Kanester





REC'D NOV 19 2014

COORS CORRIDOR PLAN
November/December 2014

COMMENTS FOR THE ENVIRONMENTAL PLANNING COMMISSION

Name: R. W. KIRSCHNER Email Address: MDKIRSCHNER@MSN.COM
Home Address: 5004 Grande Vista Ct NW Business Address:
87120

Comments and suggestions for the Transportation section of the draft Plan

There is not an adequate justification for having Coors elevated North to St. Joseph. That should be removed from the Plan.

Comments and suggestions for Development Design (the Design Overlay Zone, including View Preservation, section)

Other comments, including what you like about proposals in the draft Plan

Please put completed survey in the box at the door or return to staff by email, fax or mail (fold, tape & affix stamp) to arrive no later than December 11th, 2014*:

Carol Toffaleti, Project Manager
Albuquerque Planning Department

Tel 924-3345 Fax 924-3339
Email cgtoffaleti@cabq.gov

To view the draft Plan and other information, go to the Project Webpage:

<http://www.cabq.gov/planning/residents/sector-development-plan-updates/coors-corridor-plan/>

* to allow time for staff to respond to your comments in the January EPC report and draft Plan



KIRSCHNER ASSOCIATES INC.

~~2425 Alamo Avenue, S.E. Albuquerque, New Mexico 87106 (505) 243-1763~~

Albuquerque
Atlanta
Chicago
New York City
Seattle
Washington, D.C.

RICHARD W. KIRSCHNER
6004 GRANDE VISTA CT NW
ALBUQUERQUE, NM 87120-1116
505 836 6674

Nov 20, 2014

Re: Coors Corridor Plan

Carol Toffeleti -

① It is a mistake to have a "Coors" Corridor Plan. It should be a West Side Transportation Plan.

② Unser is an excellent north-south corridor and should not be overlooked. It is especially attractive as a National Park borders its west side for much of its length - causing little traffic.

Best wishes -

Dick Kirschner



REC'D DEC 02 2014

COORS CORRIDOR PLAN
November/December 2014

COMMENTS FOR THE ENVIRONMENTAL PLANNING COMMISSION

Name: *MARIAN FENDLETON*

Email Address:

Home Address:

Business Address:

5608 Equestrian Dr. N.W.

Comments and suggestions for the Transportation section of the draft Plan

message boards tell you to take alternative routes when there just aren't many available.

Comments and suggestions for Development Design (the Design Overlay Zone, including View Preservation, section)

I want the views preserved.

Other comments, including what you like about proposals in the draft Plan

*We need more bridges - you can't fix the Coors design without more bridges.
This is the elephant in the room.*

**Please put completed survey in the box at the door
or return to staff by email, fax or mail (fold, tape & affix stamp) to arrive no later than December 11th, 2014*:**

Carol Toffaleti, Project Manager
Albuquerque Planning Department

Tel 924-3345 Fax 924-3339
Email cgtoffaleti@cabq.gov

To view the draft Plan and other information, go to the Project Webpage:

<http://www.cabq.gov/planning/residents/sector-development-plan-updates/coors-corridor-plan/>

* to allow time for staff to respond to your comments in the January EPC report and draft Plan



REC'D DEC 10 2014

COORS CORRIDOR PLAN
November/December 2014

COMMENTS FOR THE ENVIRONMENTAL PLANNING COMMISSION

Name: *RAE PERLS* Email Address: *raeperls@aol.com*
 Home Address: *15 TENNIS COURT, NW* Business Address: */*
ALBUQUERQUE, NM 87120
(at/152)

Comments and suggestions for the Transportation section of the draft Plan

*Be honest about the time-frame and put aside needed land new for rapid transit.
Get sorted out with City Council if this is yours to plan.*

Comments and suggestions for Development Design (the Design Overlay Zone, including View Preservation, section)

*See PAR COMMUNITIES report and use it as a new section to 1984 CCP.
Stop sending revisions and changes without relating it to the public comments & concerns.
The most recent "View Preservation" section does not preserve views effectively and
needs to be rejected.*

Other comments, including what you like about proposals in the draft Plan

*Not pleased with the entire dishonest process.
Don't see this CCP 2014 serving anyone but future developers.
It's not about philosophy or policy. It's about money.*

**Please put completed survey in the box at the door
or return to staff by email, fax or mail (fold, tape & affix stamp) to arrive no later than December 11th, 2014*:**

Carol Toffaleti, Project Manager
Albuquerque Planning Department

Tel 924-3345 Fax 924-3339
Email cgtoffaleti@cabq.gov

To view the draft Plan and other information, go to the Project Webpage:

<http://www.cabq.gov/planning/residents/sector-development-plan-updates/coors-corridor-plan/>

* to allow time for staff to respond to your comments in the January EPC report and draft Plan

From: jrraver@centurylink.net
To: [Toffaleti, Carol G.](#)
Subject: Coors Corridor Plan
Date: Wednesday, October 08, 2014 1:59:33 PM

Hello Ms. Toffaleti,

I am e-mailing you today to express my concerns about the noise generated by vehicles using Coors Blvd. In the 08/14 update section c part 12 titled traffic noise, there is a brief description regarding noise abatement. At the end there is wording that describes traffic noise as "nuisance". That leads me to believe that noise evaluations have not been done recently; the only one I found was done in 1997 and a lot has changed since that year. I have lived at my current address since 2001 so I have watched and listened and the noise is not a nuisance but at times deafening. When you combine the cars going posted speed limit starting at 5:00 am that's a nuisance; then about 7:00 am your add speeding vehicles with after market exhaust systems, diesel truck, motorcycles with very loud exhaust system, semi-tractor trailers then it becomes noise pollution. The same problem exists starting at 3:00 pm till 6:30 pm. This issue needs to be addressed sooner then later, with additional construction at Coors & Learning(I believe 200 plus units) and construction in the Dellyne & Valle Vista area and who knows what else is planned, the problem is developing into a Pandora's box.

I thanks you in advance for reviewing my concerns.

John Raver
5220 Apollo Dr. NW
Albuquerque, NM 87120
505-792-9536

From: jrraver@centurylink.net
To: [Toffaleti, Carol G.](#)
Subject: Dedicated Bus lane on Coors
Date: Monday, October 13, 2014 1:36:12 PM

Hello Ms. Toffaleti,

After thinking about the idea of another lane on Coors Blvd for buses and bikes, I have to say that the idea is another solution that looks good on paper only. I am not sure what end results the City is looking for, is it to increase use of public transportation or increase use of bikes on Coors Corridor? If anyone takes the time to look , after 9:00 am the buses are empty, and no one uses the south bound bike lane or the north bound bike lane. Over the last thirteen yards most bike traffic use Learning or the new road between Coors and Learning. As for the buses there is a better solution; park and ride stations, just like the Rail Runner park and ride stations. I know that people going to UNM park their vehicles on the streets close to the bus line, which clearly signifies the importance of not having to walk a great distance. By creating a system of park and rides you would get more vehicles off the road and make public transportation profitable. People don't want to use something that is an inconvenience and certainly don't want to walk a good distance after working all day. A well lite and secure area would entice people to use public transportation, sorry to say but there are sections of Coors that are less secure then others. Another benefit of park and ride would be placing them on streets like Unser, Golf Course, Paradise Blvd and running shuttles down to a park and ride on Coors. This would give an expanded area of coverage for those wanting to make use of public transportation on the Coors routes with less transferring of bus lines. This idea would also dress up some areas along Coors like Eagle Ranch & Coors, LaOrilla & Coors, and the corner of St.Joseph & Coors and I am sure there are some other sites along the road.

Next thought is the cost of adding the lane and cost to maintain it for a long period of time. There are parts of Coors that do not have a right of way, property line are right next to the sidewalk. The buses would have to merge into regular traffic lanes which could prove to be interesting especially during rush hours. Then there is the question of vehicles turning right onto streets intersecting Coors Blvd., having to cross a lane that has buses and bikes using it. I would venture to say unless there is a barrier people will use the bus lane when traffic backs up, just like what was on television about the intersection Coors and Sequoia or in the area, where people use the lane that straight across Coors to make right turns because traffic is so backed up.

Lastly would be the impact on my property and the lasting affects that it would create. In my first email I addressed the noise that is generated by vehicles using Coors. By adding another lane it brings a source of noise and exhaust fumes even closer to my home. Living on the corner my property is subject to vehicle damage, I have had two vehicle crash through my block walls, another crashed through the block wall next to mine, and another crash damaged the traffic control box on the sidewalk. Reducing the right of way on the east side of my property increases the potential of vehicle causing damage to my property not just a block wall but the house as well. The traffic turning west onto Dellyne do so at speeds that exceed a safe speed for the turn and by adding another lane would increase the angle of the turn, making it more difficult to negotiate. Without a fully controlled intersection drivers will increase the speed when dodging on coming traffic . Adding the lane will also bring the unsightly traffic light closer, which is not a great selling point along with the noise. To resolve issues with Coors Thoroughfare is going to cost a great deal of money and being on a fixed income that is a problem.

Thank you for considering my concerns,

John Raver

5220 APOLLO DR NW
ALBUQUERQUE NM 87120



**Neighborhood
Association**

Pride In Community

**West Mesa Neighborhood Association
P. O. Box 12322**

Albuquerque, New Mexico 87195-0322

**West Mesa Neighborhood Association (WMNA) Boundaries:
Southern-Central Avenue NW plus 1 block south for Businesses;
Northern-Interstate 40 (I-40);
Western-Coors Boulevard NW plus 1 block west for Businesses;
Eastern-Yucca Drive NW-La Bajada NW-Atrisco Drive NW**

REC'D NOV 19 2014

**Louis Tafoya, President
Mike Quintana, Vice President
Dee Silva, Treasurer
Vanessa Alarid, Secretary**

November 12, 2014

SUBJECT: Coors Corridor Sector Plan

Dear Facilitator,

My name is Louis Tafoya, and I am the President of the West Mesa Neighborhood Association. I and/or our Vice President, Mike Quintana, have attended the last three ECP meetings relative to the Coors Corridor Plan and I believe our position has been expressed clearly in our opposition to the plans for adding one more lane to each side of Coors Boulevard from Interstate 40 south to Central Avenue.

Let me reiterate again our concerns because the plans as defined will forever change the character of our neighborhood:

1. The property values of those residence close to Coors Boulevard will be drastically lowered.
2. Community Leaders have been working very hard for the last 20-years to bring businesses and amenities to our neighborhood and losing any business negates our hard won efforts.
3. We consider the medium on Coors Boulevard an aesthetic asset and to have the city of Albuquerque advocate/promote its destruction is a travesty. Maybe anticipated removal of the medium, for expansion of another lane to Coors Boulevard, explains slipshod maintenance of the medium trees for the last couple of years.
4. Many businesses and homes will be razed to accommodate the one lane planned.
5. The noise level will be horrendous.
6. We believe that our residences deserve a view of the Sandia Mountains as do the folks north of I-40 on Coors Boulevard.
7. The West Mesa neighborhood is unique, as are Western Trails, Oxbow, St. Pius & Andalucia, in that we have, or will have, mixed residences-businesses, therefore West Mesa deserves the same consideration when razing is considered.

Much vehicle traffic feeds into Coors Boulevard that could rightfully go elsewhere; such as Unser Boulevard, 98th Street and 118th Street. Maybe updating these streets will provide better movement of vehicle traffic than adding another lane to Coors Boulevard.

Other considerations for moving vehicle traffic in the Southwest Quadrant are:

1. A new bridge across the Rio Grande River to connect Gibson Boulevard.
2. Expedite the development of the Santolina project on the Southwest Mesa. For sure, our residents would shop there, and in most likelihood, they would work there; therefore greatly reducing the need to travel elsewhere.

Sincerely,

**Louis Tafoya
President, West Mesa Neighborhood Association**

From: [tallerico](#)
To: [Toffaleti, Carol G.](#)
Subject: Sidewalks on Coors
Date: Thursday, December 18, 2014 8:07:51 PM

My husband, 75years old, likes to walk a lot and really would like a continuous sidewalk from Dellyne to St. Joseph's. He also rides his bike in warmer weather and would use the sidewalk between crosswalks to get across Coors for the Bosque and to get to the paths he uses nearer Unser.
I have some trouble walking but can always hope for an improvement or, in the far future, getting around with a scooter.

Mary Ellen Tallerico
24 Wind Rd NW
87120
Sent from my iPad



REC'D NOV 19 2014

COORS CORRIDOR PLAN

November/December 2014

COMMENTS FOR THE ENVIRONMENTAL PLANNING COMMISSION

Name: Steven Watson Email Address: STEVENARTW@GMAIL.COM
 Home Address: 3605 Yippec Calle NW, 87120 Business Address:

Comments and suggestions for the Transportation section of the draft Plan

Proper bus shelter at SIP1! I often see our Native American students waiting for a bus without any shelter. More police presence to ↓ speeding. (I often witness cars traveling at 65 mph in a 45 mph zone)
 More public art (Paseo & Coors is a perfect location) to mimic I-40 & Louisiana.

Comments and suggestions for Development Design (the Design Overlay Zone, including View Preservation, section)

Landscaping medians from La Orilla North to Alameda - focusing on the "dead zone" at Paseo and Coors crossing to include repainting the Paseo overpass (a mural representing the West side would be grand → access funds via 1% for Public ART.

Other comments, including what you like about proposals in the draft Plan

Put pressure on & enforce codes for weeds, graffiti and delapidated condition of the east side of the Montano Plaza shopping center that faces homes along Winter Haven which has become a magnet for criminal activity (the broken window syndrome)

Please put completed survey in the box at the door or return to staff by email, fax or mail (fold, tape & affix stamp) to arrive no later than December 11th, 2014*:

Carol Toffaleti, Project Manager
 Albuquerque Planning Department

Tel 924-3345 Fax 924-3339
 Email cgtoffaleti@cabq.gov

To view the draft Plan and other information, go to the Project Webpage:

<http://www.cabq.gov/planning/residents/sector-development-plan-updates/coors-corridor-plan/>

* to allow time for staff to respond to your comments in the January EPC report and draft Plan



REC'D DEC 02 2014

COORS CORRIDOR PLAN

November/December 2014

COMMENTS FOR THE ENVIRONMENTAL PLANNING COMMISSION

Name: *Joyce Woods*

Email Address: *niner3echo@flylonecone.com*

Home Address: *33 WIND RD NW*

Business Address:

Comments and suggestions for the Transportation section of the draft Plan

Comments and suggestions for Development Design (the Design Overlay Zone, including View Preservation, section)

*25% deviation is not "minor". ~~Testing and~~
Wording such as "non-consequential" impact on views might be preferable*

Public Benefits list seems like "get out of jail free" cards, specifically, the public Art or public amenities P. Perhaps this could be incorporated into the "needed service" bullet.

90% of mass dimension should include all buildings in the

Other comments, including what you like about proposals in the draft Plan

view plane, not just those on the property being considered, viewers don't care who owns the property.

Please put completed survey in the box at the door

or return to staff by email, fax or mail (fold, tape & affix stamp) to arrive no later than December 11th, 2014*:

Carol Toffaleti, Project Manager
Albuquerque Planning Department

Tel 924-3345 Fax 924-3339
Email cgtoffaleti@cabq.gov

To view the draft Plan and other information, go to the Project Webpage:

<http://www.cabq.gov/planning/residents/sector-development-plan-updates/coors-corridor-plan/>

* to allow time for staff to respond to your comments in the January EPC report and draft Plan

From: [J.Woods](#)
To: [Toffaletti, Carol G.](#)
Subject: Coors Corridor Plan Comments
Date: Thursday, December 11, 2014 4:55:47 PM

Hello Carol,

Thank you for taking my phone call yesterday to help me ensure my comments were grounded since I missed the transportation issues meeting. These comments relate to the Coors Corridor Plan (October redline version).

1. Per 8.3 on page 52, and Table C-4 and figure C-15, a potential connector road is shown between the Vista de La Luz subdivision and La Luz del Sol subdivision. It shows connecting Costa Maresme Drive to Dellyne Rd. First, this seems impractical based on the change in elevation between the two developments the separating retaining wall, but also because Las Ventanas Homes has already constructed the extension of Wind Road within the La Luz del Sol subdivision. History is that Wind Rd and Mill Rd are private roads, owned by our La Luz del Sol Landowners Association. I believe this is in error because of construction since you started this study.
2. Per Streetscape and Pedestrian Improvements: per page 123, 5.0 Implementation E. Other public projects
 - a) I was pleased to see that completion of sidewalks or addressing pedestrian access was incorporated in the plan and hope smaller projects to address safety concerns may be addressed as a higher priority. Apparently, our original developer was not required to install a sidewalk along Coors. Except for the short section north of our main Coors entrance, this is not an issue for us within our development. However, the sidewalk along the Mirador development ends short of our entrance, leaving a significant elevation drop off over loose sand to our gated entrance. It is not only unsightly, but a significant safety issue. Our residents are forced into the bike lane if using wheeled transportation, including electric wheelchairs. One of our wheelchair residents has been reportedly using the bike lane from well north of our development because of this sidewalk gap. Resident bicyclists that prefer the sidewalk to the roadside bikeway have also complained of having to stop and walk across the loose sand area. In addition, the Mirador development (immediately to the north of us) did not complete roadside landscaping which causes erosion covering what sidewalk exists. We hope that fixing this short section will be a high priority as implementation plans are established.
 - b) Per streetscape design (10.0), the mention of landscaping and benches is appreciated. In general, along Coors from Sevilla Rd northward to Paseo del Norte, there are several areas where landscaping has never been established resulting in severe erosion, leaving sidewalks sand covered. Today, I noticed that the sidewalk below a major apartment complex is completely covered. This is a routine situation. We enjoy West Mesa native landscaping along Coors – but nevertheless, erosion control measures are sometimes needed. I appreciate that we've spent a lot of time talking about view preservation but it is time that

the appearance and pedestrian safety on the west side of Coors is also addressed.

Thank you for the opportunity to comment. As I mentioned, I appreciate how you have taken time to hold meetings, explain, and patiently listen to residents as this plan has been updated. It's great that we seem to share the same objective – wanting the best for the future on the west side. Thanks especially for that!

Regards,

Joyce Woods
La Luz del Sol
33 Wind Rd NW
Albuquerque