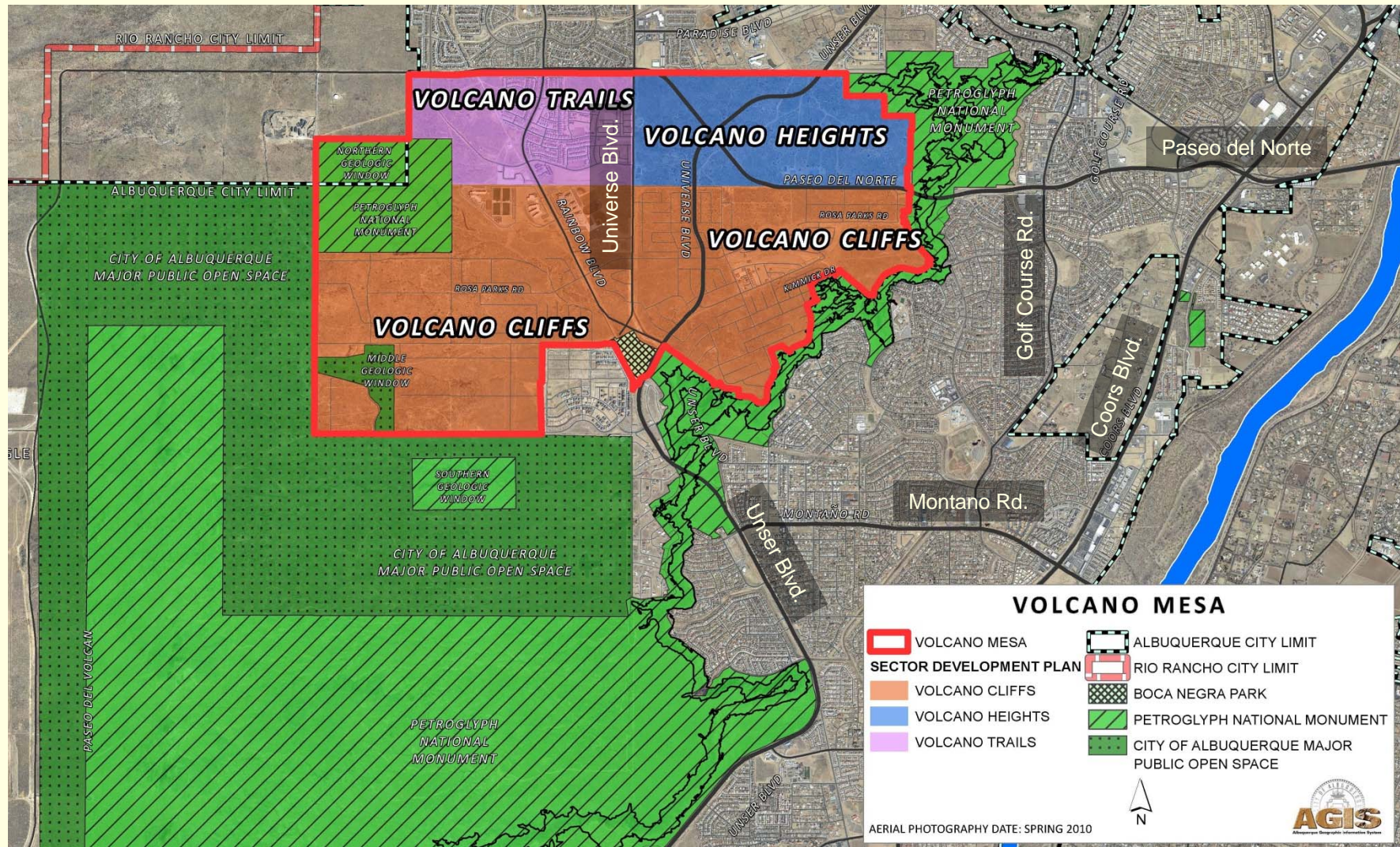


Volcano Heights Sector Development Plan

**Ad-hoc Committee of the
Transportation Coordinating
Committee (TCC)**

May 7, 2013

Volcano Mesa



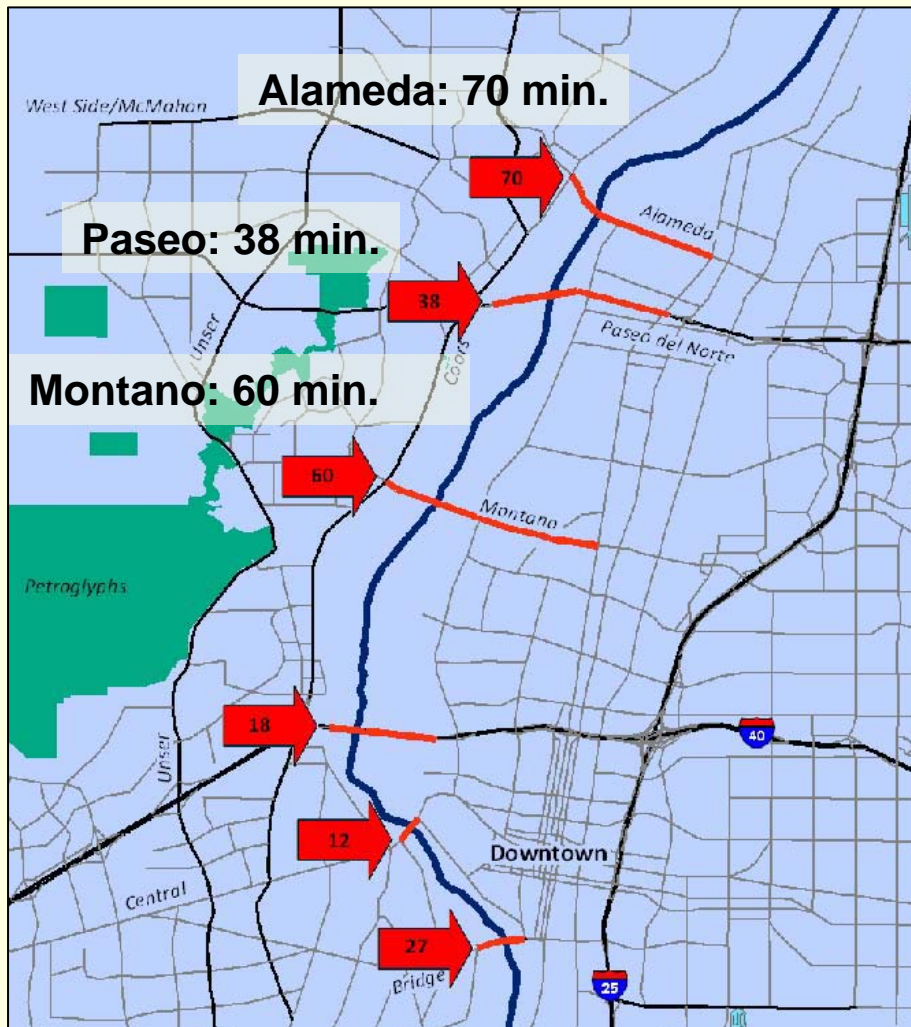
“Albuquerque, we have a problem.”



Problem 1:

Transportation

Bridge Crossing Times: 2035



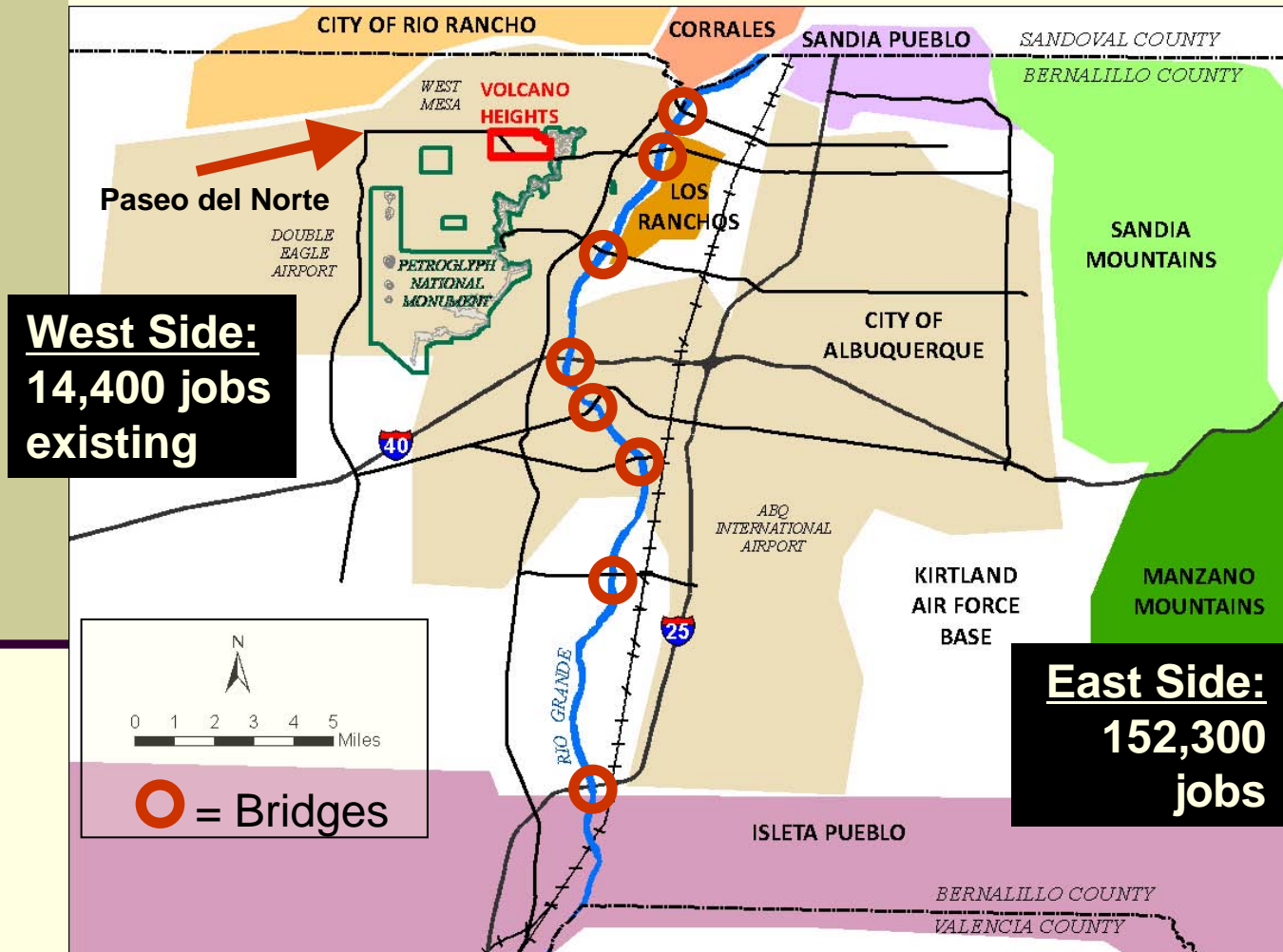
Albuquerque's West Side:

- Few bridges
- Few arterials
- Many gated communities & cul-de-sacs
- Congestion bad & getting worse



Problem 2:

Land Use



- Jobs/housing imbalance
- Single-purpose zoning
- Spread out uses



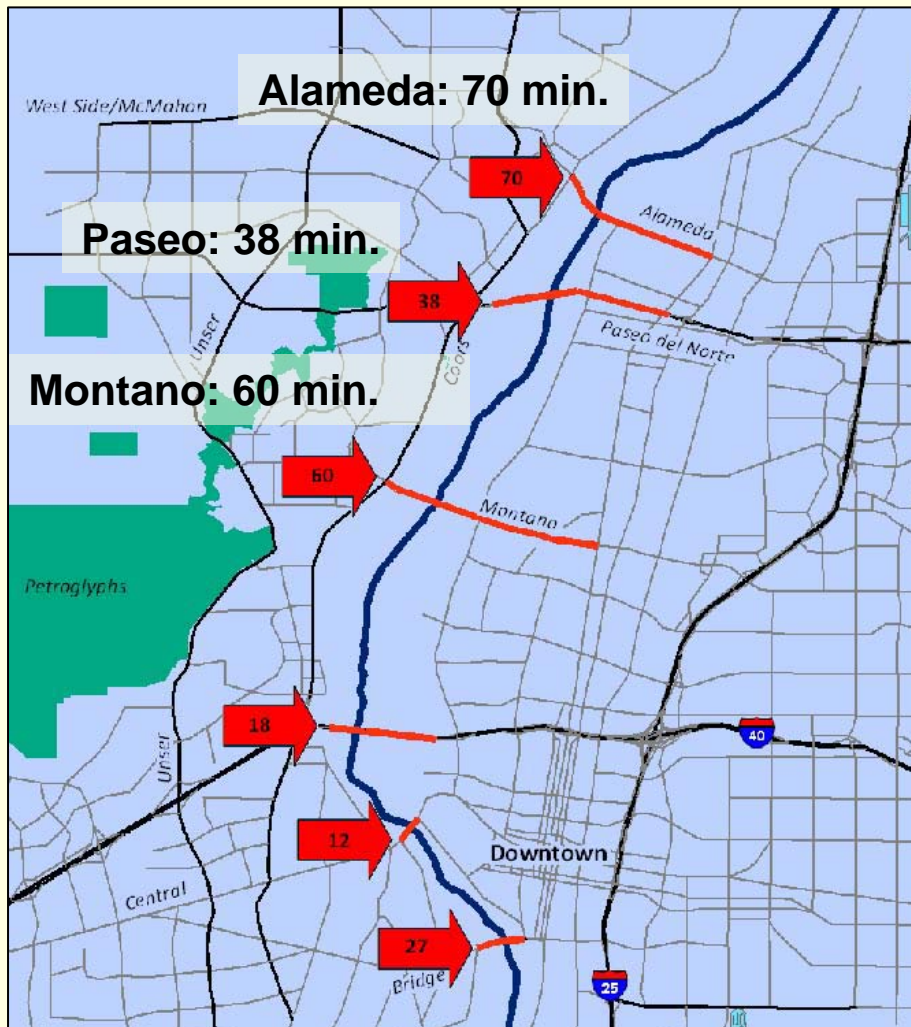
“If you’re not part of the problem...”



Goal 1:

Reduce congestion on regional river crossings

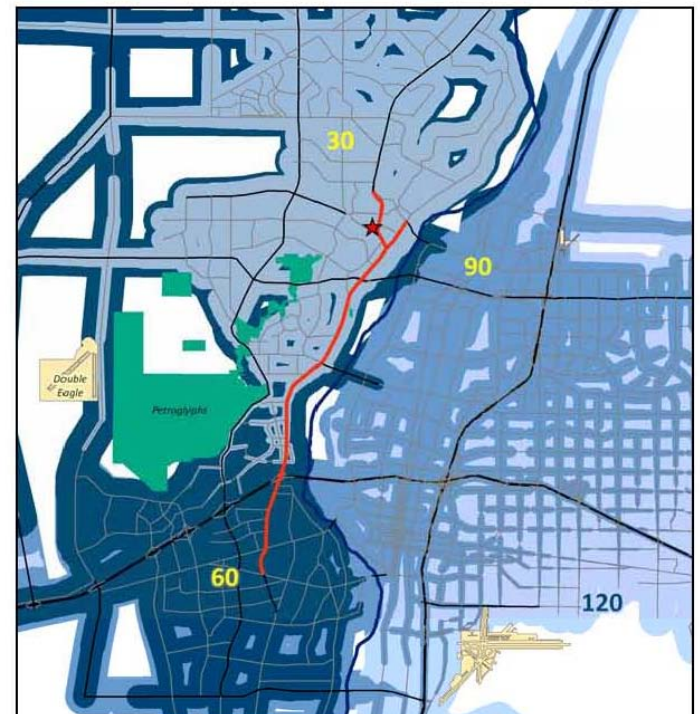
Bridge Crossing Times



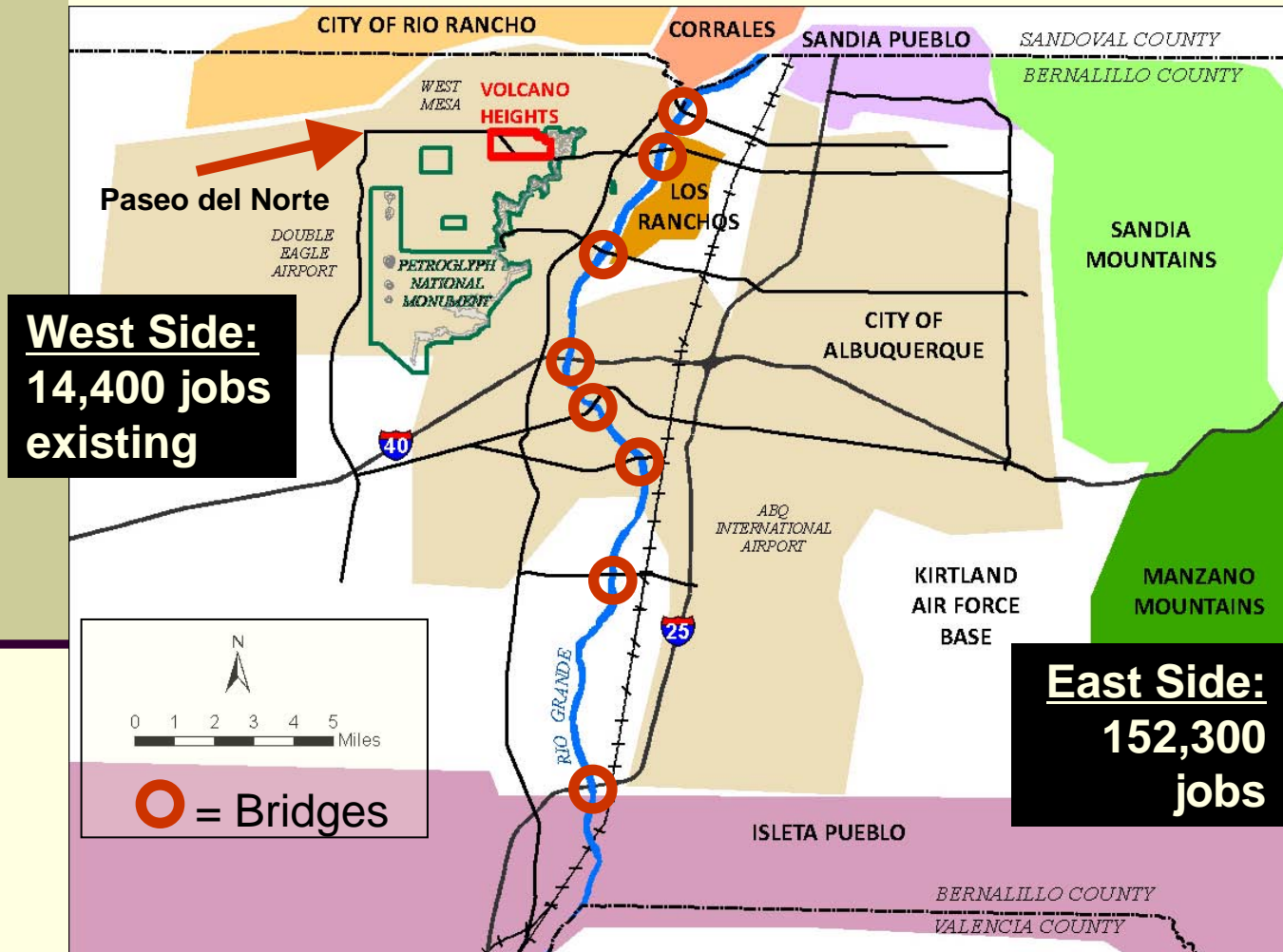
Albuquerque's West Side:

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

Commute Times



Strategy 1: Major Activity Center



- Employment potential (~5,500 jobs = 40% increase)
- Jobs/housing balance
- Transit-supportive development
- Vehicle miles traveled reduced

Placemaking = Job Creation

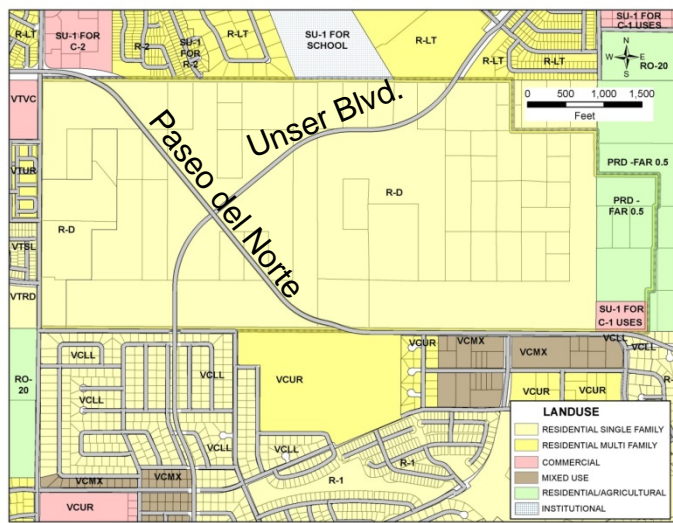
“You cannot be for a startup, high-tech economy and not be pro-bike.”

– Rahm Emanuel (December 14, 2012)

“If job creation can be spurred by municipal government, that phenomenon will be driven by the ability of the city to build public spaces where people want to live, work, shop and invest. This exercise is called ‘placemaking.’” – Spokane Councilor Richard Rush, July 2011

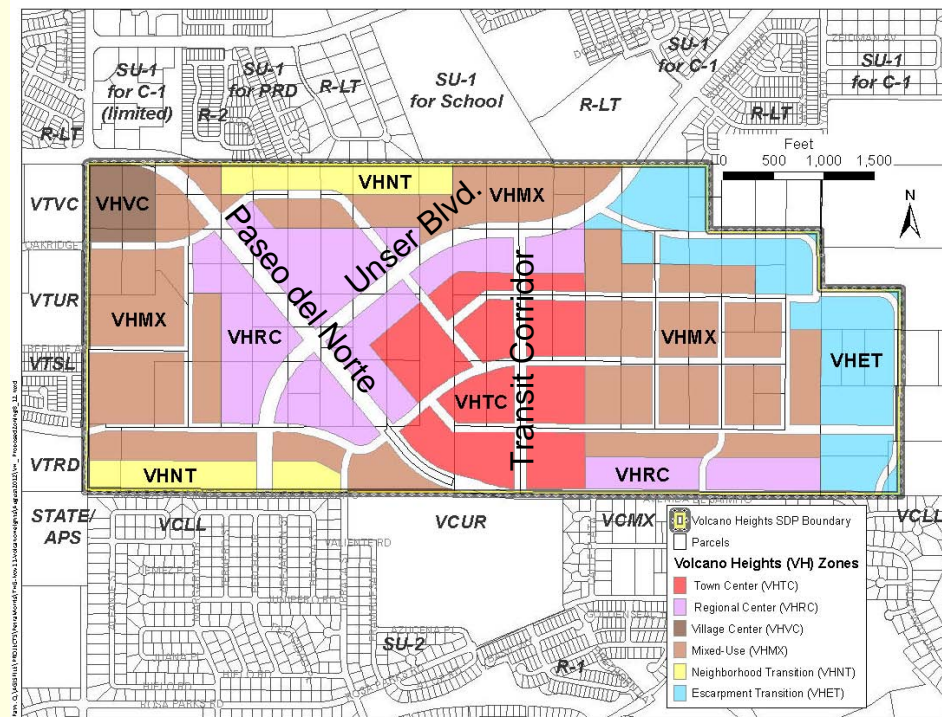


Multi-modal development on the West Side



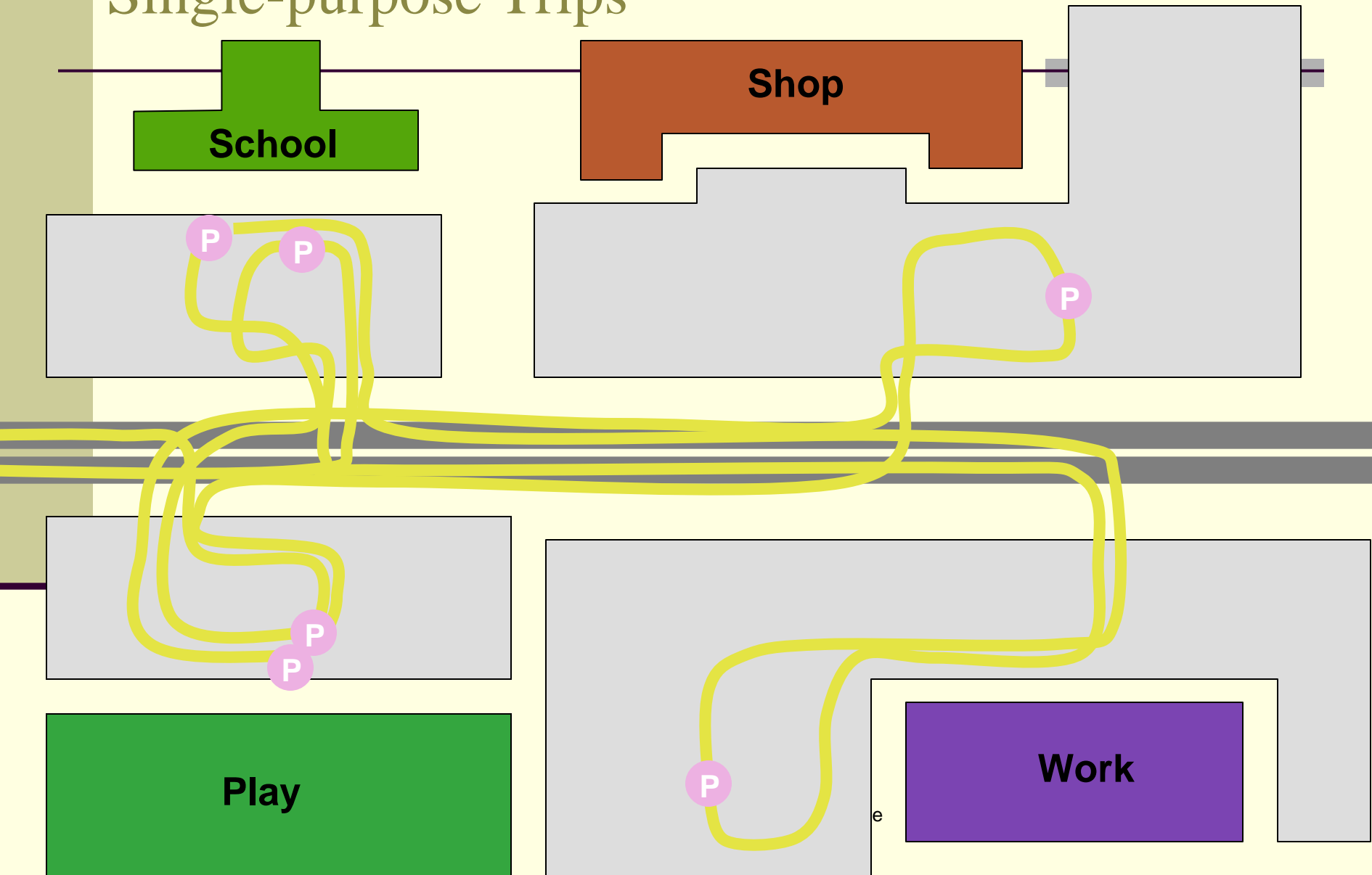
- Existing single-family zoning = single-purpose land use
- Pressure on few arterials
- Car trips for every need

- Proposed mixed-use zoning = potential for density, “internal capture”
- Less pressure on arterials, river crossings
- Transit-supportive development pattern
- Encourages walking, biking



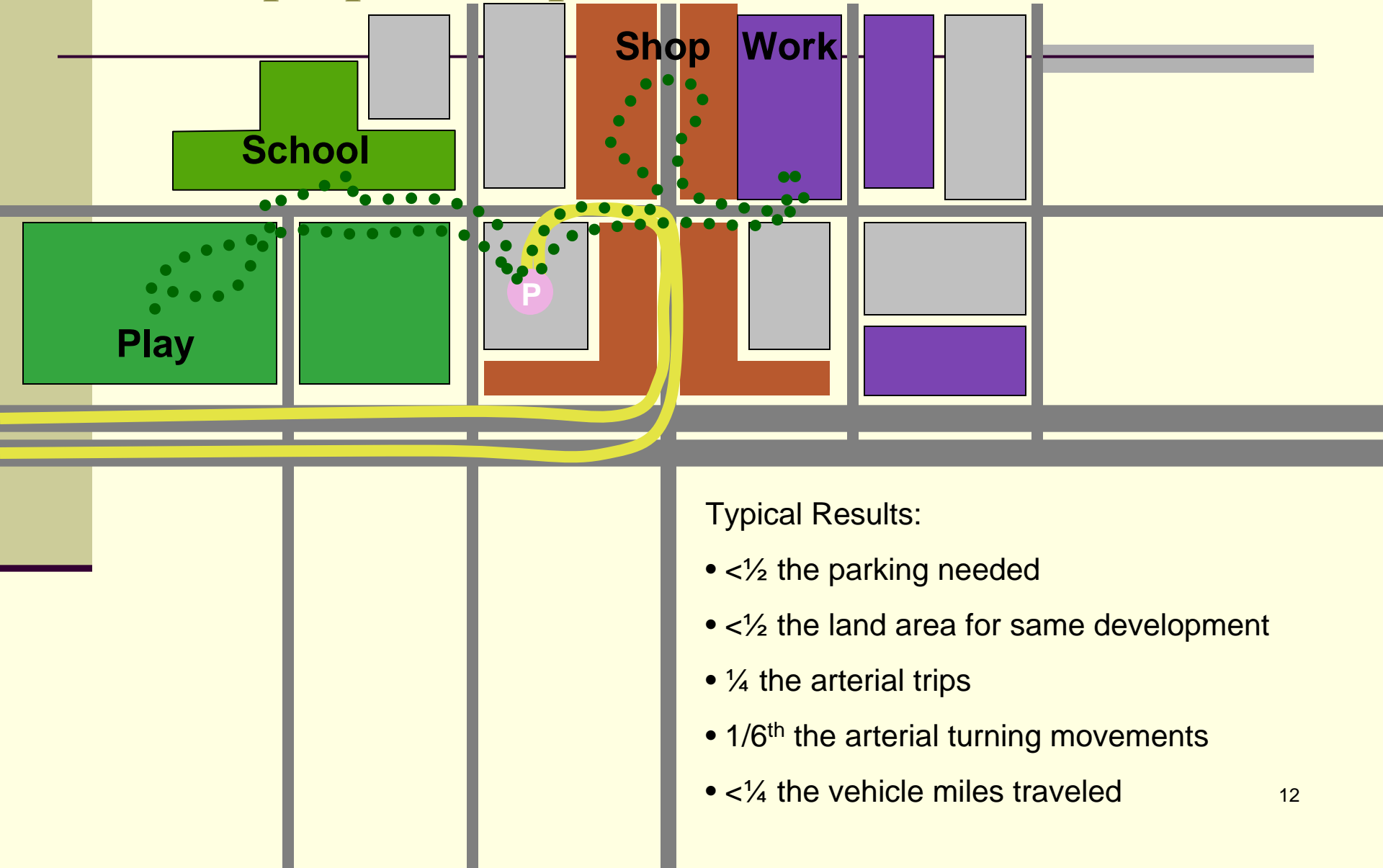
Conventional West Side Development:

Single-purpose Trips



Mixed-use Development:

Multi-purpose Trips (“Park Once”)

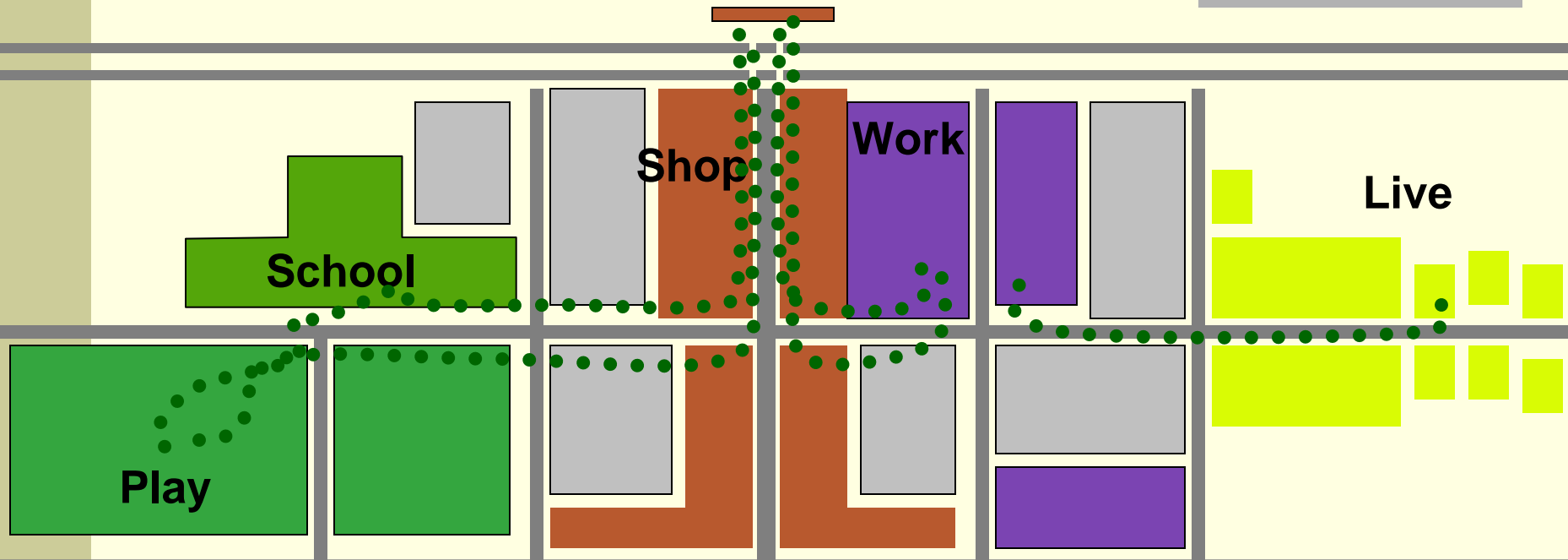


Typical Results:

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

Transit-oriented Development:

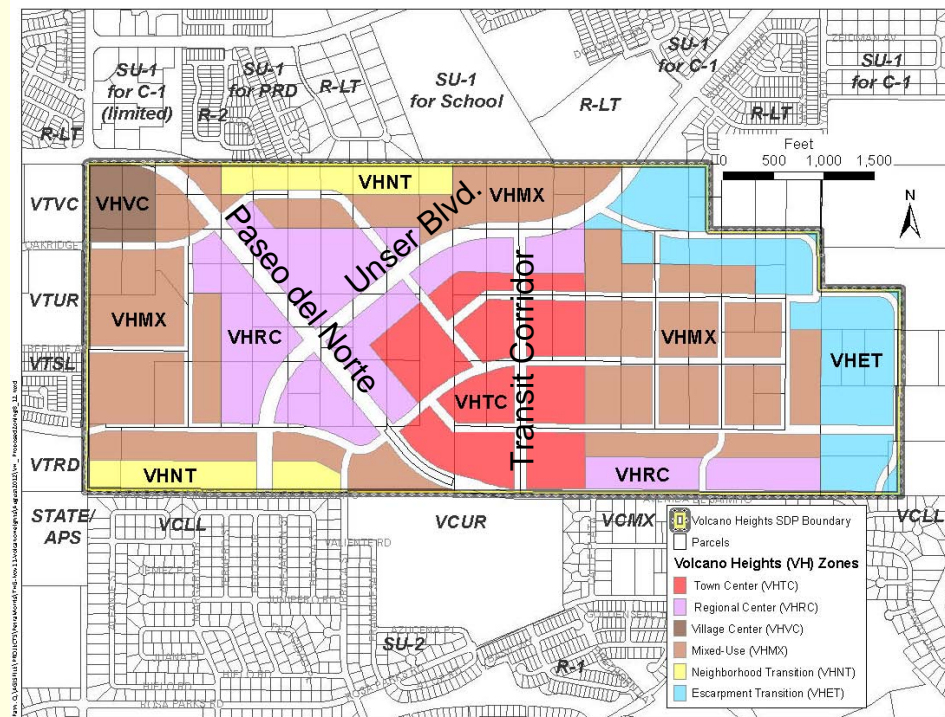
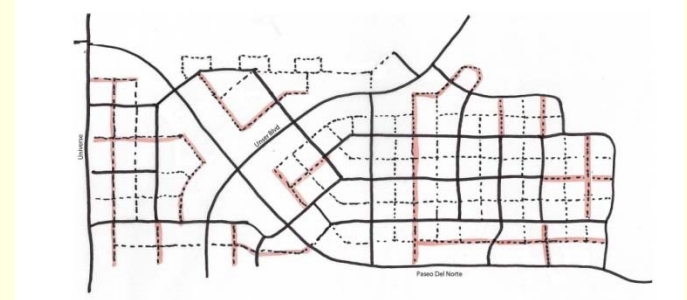
Town Center / “Live, work, shop, play” District



Strategy 2:

Create conditions for walkable, urban district

- Mixed-use zoning
- Small block sizes
- Backbone street grid + local roads
- Buildings lining the street
- Shared parking to the side or rear
- Wide sidewalks
- On-street parking
- Bike lanes



Strategy 2 (cont'd):

Coordinated, Multi-modal Transportation & Land Use

- Doesn't ensure **transit**, but at least supports it!
- Doesn't assume people will **walk**, but at least encourages it!
- Doesn't require more **bicycling**, but at least makes it safe!

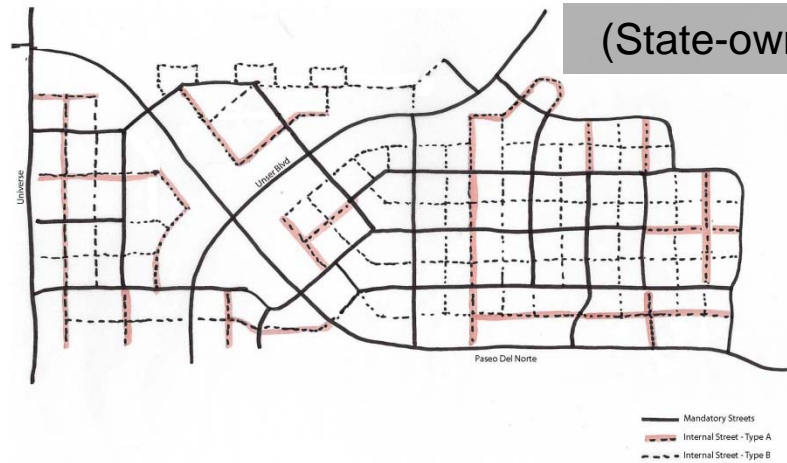


Goal 3:

Enhance the West Side transportation grid

- Backbone Grid = Mandatory roads
- Local development access = Non-mandatory roads
- Loop road = alternative to Paseo/Unser intersection

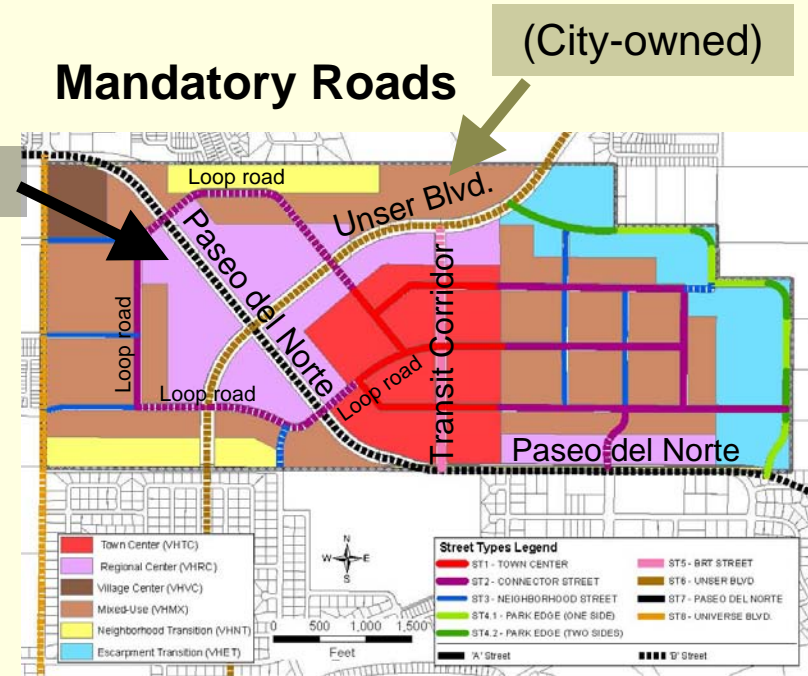
Sample: Non-mandatory Roads



GATEWAYPLANNING
Design • Implementation • Vision Statement

Volcano Heights Potential Internal Streets - DRAFT

Mandatory Roads

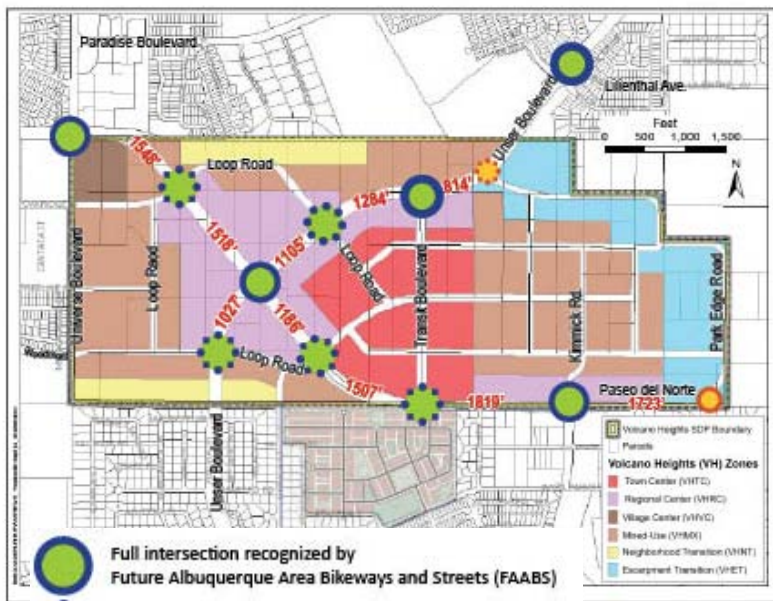


Strategy 3:

Provide local access separate from limited-access roads

- Chicken & Egg problem
 - No land uses to justify access
 - No land-uses without access to support development

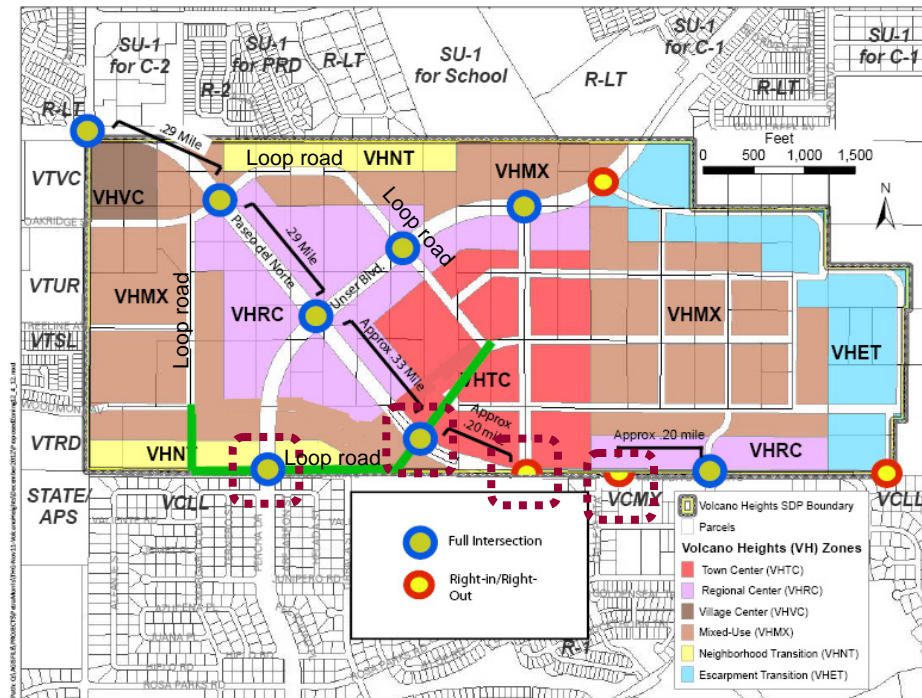
Approx. 1/4 Mile Spacing on Paseo del Norte



- Full intersection recognized by Future Albuquerque Area Bikeways and Streets (FAABS)
- Full intersection recommended by this Plan
- Right-in / Right-out intersection recognized by FAABS
- Right-in / Right-out intersection recommended by this Plan

NOTE: 1/4 mile = 1320 feet

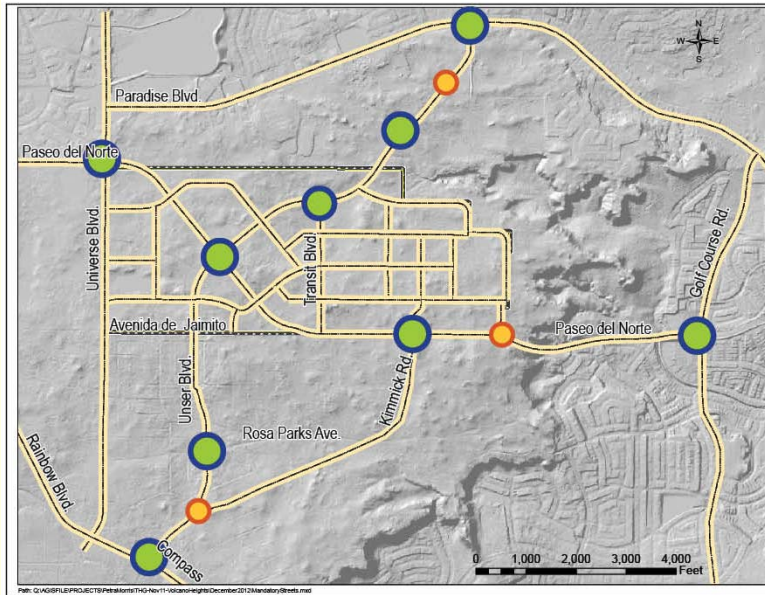
Approx. 1/3 Mile Spacing on Paseo del Norte



Strategy 3:

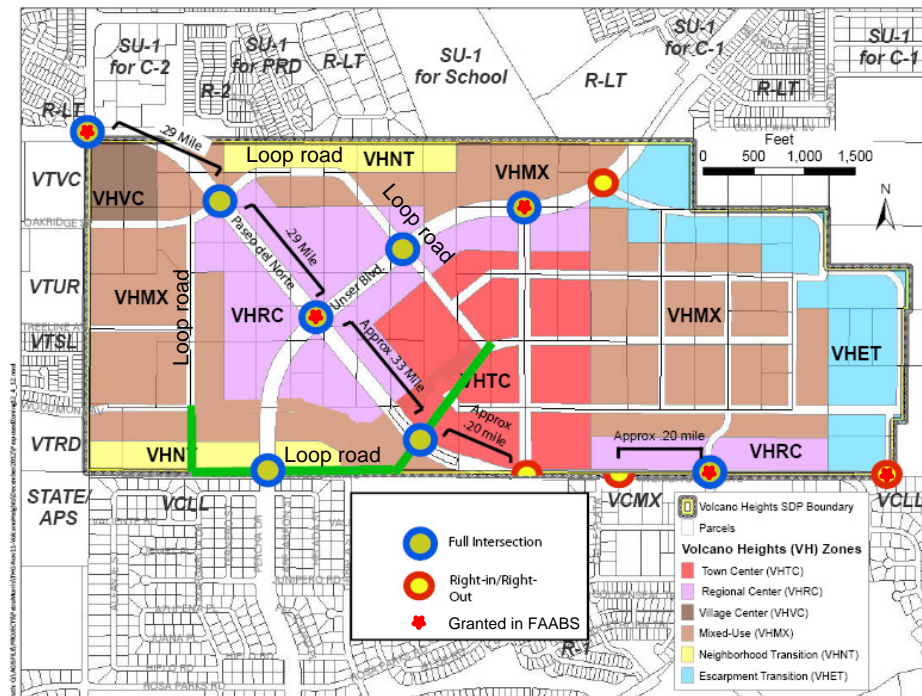
Disperse traffic through loop road & backbone grid

Intersections Recognized by FAABS



- **Multiple access points:** fewer turning movements at Paseo/Unser
- **Loop road:** accommodates most left-turn and right turn movements

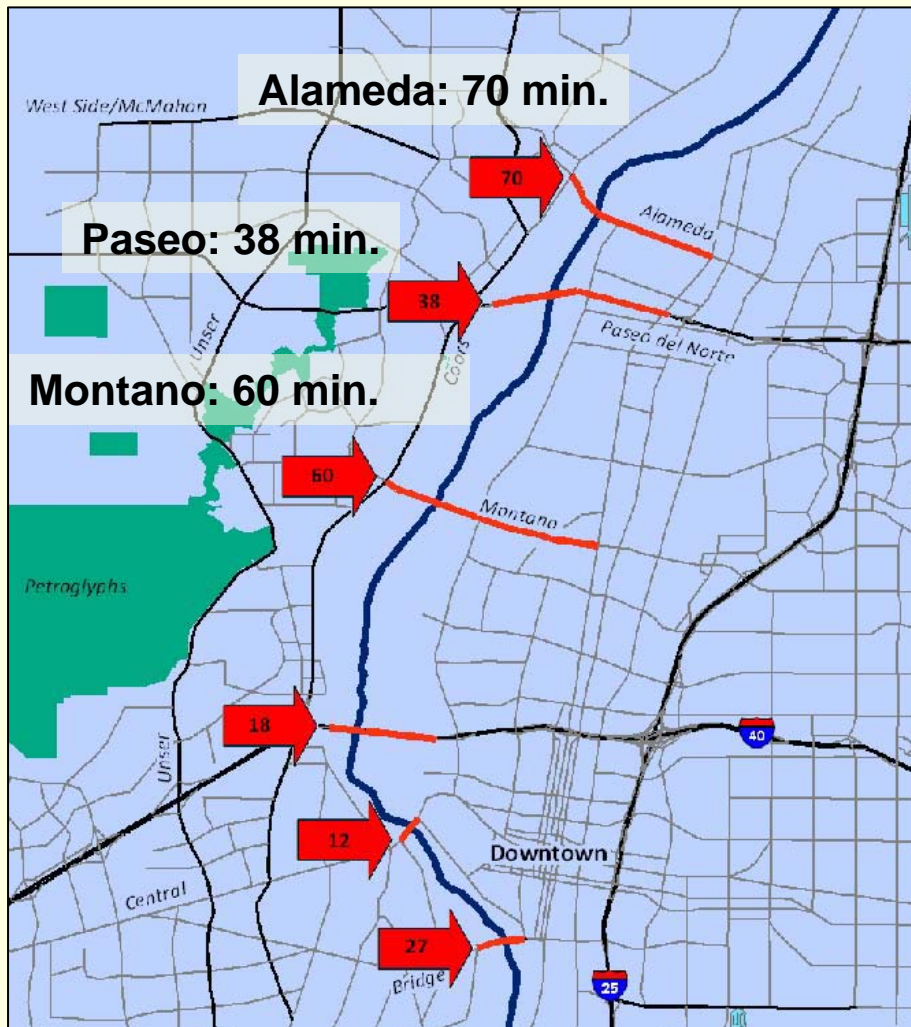
Proposed Intersections in Volcano Heights



Problems:

Solutions?

Bridge Crossing Times: 2035



Albuquerque's West Side:

- Few bridges (won't change)
- Few arterials (add to grid, take pressure off arterials with mixed uses and multimodal development pattern)
- Many gated communities & cul-de-sacs (prohibit gated communities & cul-de-sacs, add to grid, mix uses)
- Congestion bad & getting worse (add jobs on the West Side, add development pattern that encourages biking/walking & supports transit)



Next Steps:

Timelines

- **Volcano Heights Sector Development Plan**
 - June 3, 2013: City Council for Adoption
- **Paseo del Norte High-capacity Transit Study:**
 - Summer 2013

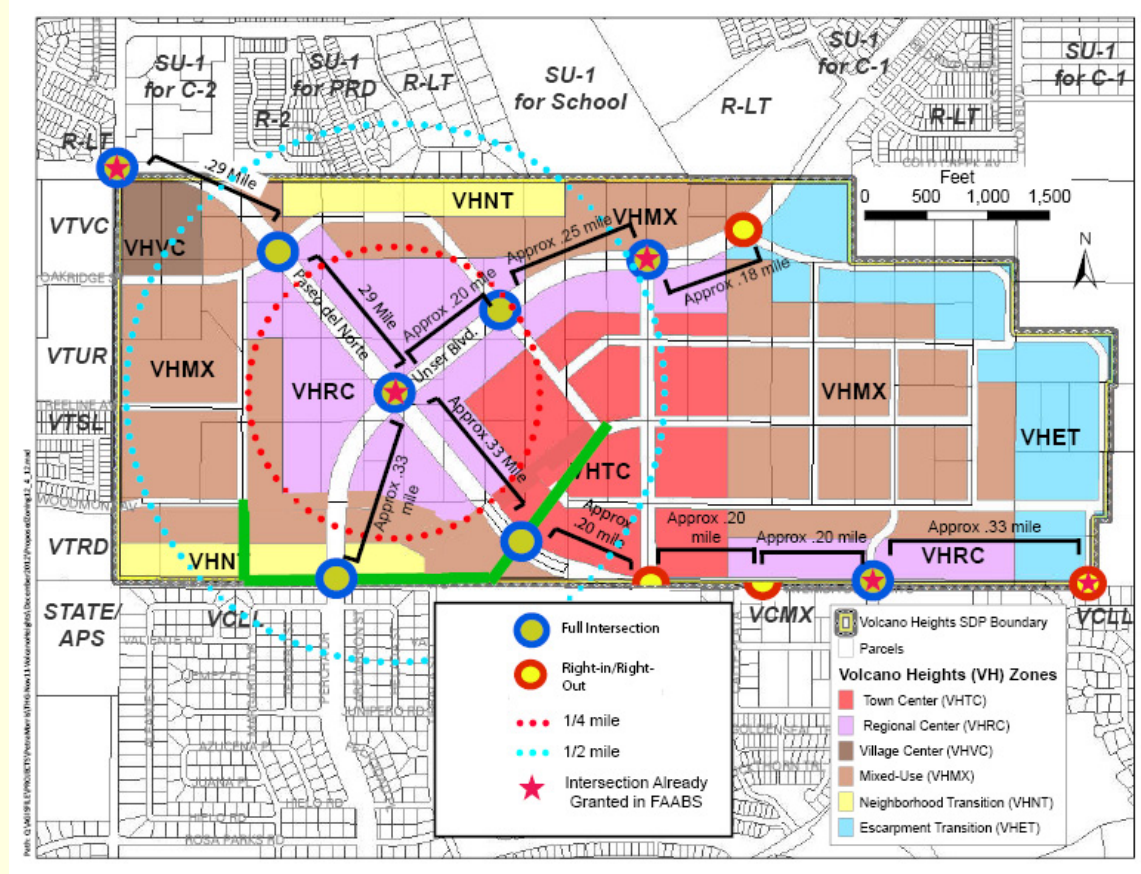
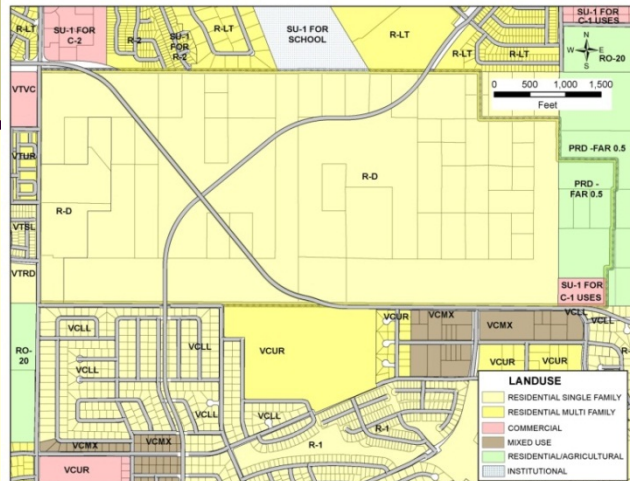
May 7, 2013

VHSDP - TCC Ad Hoc Com



“If you’re not part of the solution...”

- Regional issue
- Tremendous opportunity
- If this doesn't work... what will?
 - Creative solutions?
 - Different intersection locations?
 - Grade-separated locations?
 - ITS solutions?
 - Additional lanes at intersections?



Volcano Heights Sector Development Plan

City Project Team



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City's Project Webpage:

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