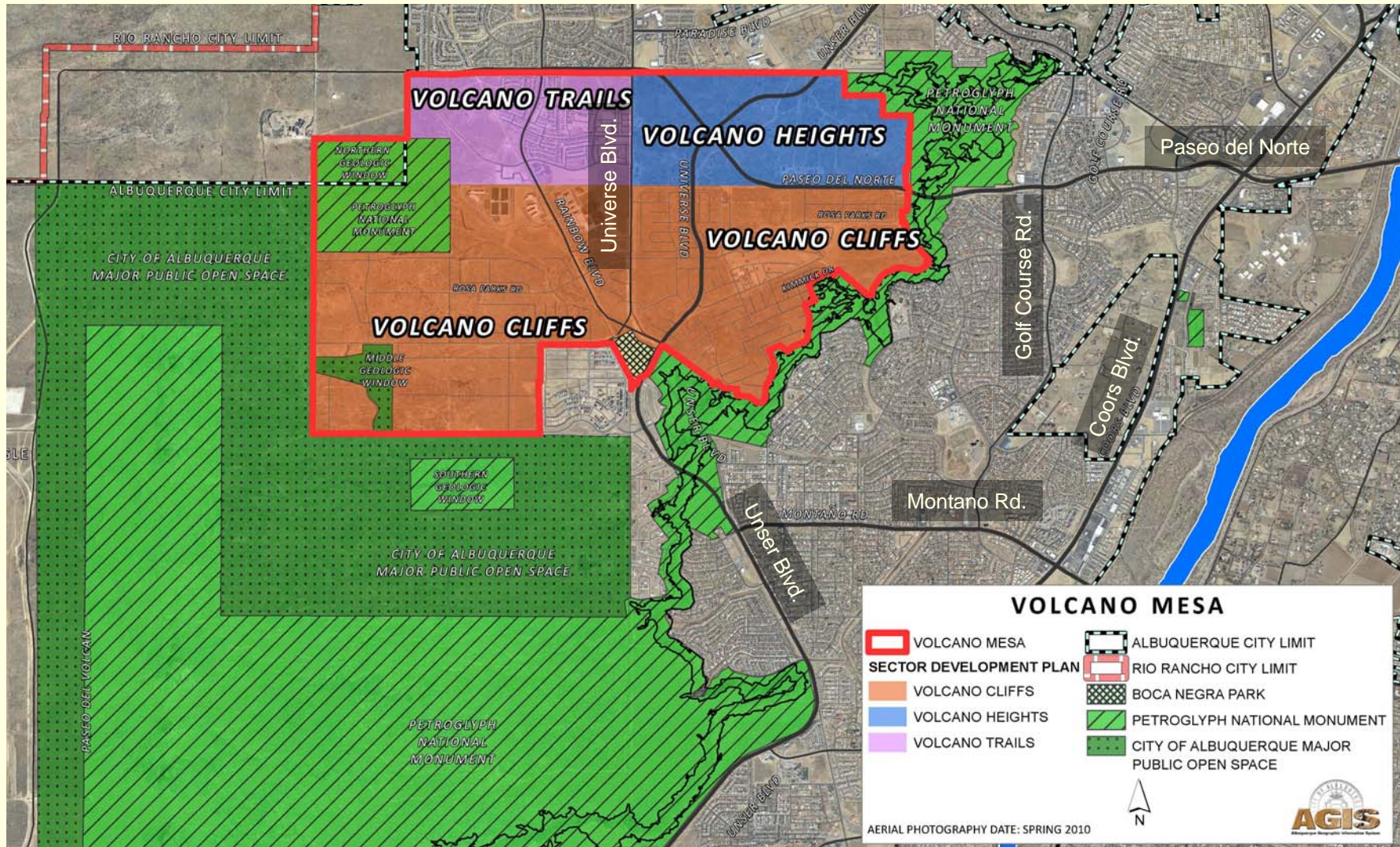


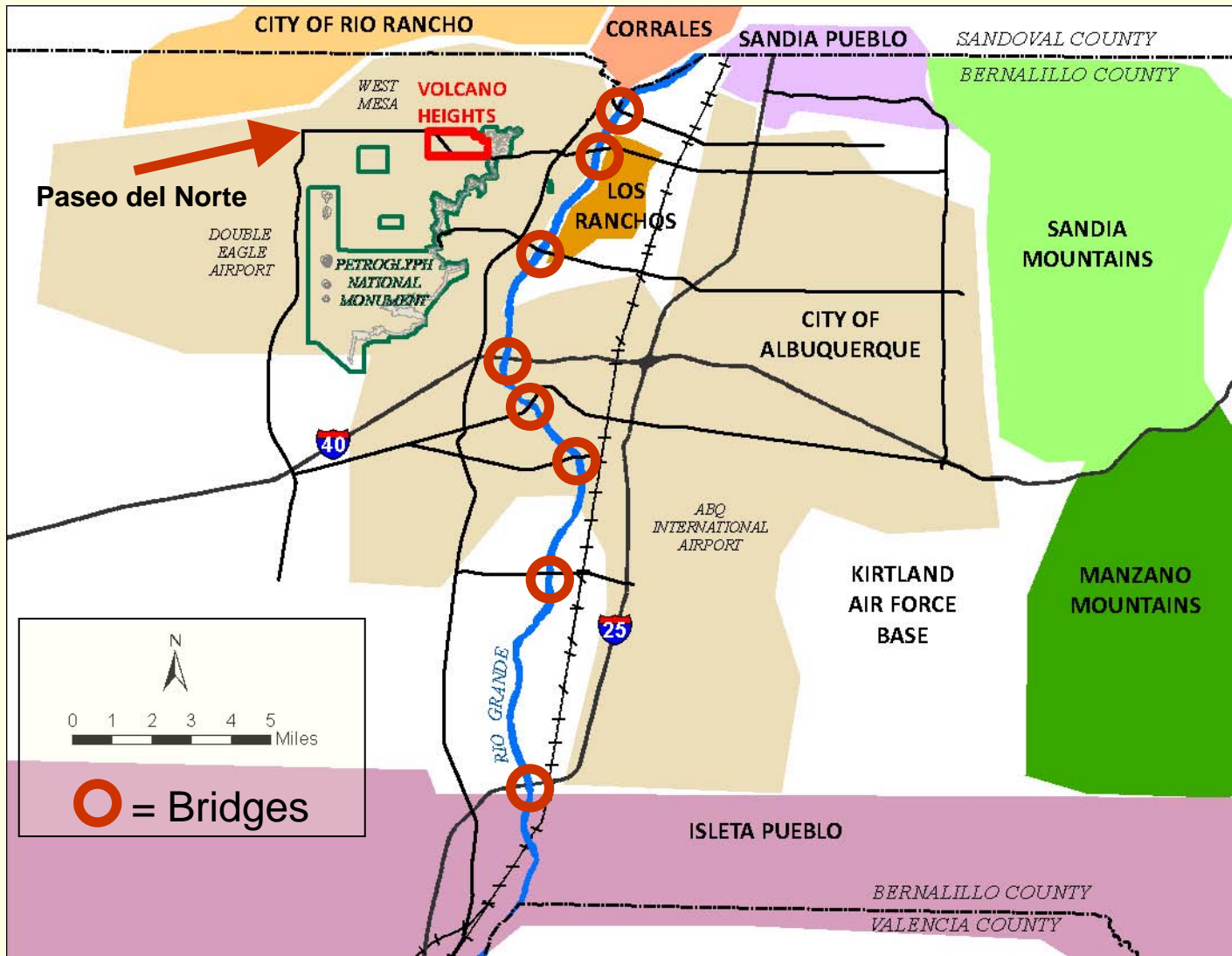
Volcano Heights Sector Development Plan

**Coordinating
Transportation & Land Use**
September 7, 2012

Volcano Mesa



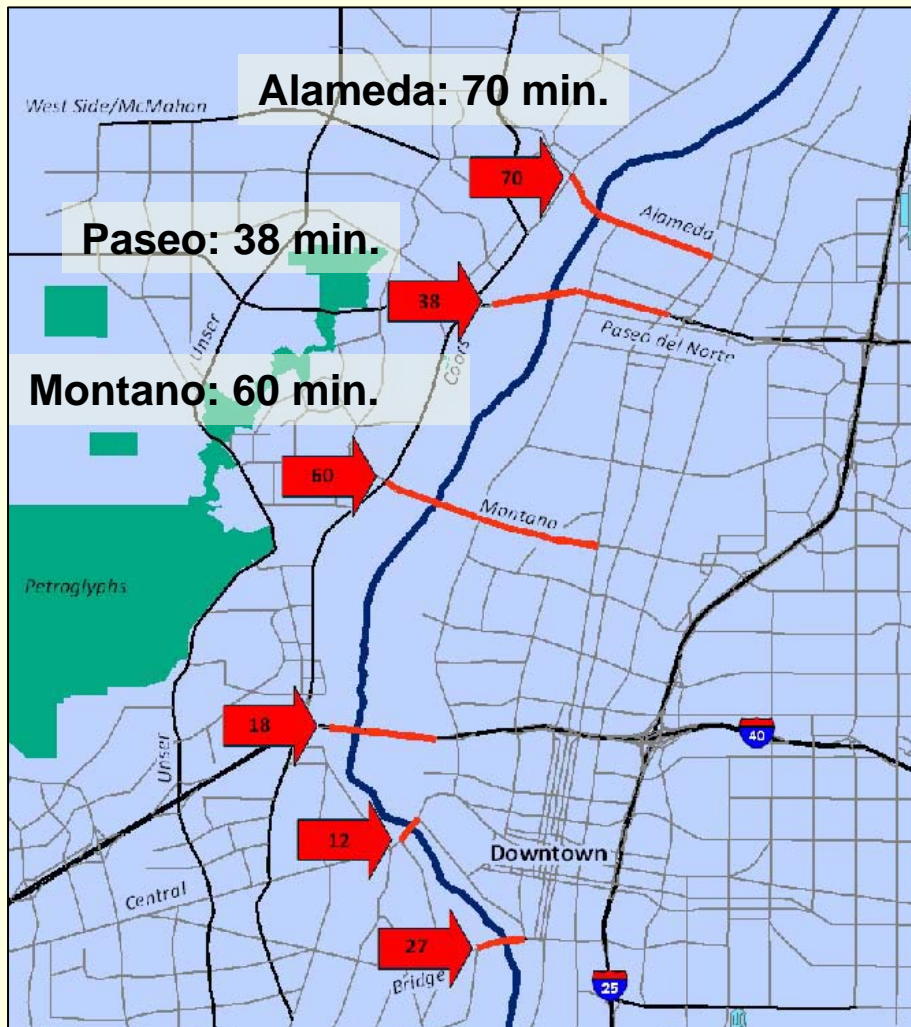
Challenge 1: Growth Limits



Challenge 1:

Growth vs. Bridges, 2035 Forecast

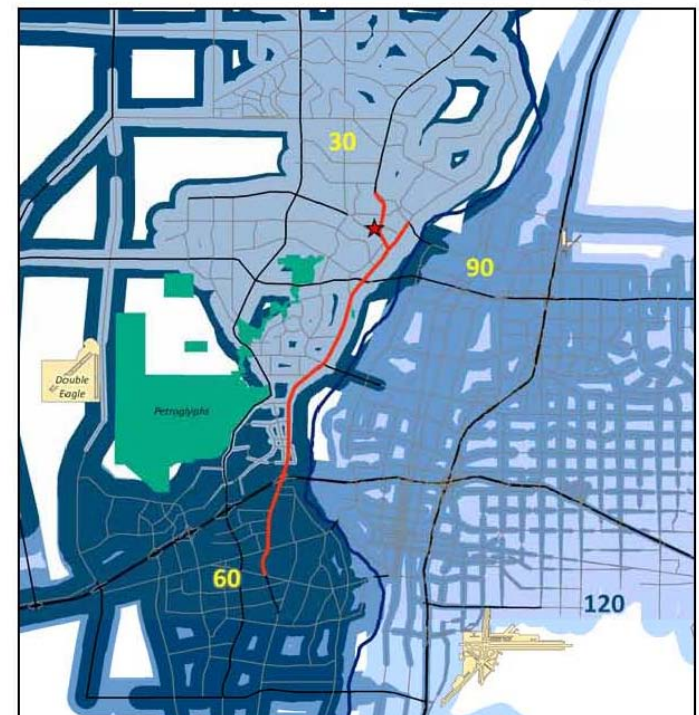
Bridge Crossing Times



Albuquerque's West Side:

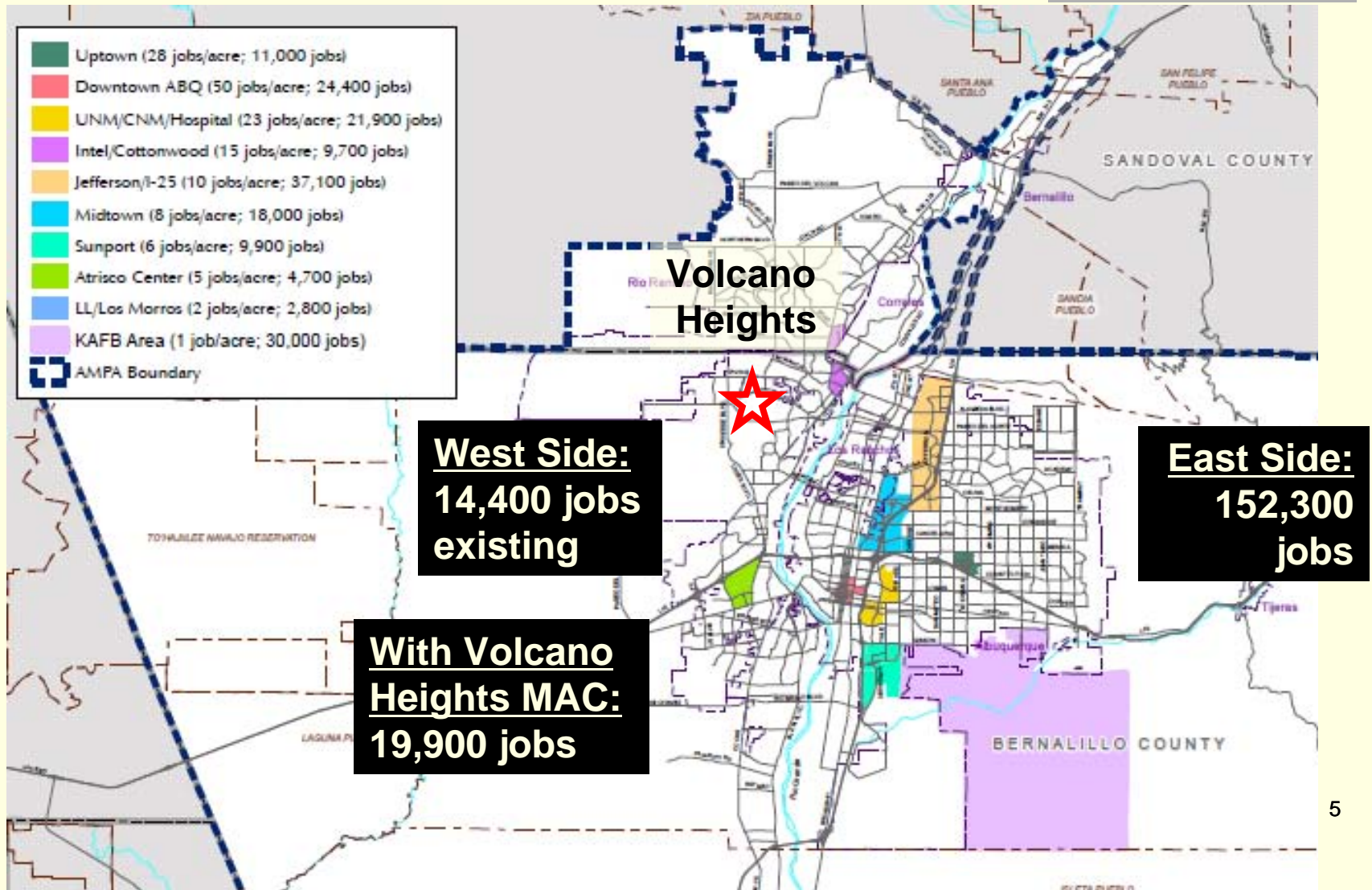
- 46% of new development in 4 counties
- 257,000 new residents
- 20% of City's jobs
- 1 million river crossings per day

Commute Times



Challenge 1:

Imbalance of Jobs & Housing, Today



Challenge 1:

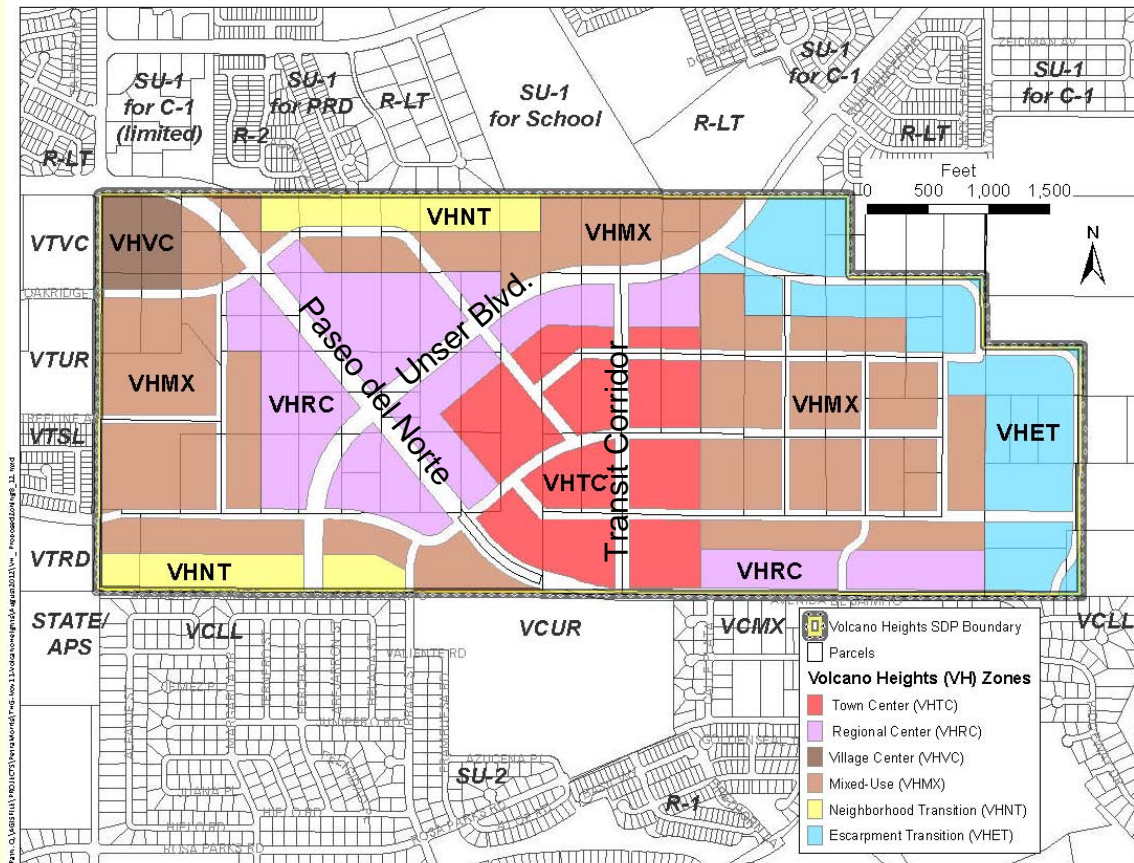
R-D Zoning & Traffic Congestion



- Existing zoning is based on conventional suburban development
 - Housing, jobs & services kept separate
 - Longer regional trips
- Traffic Study showed:
 - Local traffic: fewer overall vehicle trips with existing zoning
 - Regional traffic: longer trips with more destinations (jobs, shopping, etc.)

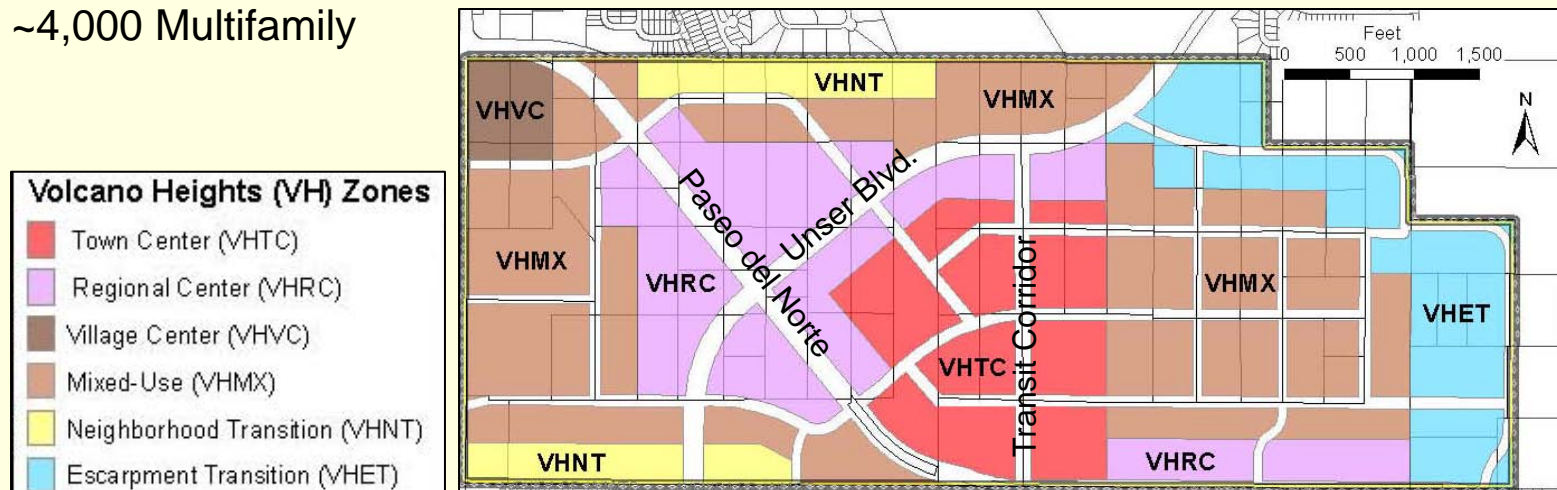
2012 SDP Strategy 1: Mixed-use Zones

- **Town Center** along Transit Corridor
- **Regional Center** along Paseo del Norte/Unser Blvd.
- **Village Center** across Universe Blvd. from Village Center in Volcano Trails
- **Transition zones** to protect existing neighborhoods & Petroglyph National Monument

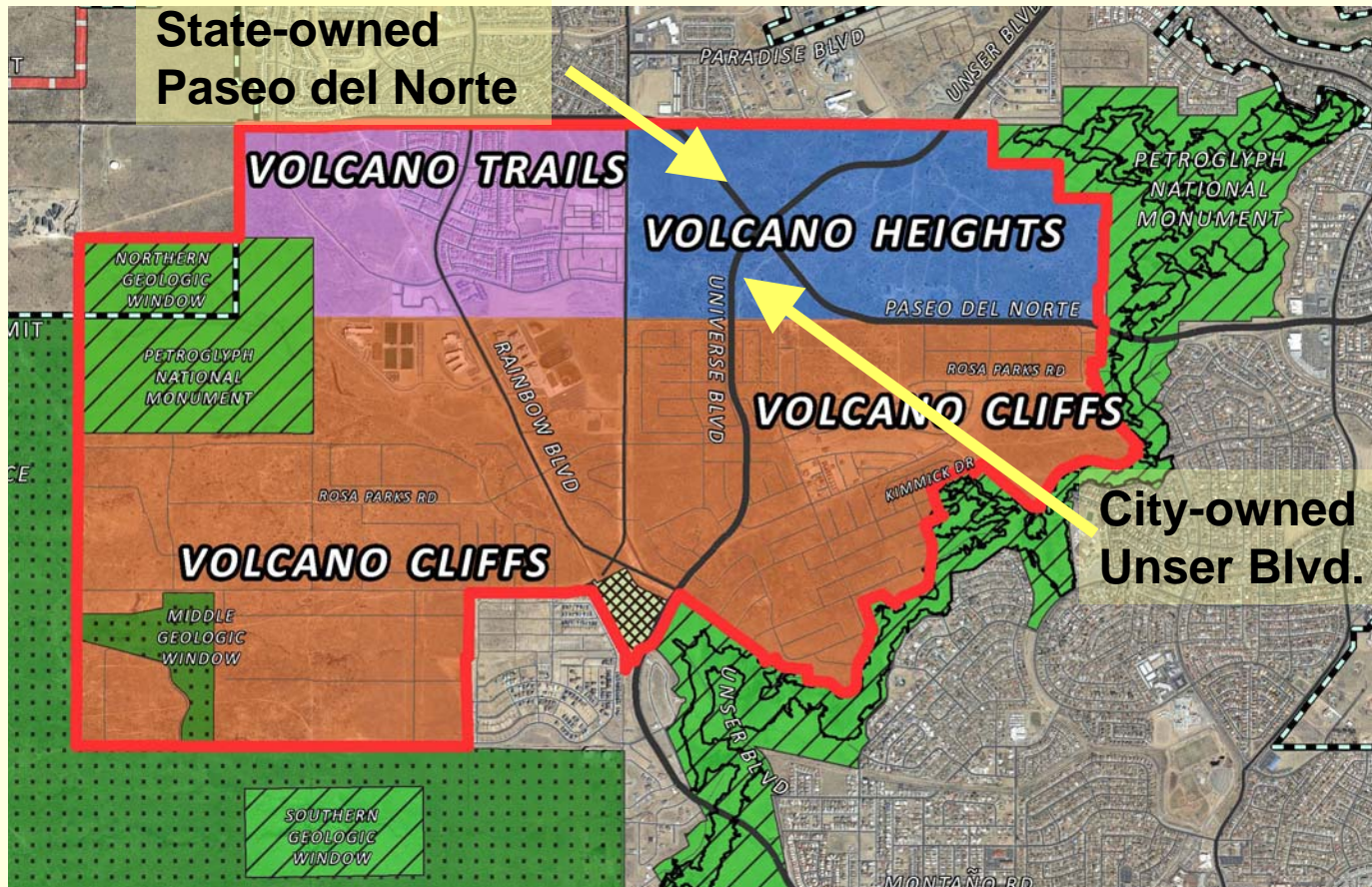


2012 SDP Strategy 1: Urban Development Vision

- Major Activity Center (recommended by City's Rank II West Side Strategic Plan)
 - ~ 2 million square feet of retail + office uses = ~ 5,500 jobs
- High-density Residential
 - <5,000 dwelling units = ~13,000 residents
 - ~350 Single-family
 - ~300 Townhouse
 - ~4,000 Multifamily



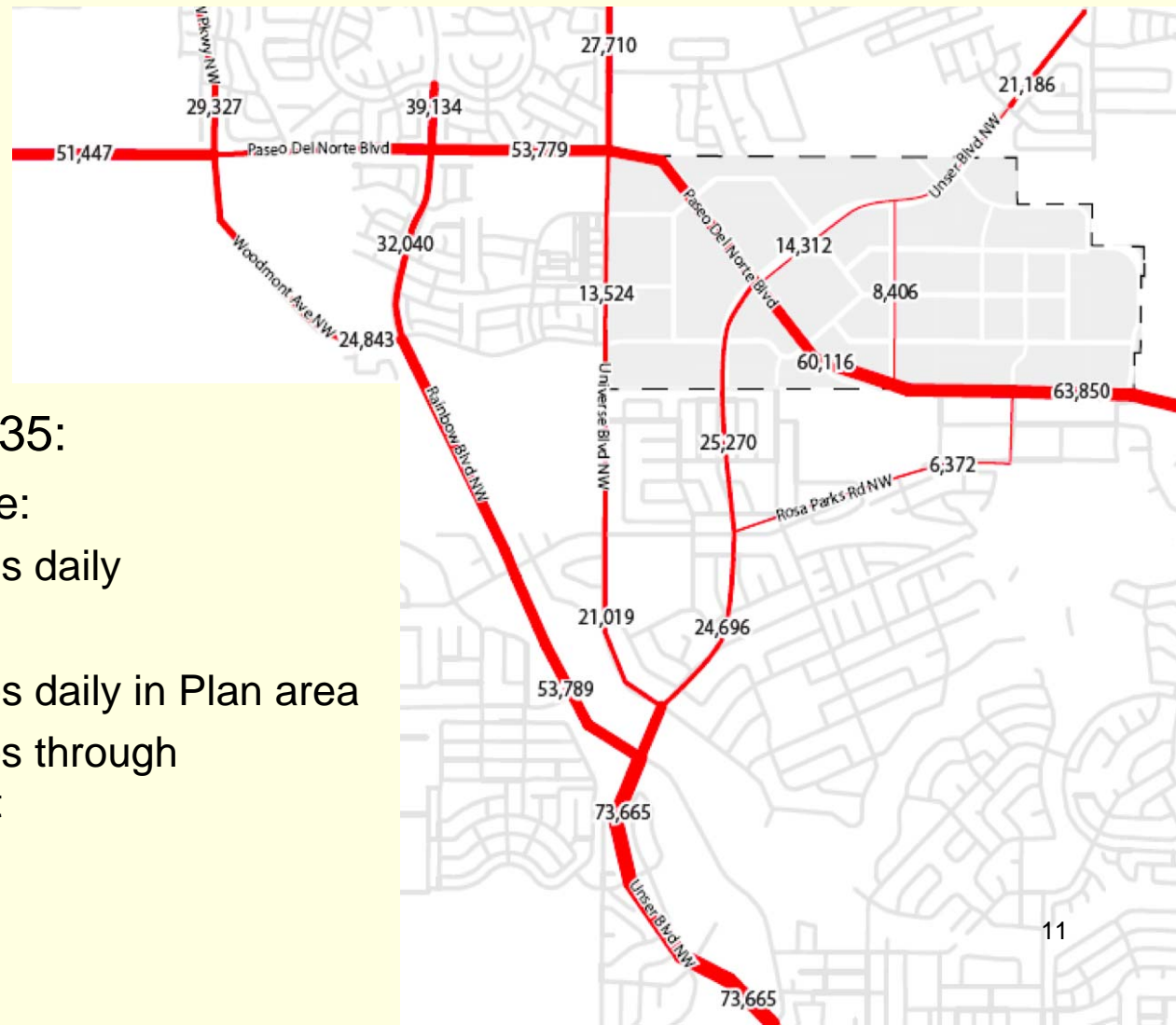
Challenge 2: Limited-access Roads



Challenge 2:

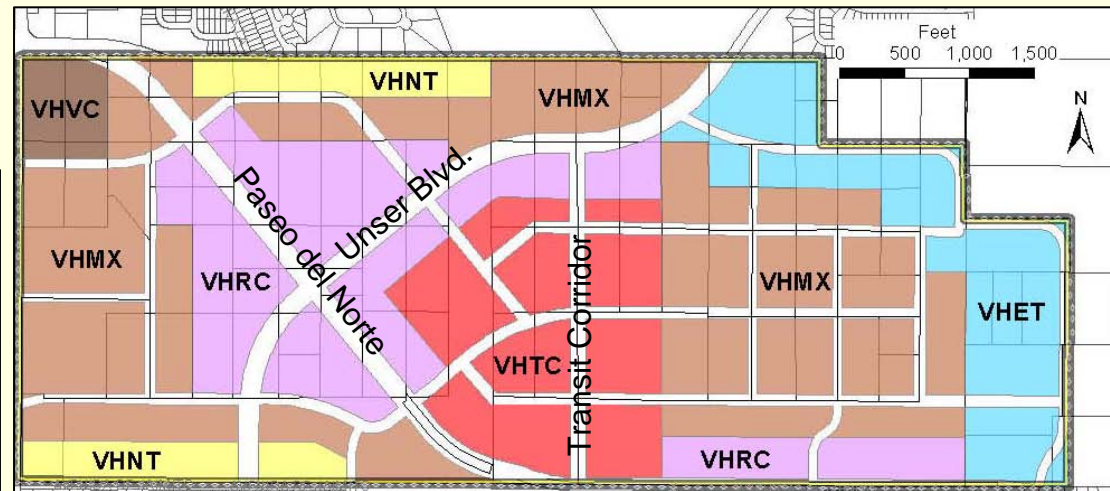
Congested Regional Traffic Forecast

- MRCOG MTP 2035:
 - Paseo del Norte:
 - 60,000+ trips daily
 - Unser Blvd:
 - <15,000 trips daily in Plan area
 - 70,000+ trips through Escarpment



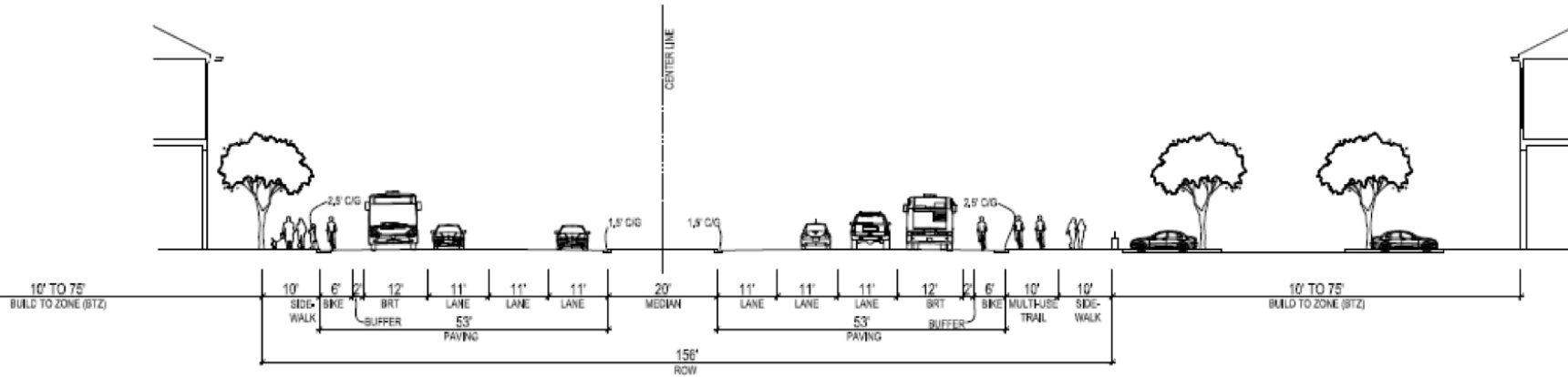
2012 SDP Strategy 2: Coordinated Land Use & Transportation

1. **Walkable, urban, dense** development to support multiple modes of transportation, including walking, cycling, and transit.
2. **Transit Corridor** as backbone of new Town Center.
3. **Mandatory street network** to provide backbone grid to support development along corridors.
4. **Non-mandatory street options** to provide service to local development and disperse traffic.
5. **Required cross sections** to help coordinate development across property lines and over time.
6. **Frontage standards** tailored to street character to provide predictable built environment along corridors.

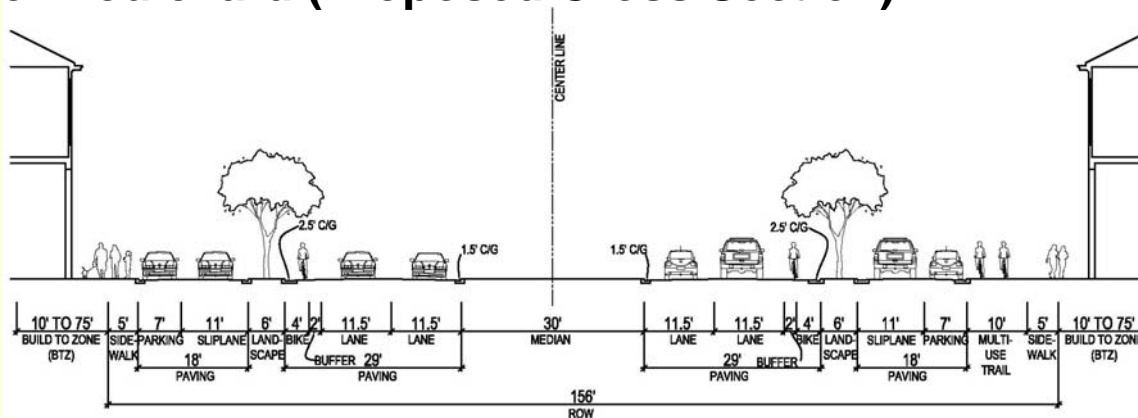


2012 SDP Strategy 2: Required Cross Sections Built by Developer

Paseo del Norte (Proposed Cross Section)



Unser Boulevard (Proposed Cross Section)



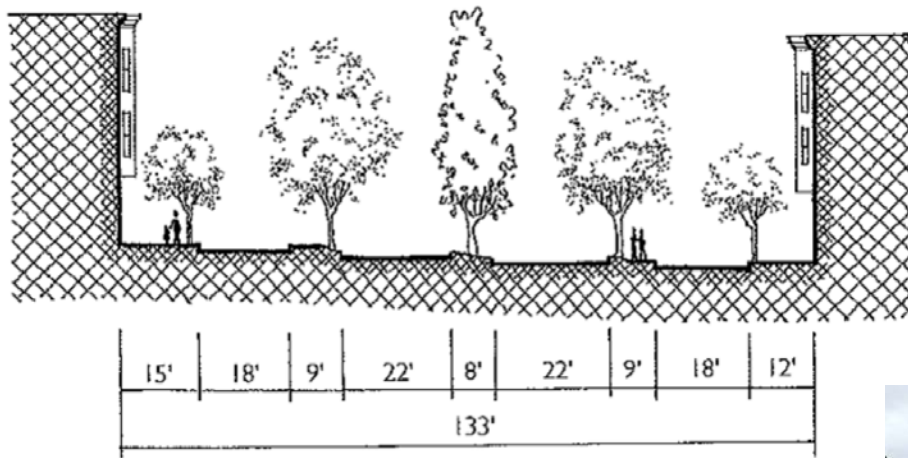
2012 SDP Strategy 2:

Paseo del Norte Comparison: Lawrence Expressway



- Sunnyvale, CA
- 60,000+ daily cars
 - Similar to Paseo del Norte 2035 traffic forecast & travel speeds
 - Mix of grade-separated and at-grade intersections
- Signal spacing every $\frac{1}{4}$ to $\frac{1}{8}$ mile on some segments
- Acceptable level of service (LOS) with 6 lanes (+2 HOV lanes)

2012 SDP Strategy 2: Unser Blvd. Comparison: Octavia Blvd.



- San Francisco, CA
- 45,000 daily cars
 - Unser ~ 14,000 daily cars
- Right-of-way similar to proposed Unser Blvd.
 - Narrower median
 - Side road & parking



2012 SDP Strategy 2:

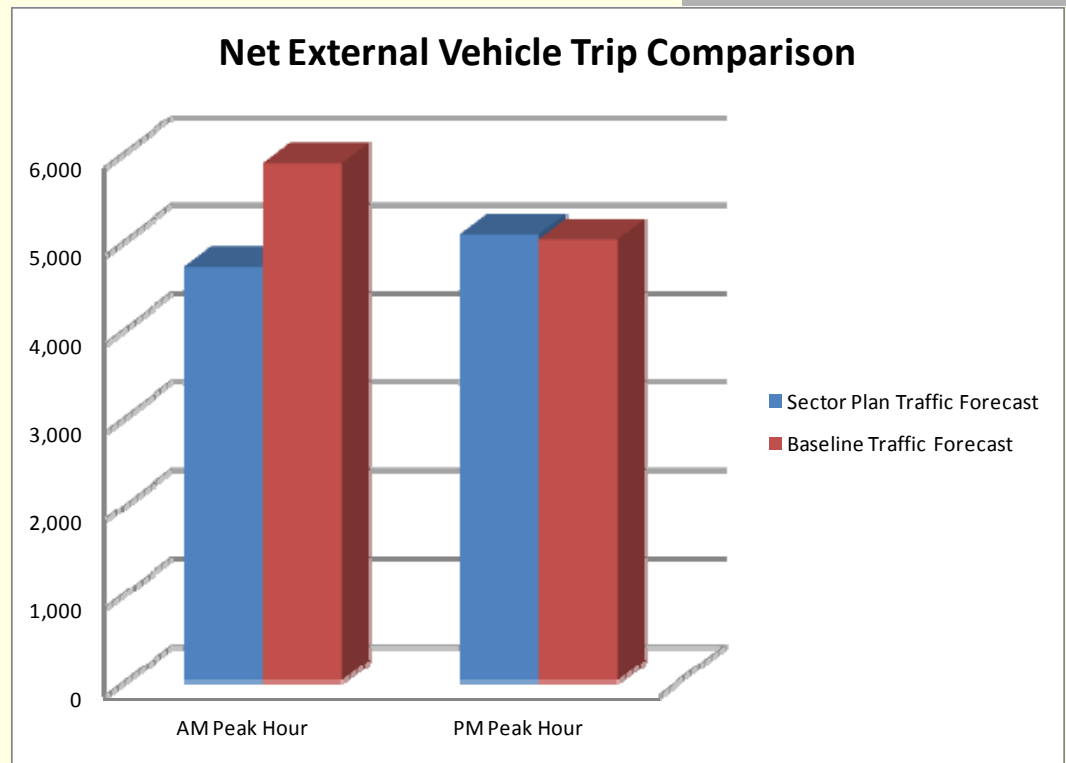
Traffic Study Comparison: 2035 Forecast

- 2012 Plan vs. 2006 Conceptual Plan (Basis for 2035 forecast)
 - Baseline (2006):
 - Town Center concept
 - More jobs, less housing
 - Office Park component
 - Sector Plan (2012):
 - Smaller, less dense Town Center concept
 - Fewer jobs, increased housing component
 - Street network
 - Shorter trips with more access points
 - Shorter trips with smaller blocks
 - Shorter trips with mix of uses

2012 SDP Strategy 2:

Traffic Study: Regional Impact

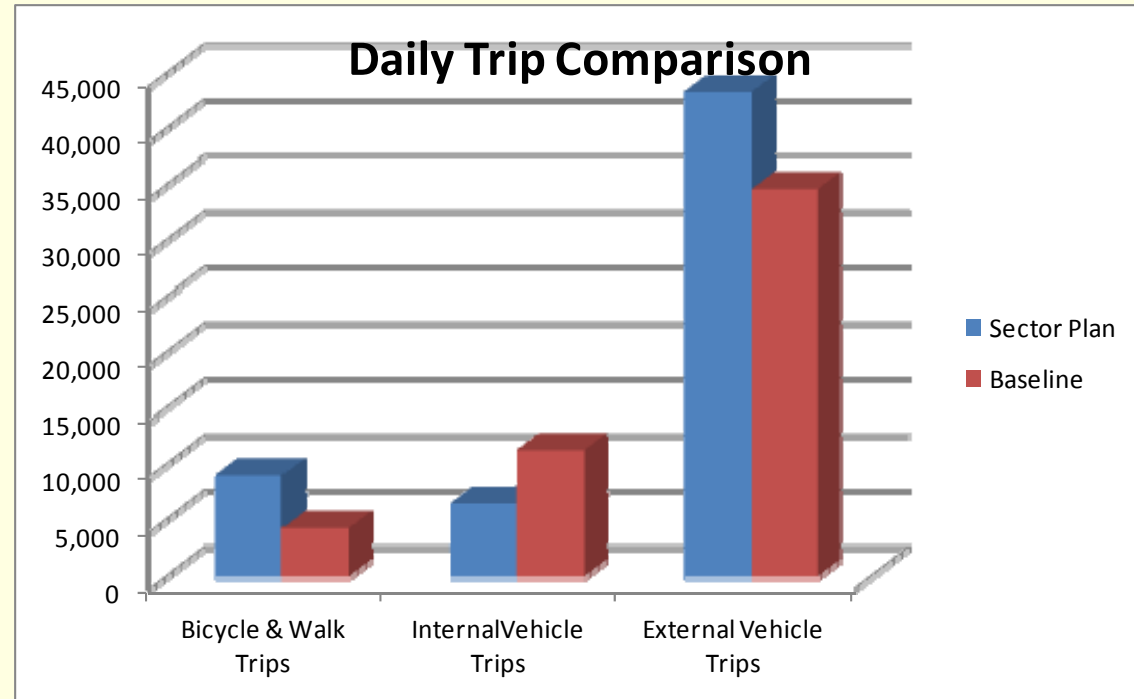
- Peak Hour traffic:
 - Reduced AM trips
 - No increase in PM trips
- More internal trips with mix of land uses
- More dispersed traffic with more access points
- Acceptable Level of Service (LOS)



2012 SDP Strategy 2:

Traffic Study: Local and Regional Impact

- More daily vehicle trips
 - More daily trips with residential uses
 - Shorter trips with mix of uses
- More bicycle & walking trips
 - Smaller blocks
 - Shorter trips with mix of uses



2012 SDP Strategy 2:

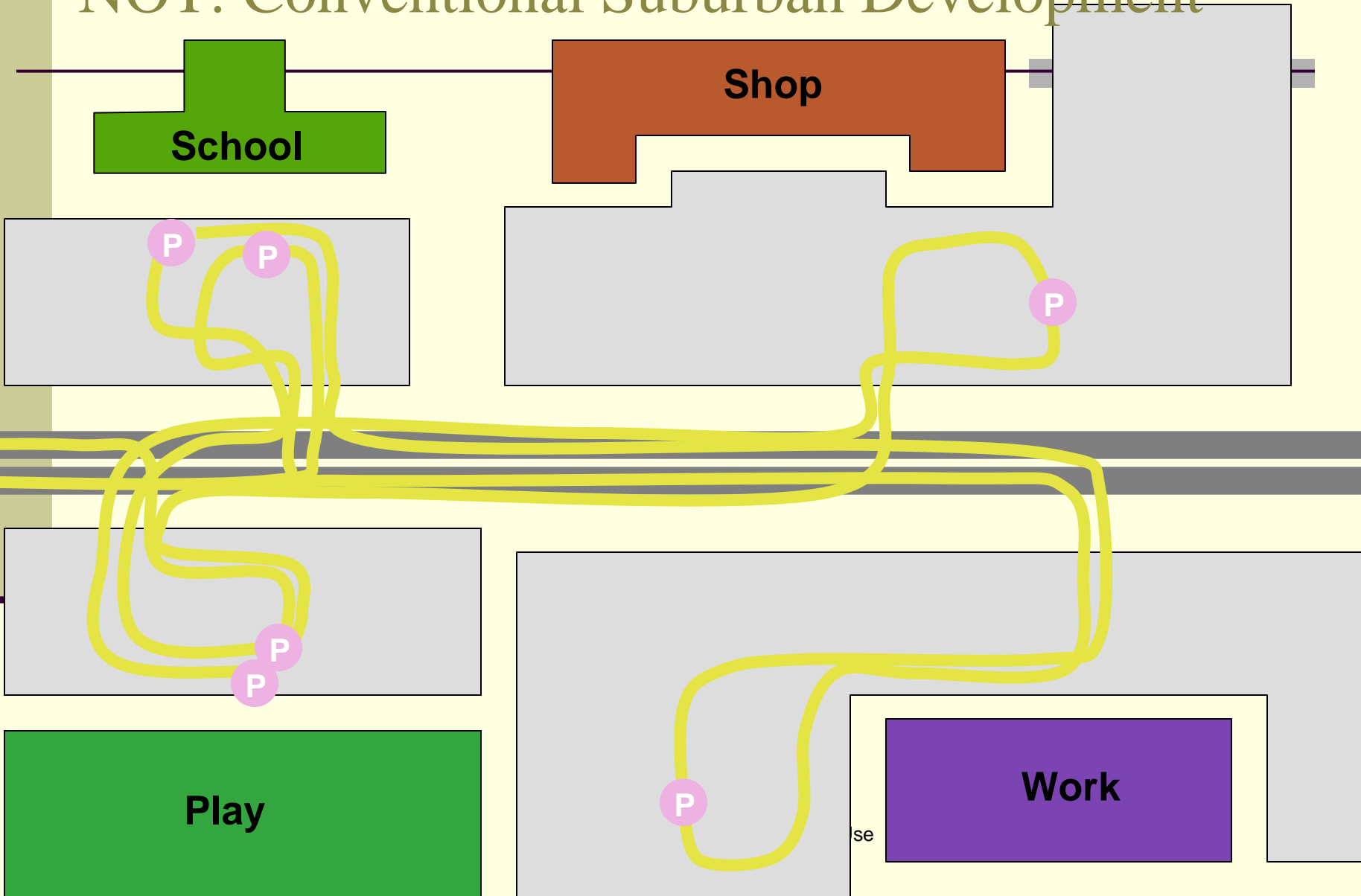
Multi-modal Transportation & Land Use

- Doesn't require **transit**, but at least it's an option!
- Doesn't require more people to **walk**, but at least encourages it!
- Doesn't ensure more **bicycling**, but at least plans for it!



2012 SDP Strategy 2:

NOT: Conventional Suburban Development



2012 SDP Strategy 2:

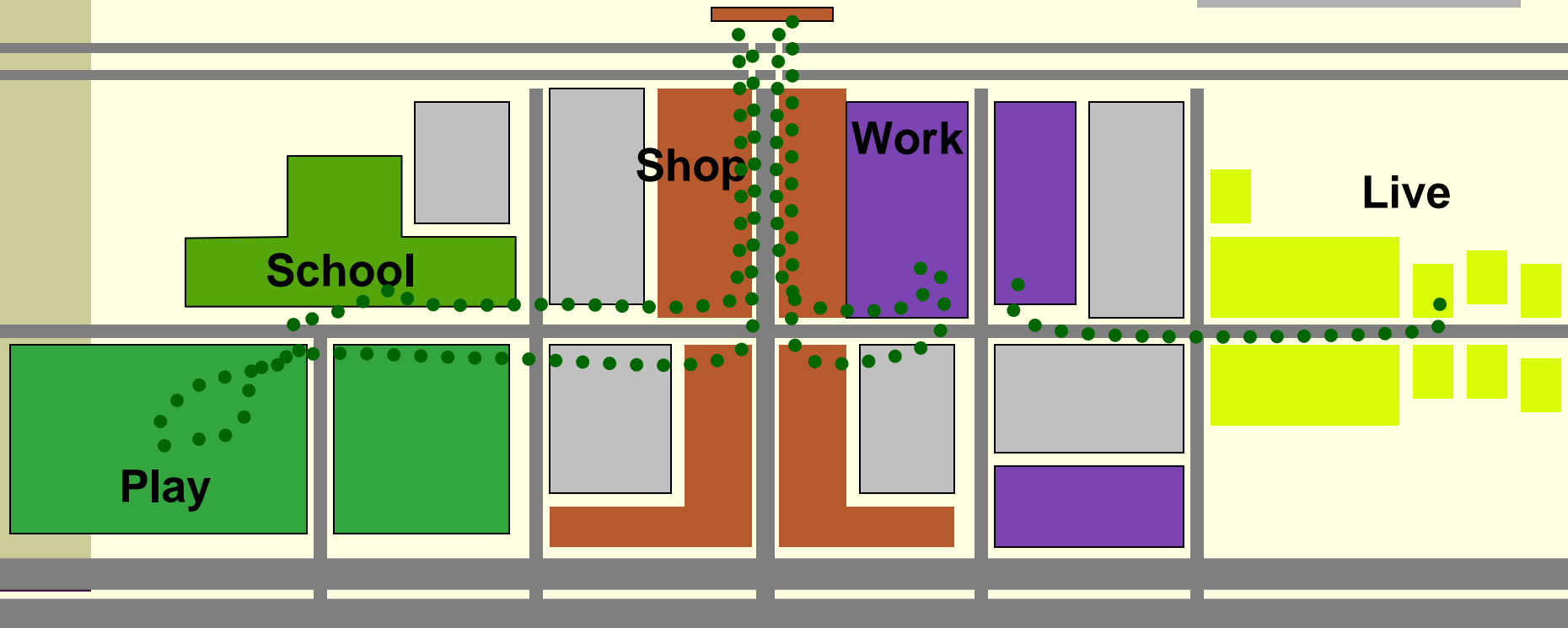
INSTEAD: Mixed Use (“Park Once”) District



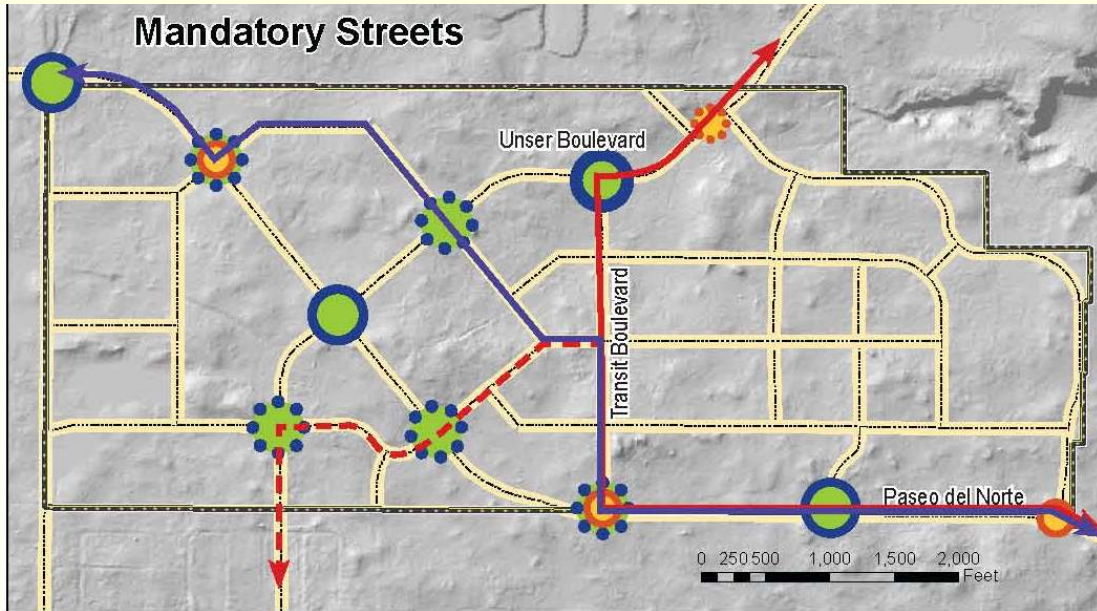
Typical Results:

- $< \frac{1}{2}$ the parking needed
- $< \frac{1}{2}$ the land area for same development
- $\frac{1}{4}$ the arterial trips
- $\frac{1}{6}$ th the arterial turning movements
- $< \frac{1}{4}$ the vehicle miles traveled

2012 SDP Strategy 2: TOWN CENTER: Transit-oriented Development



2012 SDP Strategy 2: High Capacity Transit Corridor



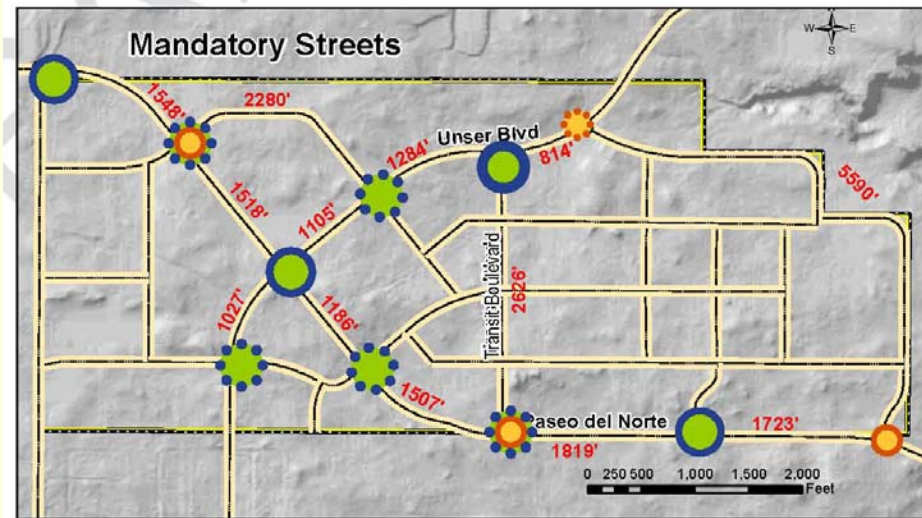
- MRCOG Study 2012
 - Links Rio Rancho – Unser – Paseo del Norte – Journal Center/I-25/ RailRunner
 - Opportunity for urban, walkable, Transit-oriented Development (TOD)

Potential Bus Rapid Transit (BRT) Routes

2012 SDP Strategy 2:

Recommended Additional Intersections

- New intersections on limited-access Paseo & Unser to create:
 - “Loop road” around busy intersection
 - Transit corridor to accommodate Bus Rapid Transit (BRT)
 - Mandatory street grid to disperse regional traffic and serve local development
- Chicken & Egg problem
 - No access without land-uses to justify
 - No land-use changes without access to support development
- Request guidance as to alternative process to grant additional access

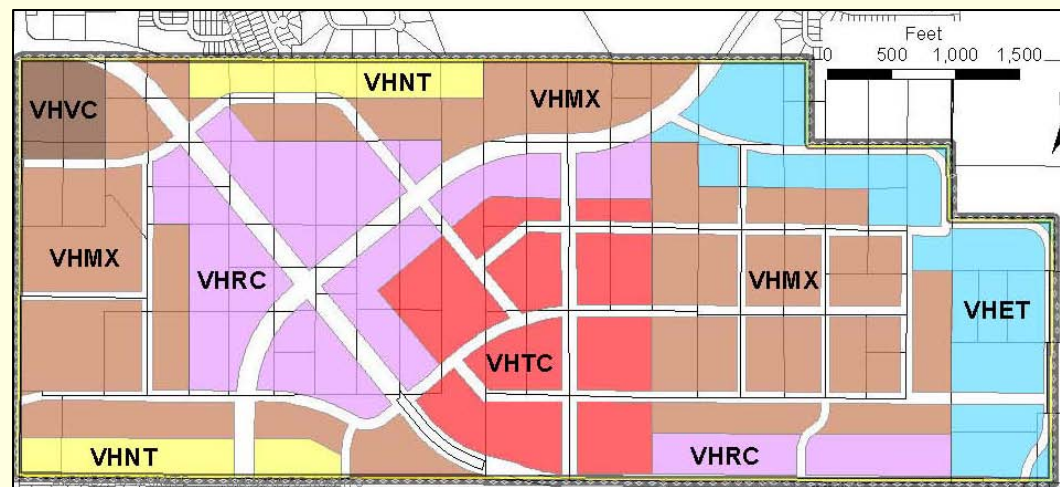


- Full intersection in FAABS
- Full intersection recommended by VHSDP
- Right-in / Right-out in FAABS

2012 Volcano Heights SDP:

Vision

- 1. Major Activity Center** focused on employment and regional and local goods and services in walkable distance.
- 2. Protections for natural environment** including rock outcroppings, Petroglyph National Monument, views, and other sensitive lands.
- 3. Street network grid** to coordinate development, ensure access, & ease congestion.
- 4. Pedestrian & bike-friendly, transit-ready streets & development pattern** to support viable alternative transportation choices over time.



Strategic Engagement: Separate, Parallel Planning Efforts



- **Mid Region Council of Governments**
 - High-capacity Transit Study for Paseo del Norte - Rio Rancho to Journal Center/I-25
- **City Department of Municipal Development (DMD) & Planning**
 - Access-modification process for intersections along Paseo del Norte & Unser Boulevard
- **City ABQ Ride**
 - Park & Ride location – short-term
 - Transit Center – long-term
- **City Mayor's Office**
 - 50-mile bike loop
- **City Planning**
 - Update Comprehensive Plan Centers & Corridors Map



Strategic Engagement:

Next Steps: 2012 Sector Development Plan

■ Adoption Process*

- October 4, 1 p.m.: EPC Hearing #1
- December 6: EPC Hearing #2
- Spring 2013: Land-Use Planning and Zoning (LUPZ) Committee (~2 hearings)
- Spring/Summer 2013*: City Council (~ 2 hearings)

** Dates/times subject to EPC action and public support*

■ Strategic Engagement:

- Paseo-Journal Center study Spring 2013
- Access process Fall 2013?



Volcano Heights Sector Development Plan

City Project Team



Mikaela Renz-Whitmore

Long-range Planner – Planning Dept.

mrenz@cabq.gov

505-924-3932

Sara Westbrook

Policy Analyst – Councilor Lewis

swestbrook@cabq.gov

505-768-3189

Andrew Webb

Policy Analyst – Council Services

awebb@cabq.gov

505-768-3161



City's Project Webpage:

<http://www.cabq.gov/planning/residents/sector-development-plans/volcano-mesa-area-sector-development-plans/volcano-heights-sector/>