

The logo for WALH, consisting of the letters 'WALH' in a bold, sans-serif font, set against a light blue background with a white cloud pattern.

WALH

WESTERN ALBUQUERQUE LAND HOLDINGS, LLC

A semi-transparent white box containing the title and date of the master plan. The text is centered and reads: 'SANTOLINA LEVEL A MASTER PLAN' in a large, serif font, with 'AUGUST 26, 2013' in a smaller, sans-serif font below it.

SANTOLINA LEVEL A
MASTER PLAN
AUGUST 26, 2013

**BERNALILLO COUNTY PLANNING COMMISSION
TRANSPORTATION HEARING
MARCH 2014**

The logo for Santolina, featuring a stylized white leaf icon to the left of the word 'SANTOLINA' in a bold, sans-serif font, all contained within a dark purple rectangular box.

SANTOLINA

WALH

WESTERN ALBUQUERQUE LAND HOLDINGS LLC

PROJECT DEVELOPMENT TEAM:

Garrett Development Corporation

Bohannon Huston Inc.

SEC Planning, LLC

Consensus Planning, Inc.

David Taussig & Associates

Planning Technologies, LLC

March 26, 2014

COUNTY PLANNING COMMISSION HEARING

1. PCC Transportation Goals
2. Submittal Requirements
3. Santolina Transportation Plan
4. Santolina Transportation Model
5. Agency Topics
6. Conclusions
7. Next Steps

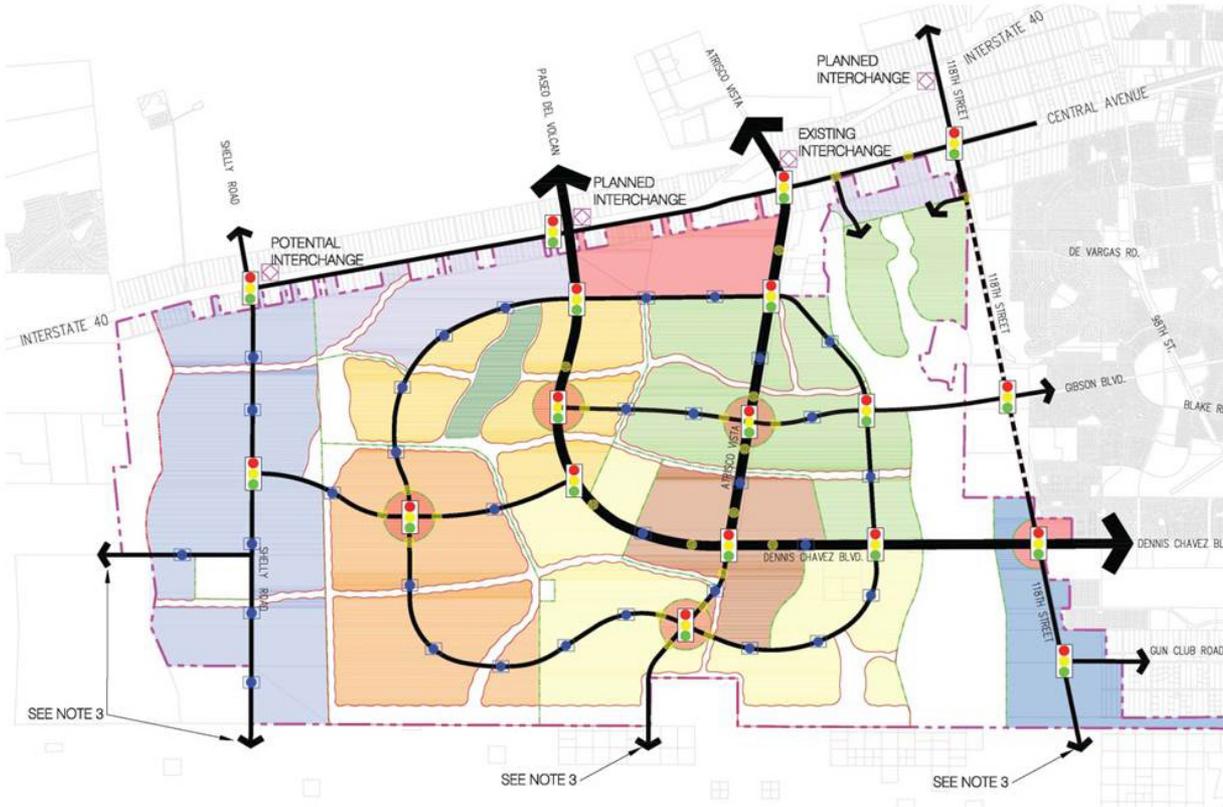
PCC TRANSPORTATION GOALS

This Level A Plan shall provide:

- An integrated, multi-modal network
- A balanced community offering alternative modes of travel
- Development of an integrated system of trails
- A transportation system that creates the structure for the ultimate development level envisioned by the Plan

Integrated, multi-modal network

ROADWAY FUNCTIONAL CLASS & ACCESS MANAGEMENT MASTER PLAN



NOTES:

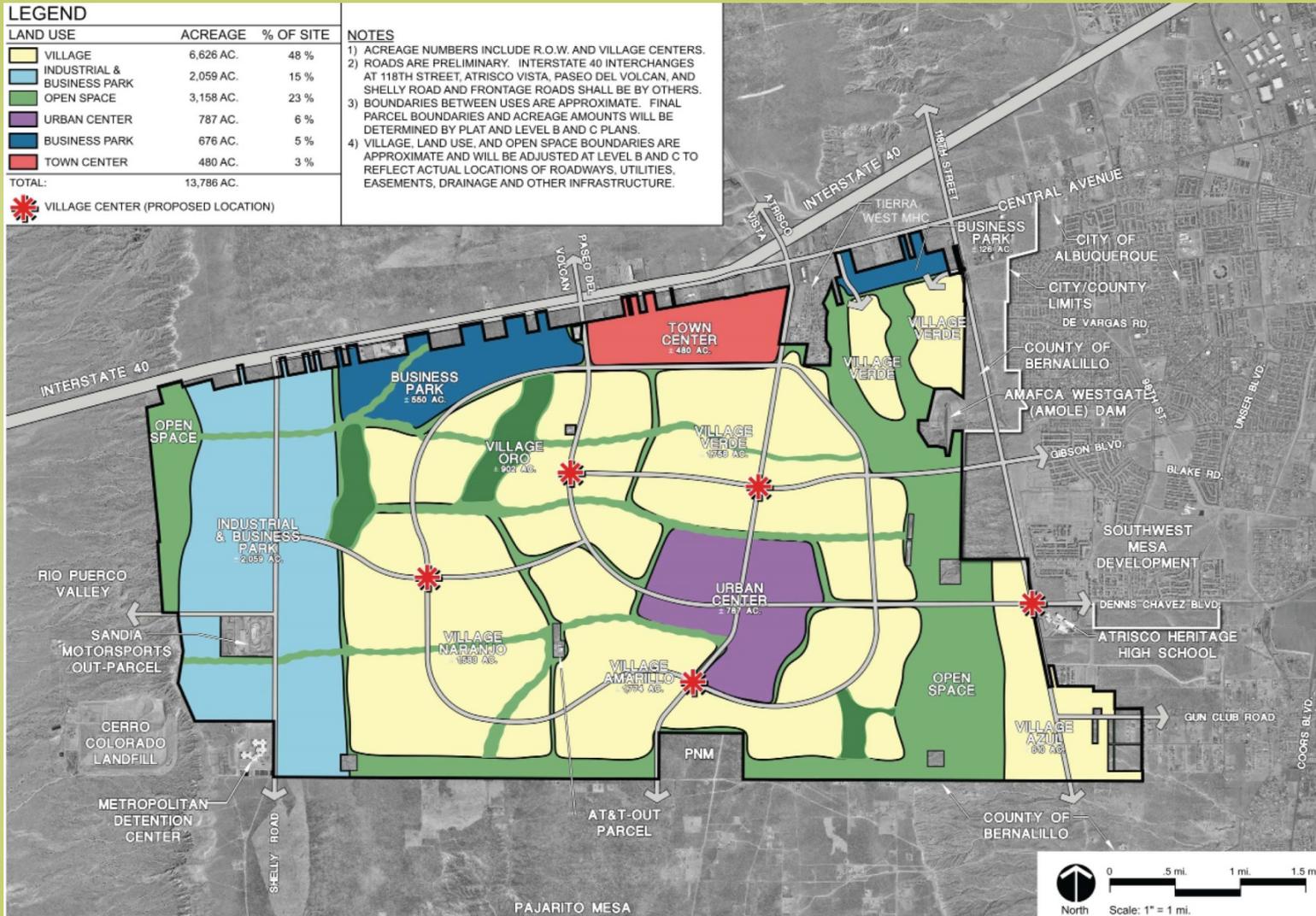
1. TRAFFIC SIGNAL AND INTERSECTION SPACING GENERALLY CONFIRMS WITH NMDOT STATE ACCESS MANAGEMENT (SAM) MANUAL FOR URBAN PRINCIPAL AND MINOR ARTERIALS.
2. ROADWAY FUNCTIONAL CLASS AND ACCESS MANAGEMENT PLAN ARE APPROXIMATE AND ILLUSTRATIVE, SUBJECT TO CHANGE.
3. FUTURE ROADWAY EXTENSIONS BEYOND SANTOLINA ARE BY OTHERS (AS REQUIRED BY DEVELOPMENT PATTERNS).

LEGEND

| | | | |
|--|---|--|----------------------|
| | MAJOR SIGNALIZED INTERSECTION | | PRINCIPAL ARTERIAL |
| | POTENTIAL FUTURE SIGNALIZED INTERSECTION | | PRINCIPAL ARTERIAL |
| | POTENTIAL UNSIGNALIZED INTERSECTION | | OFFSITE IMPROVEMENTS |
| | EXISTING INTERCHANGE OR PLANNED INTERCHANGE | | |



A balanced community offering alternative modes of travel



A balanced community offering alternative modes of travel (cont.)

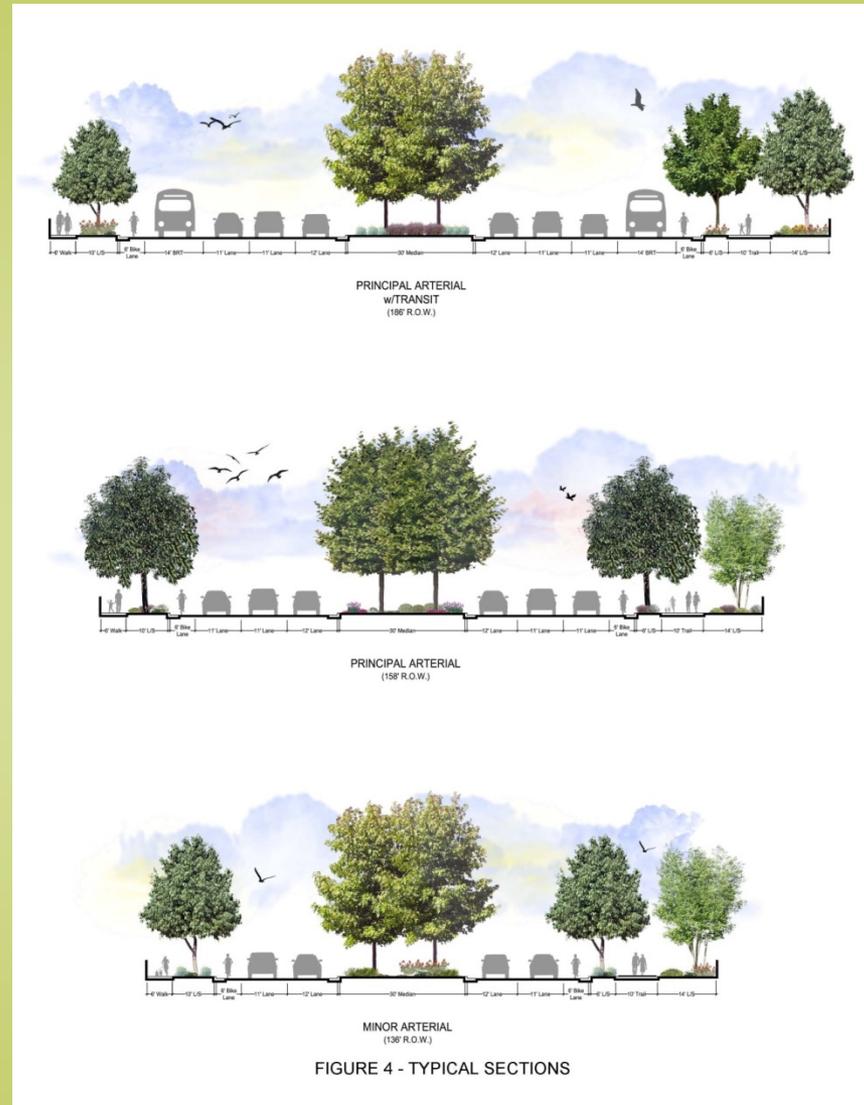
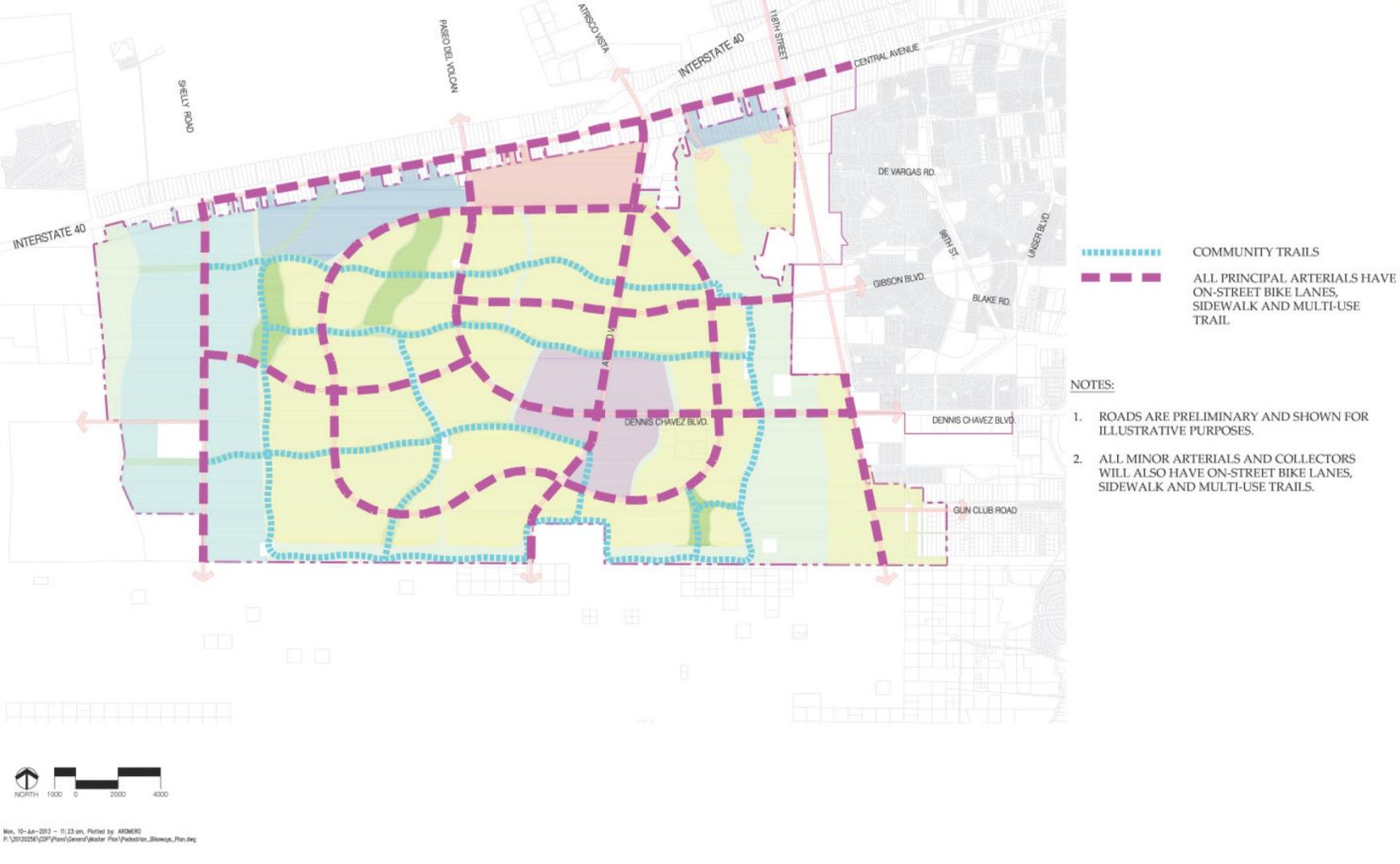
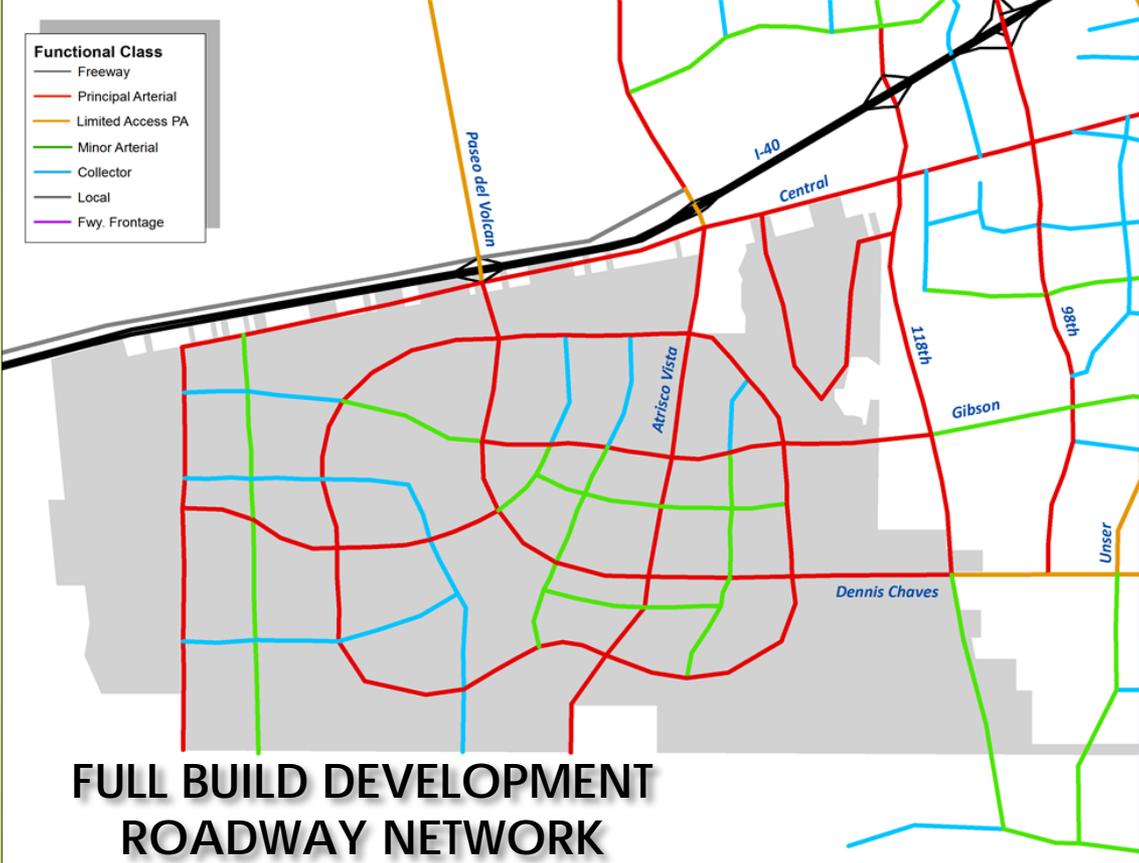


FIGURE 4 - TYPICAL SECTIONS

Development of an integrated system of trails



A transportation system that creates the structure for the ultimate development level envisioned by the Plan

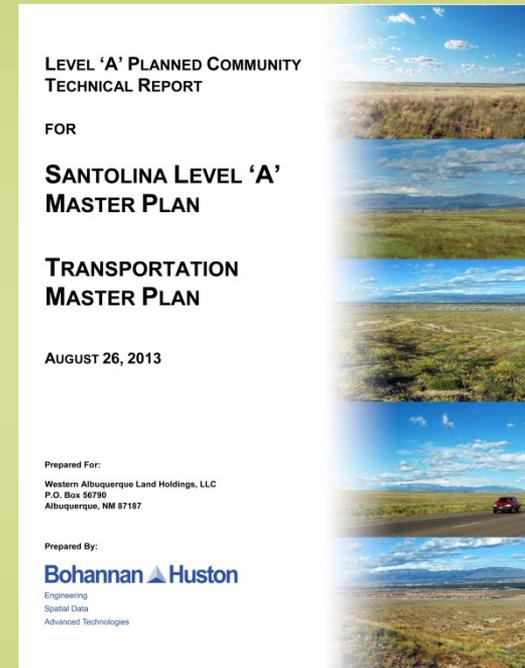


PCC LEVEL A TRANSPORTATION MASTER PLAN

Submittal Requirements

Transportation Master Plan

- Discuss major street continuity
- Phased analyses of demand
- Identify major travel corridors
- Consider private and public responsibilities for on-site and off-site improvements



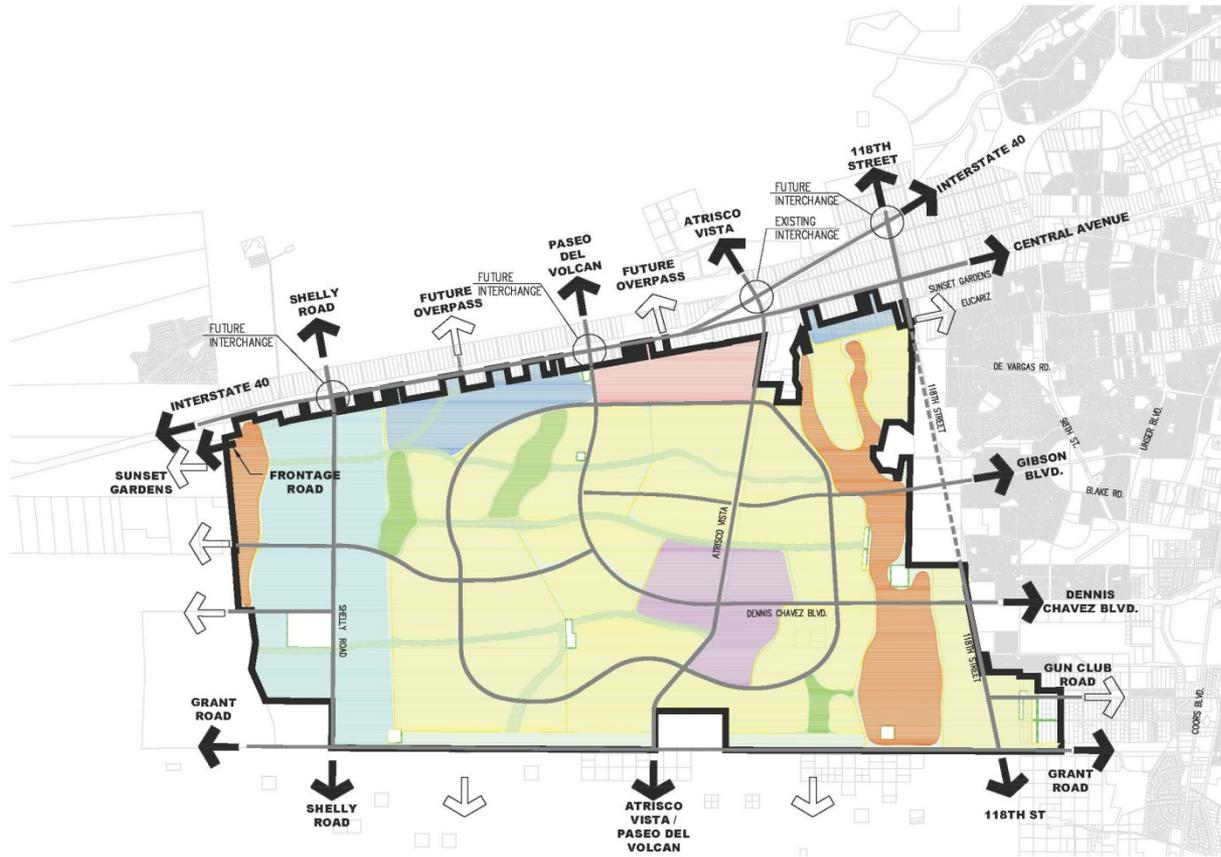
PCC LEVEL A TRANSPORTATION MASTER PLAN

Submittal Requirements

- **Specific Land Use Assumptions** (inform travel demand modeling)
- Strategies for **workable multi-modal opportunities**, in and external to the community
 - Pedestrian
 - Bicycle
 - Transit
- **Hierarchy of internal and regionally connected roadway facilities**

Hierarchy of internal and regionally connected roadway facilities

"COMMUNITY CONNECTIVITY" MAP

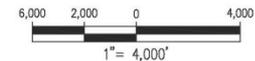


LEGEND

-  EXISTING & PLANNED ROADWAY CONNECTIONS (15)
-  POTENTIAL ROADWAY CONNECTIONS (9)

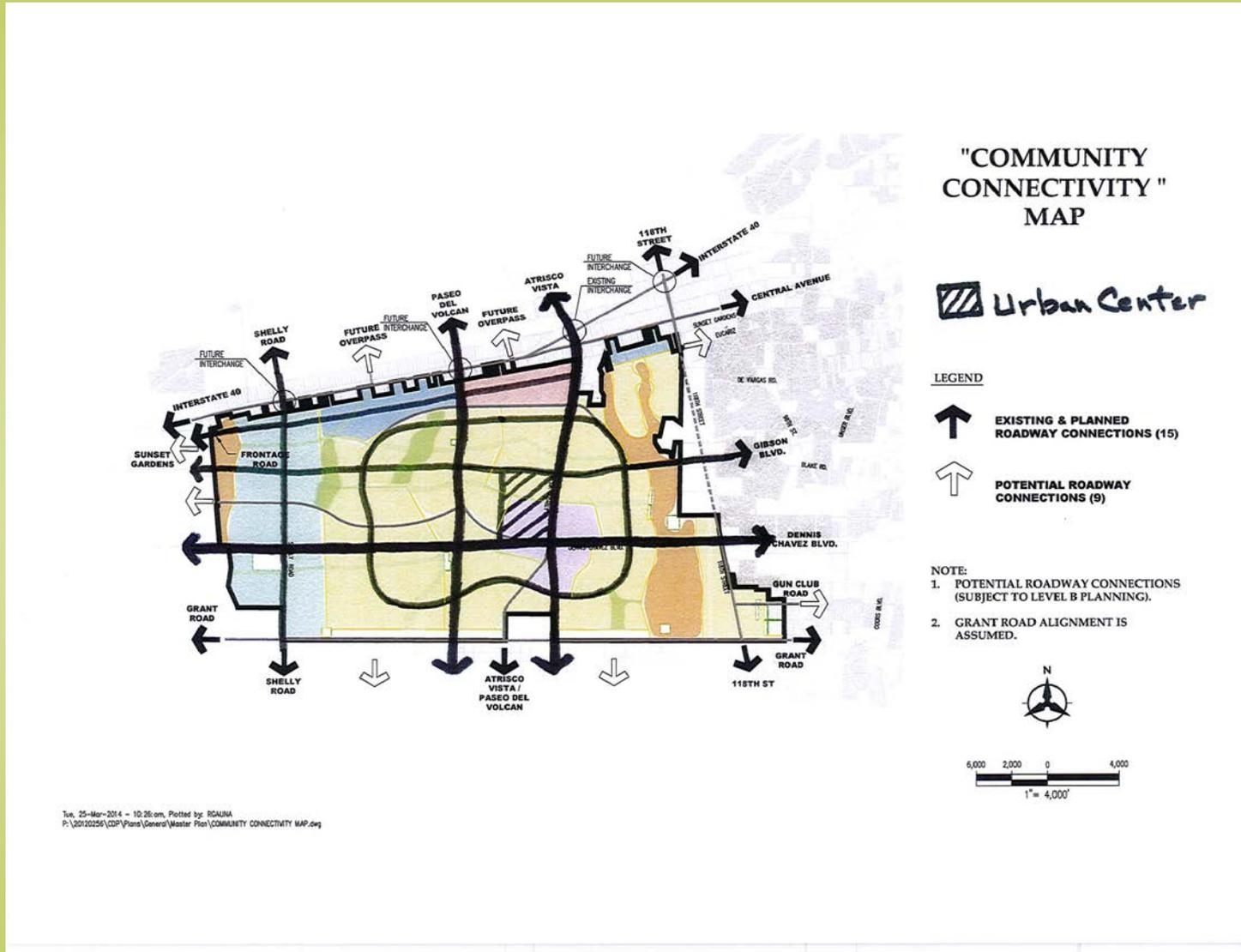
NOTE:

1. POTENTIAL ROADWAY CONNECTIONS (SUBJECT TO LEVEL B PLANNING).
2. GRANT ROAD ALIGNMENT IS ASSUMED.

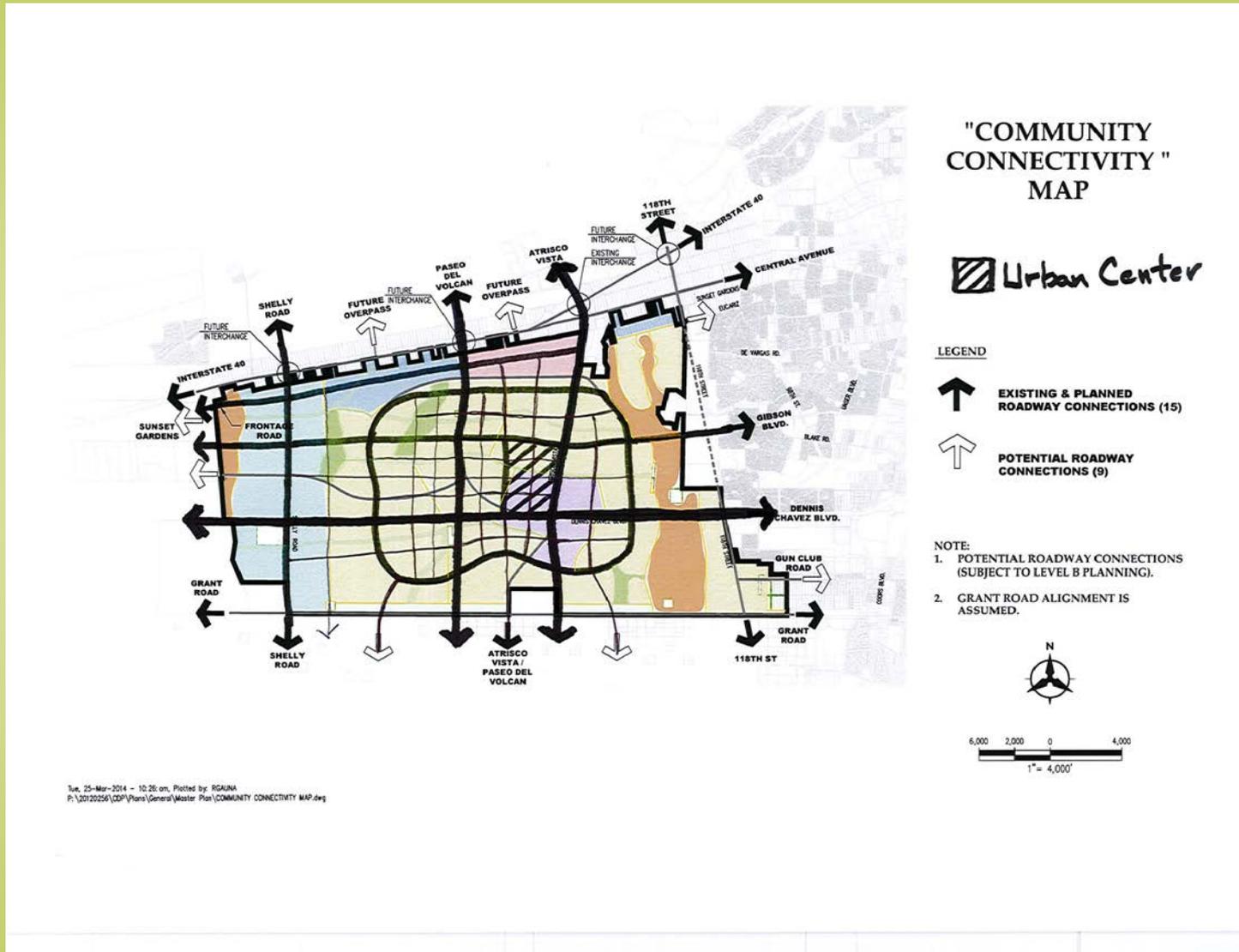


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Hierarchy of internal and regionally connected roadway facilities



Hierarchy of internal and regionally connected roadway facilities



PURPOSE: WHO, HOW, AND WHAT

WHO: Project Team

- Consensus Planning, Bohannon Huston, Planning Technologies

Coordinating with:

- County Transportation, Public Works
- MRCOG, NMDOT, ABQ Ride

HOW: Utilized MRCOG Regional Travel Demand Model

- Revised to reflect Santolina land use plan and road network
- 2035 Projected Level of Development (maintain regional control totals of population and jobs)
- 2035 to Full Build

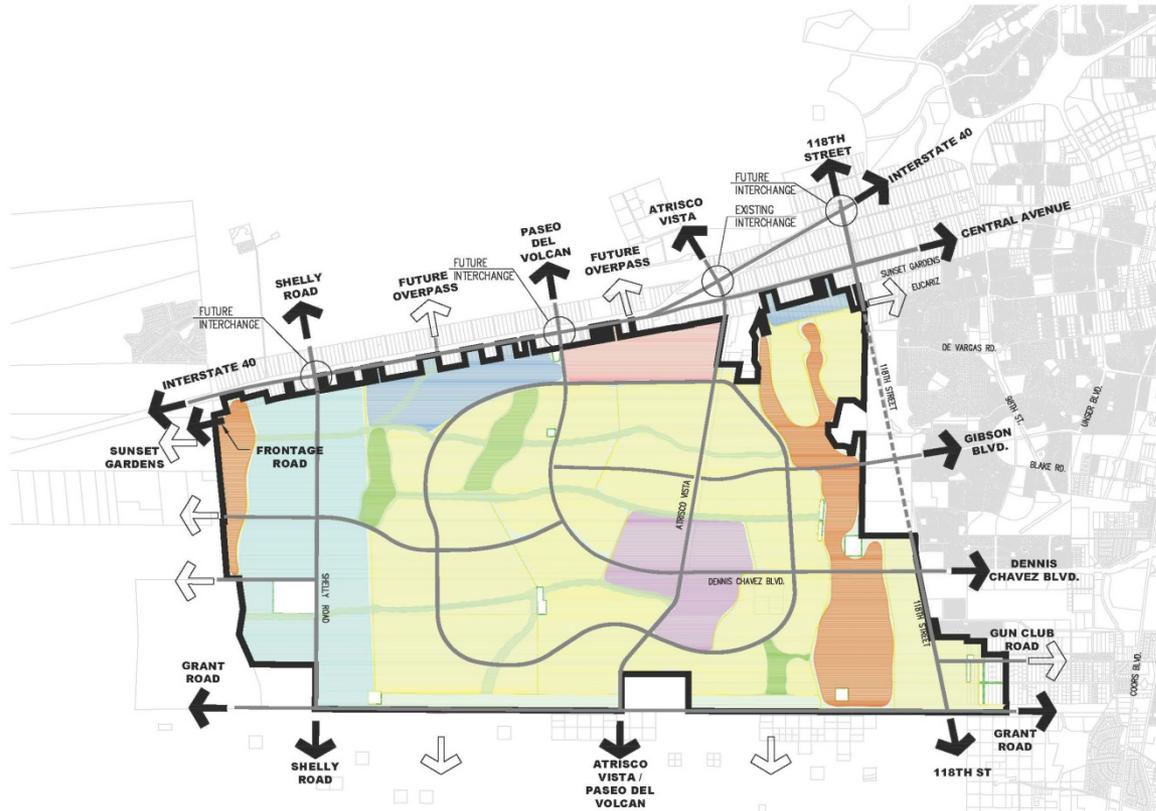
WHAT: Transportation Recommendations to Team

- Roadway ROW, Laneage, Designations
- Transit, Pedestrian, Bikeway

RESULTS

- Land use plan (jobs-housing balance) encourages reverse (counter) commuting and optimization of roadway capacity
- Regional roadway connectivity
- 15%-35% internal trip capture

ROADWAY CONNECTIVITY MAP



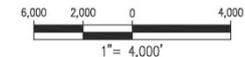
"COMMUNITY CONNECTIVITY" MAP

LEGEND

-  EXISTING & PLANNED ROADWAY CONNECTIONS (15)
-  POTENTIAL ROADWAY CONNECTIONS (9)

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Tue, 25-Mar-2014 - 10:26:am, Plotted by: RGAJNA
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RESULTS

- Provided a **transportation framework** for future Level 'B' and Level 'C' master plans
- Identified an **access management policy** for the community arterial roadways
- Created opportunities for **alternative modes of transportation** through an extensive network of complete streets including transit, pedestrian trails, and bikeways

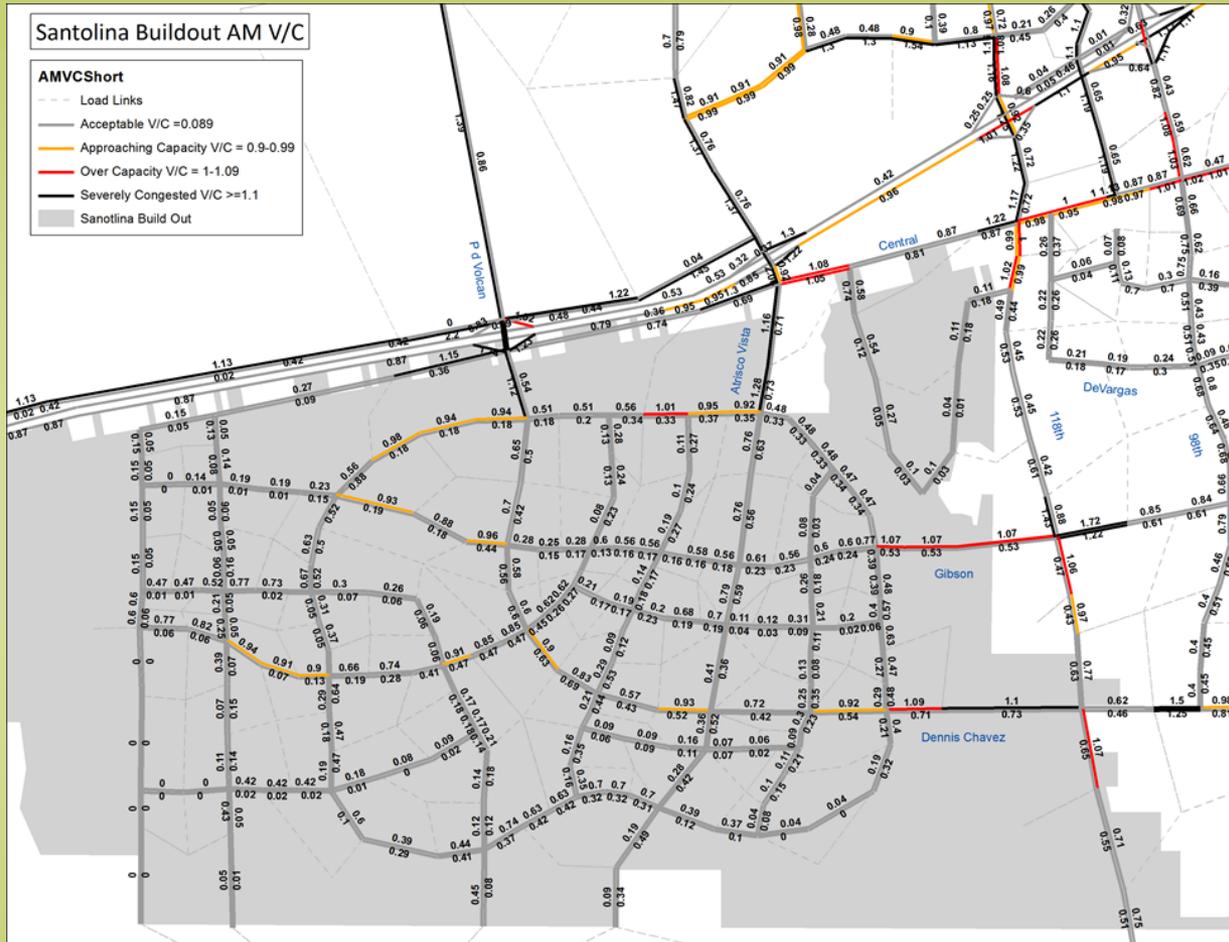
RESULTS

- **2035 Projected Development and Full Build internal roadway networks** that are sufficient to accommodate anticipated traffic volumes/levels of service (LOS)
- **2035 Projected Development Vehicle Miles Traveled (VMT)** slightly lower (0.56%) than base 2035 MTP VMT
- **A reduction in vehicular river crossings**

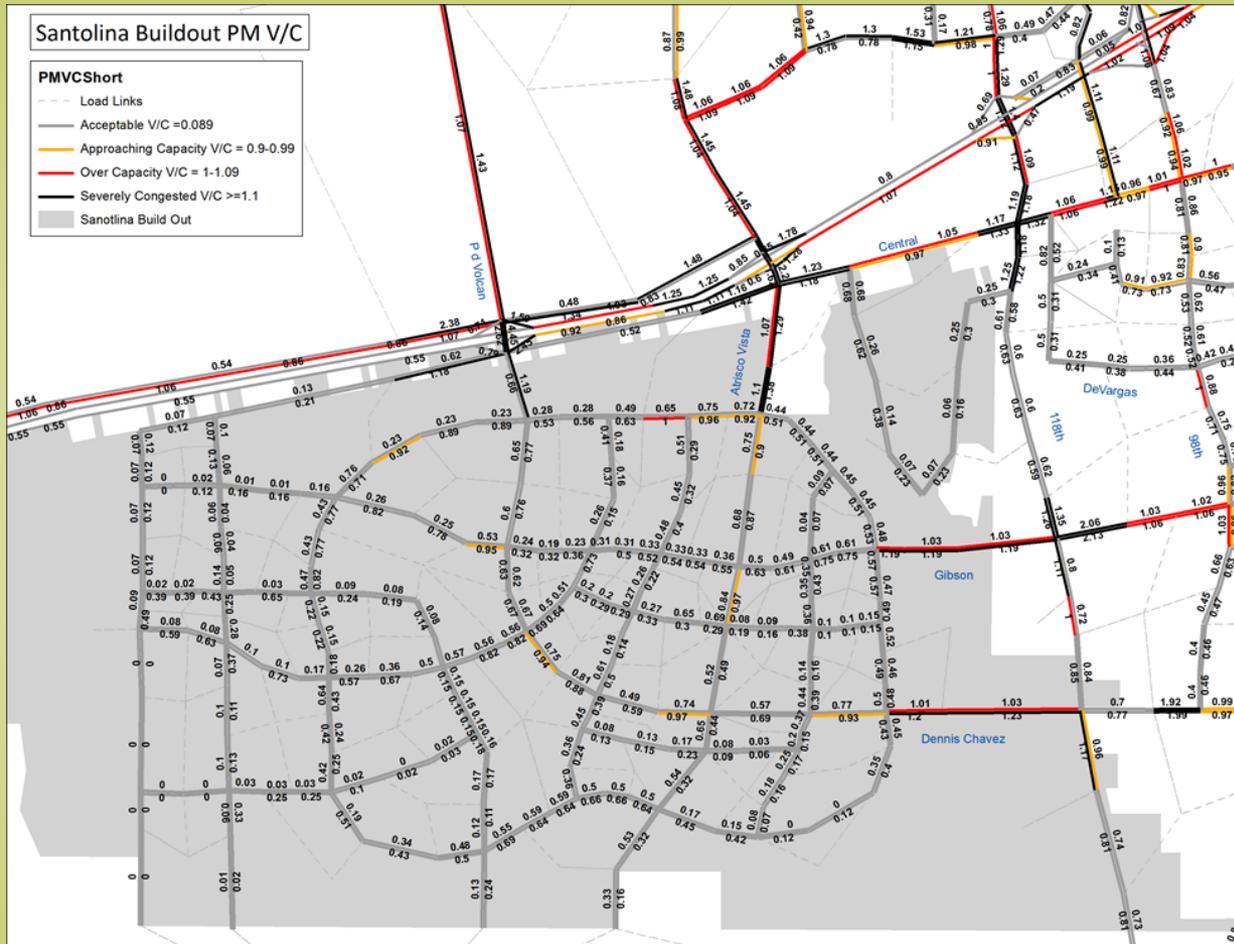
2035 - FULL BUILD DEVELOPMENT NUMBER OF LANES



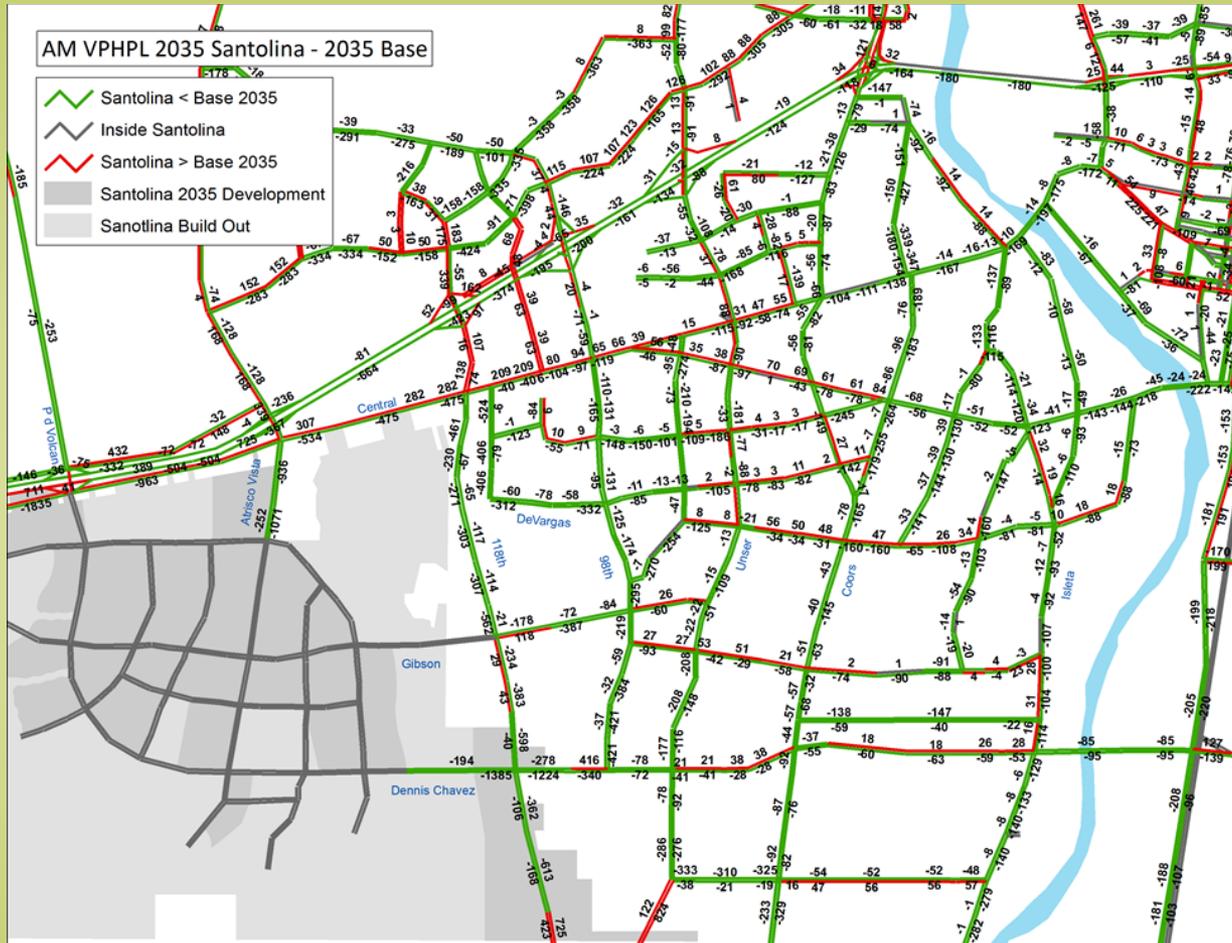
2035 - FULL BUILD DEVELOPMENT AM VOLUME TO CAPACITY (V/C) RATIO



2035 - FULL BUILD DEVELOPMENT PM V/C RATIO

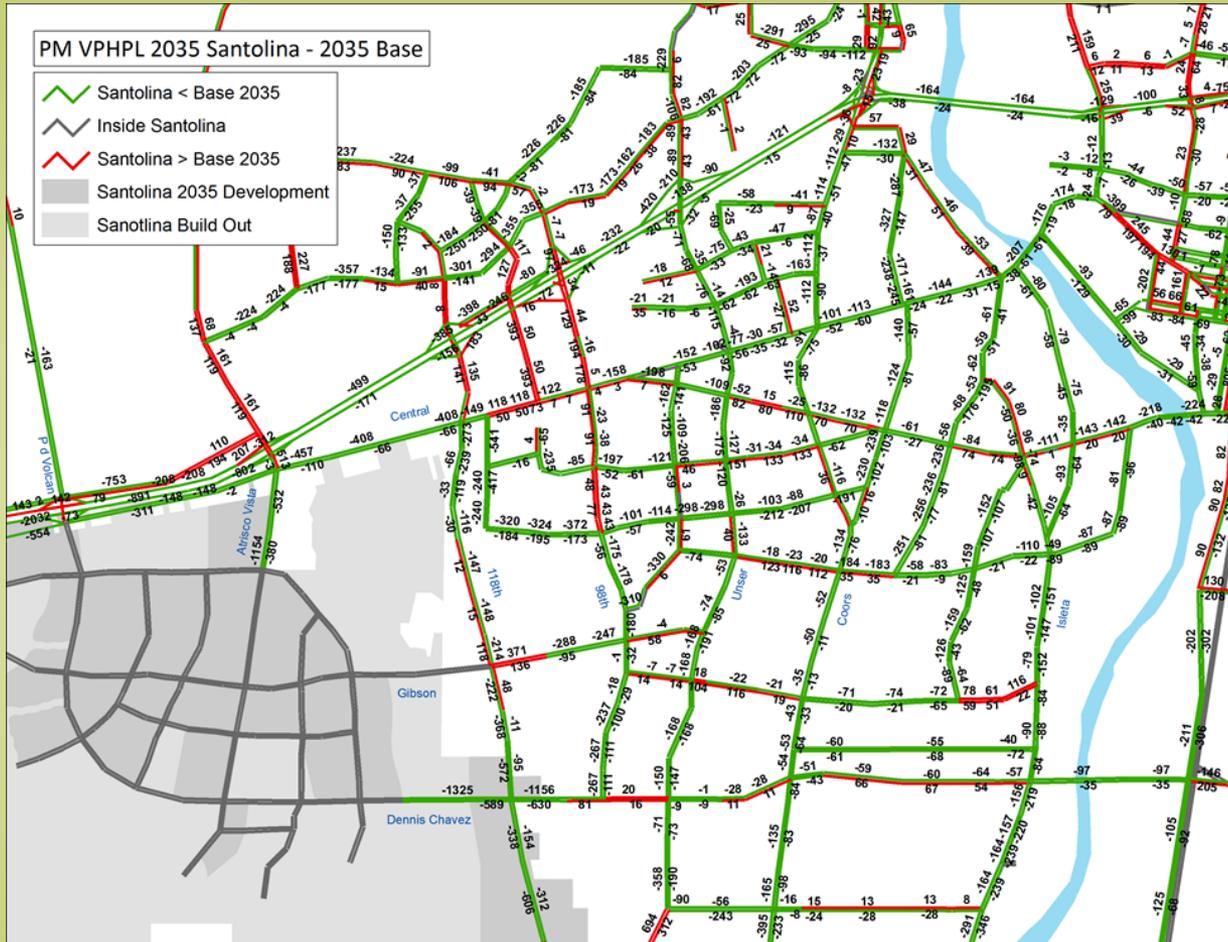


2035 PROJECTED DEVELOPMENT MINUS 2035 MTP MODEL RESULTS



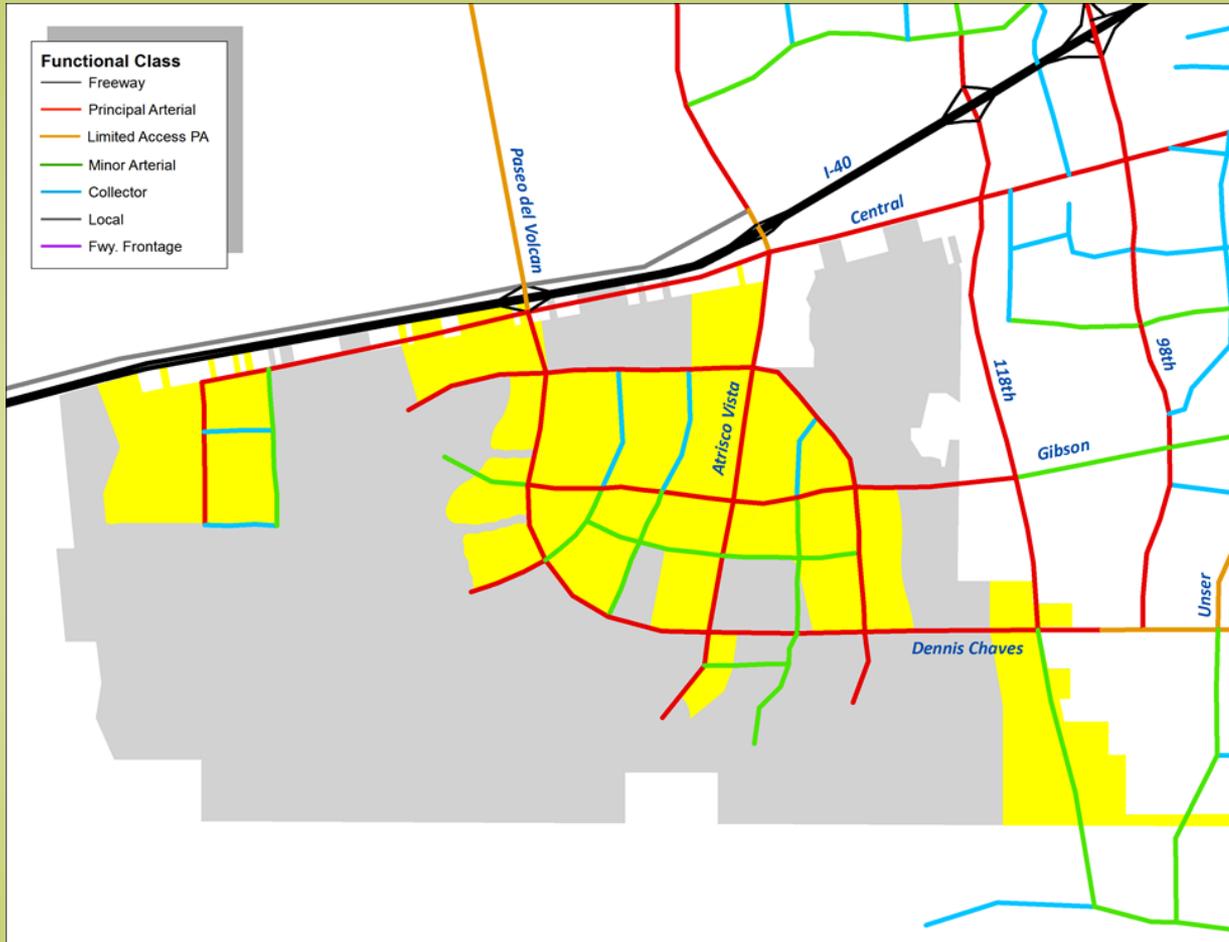
AM Peak
Hour

2035 PROJECTED DEVELOPMENT MINUS 2035 MTP MODEL RESULTS

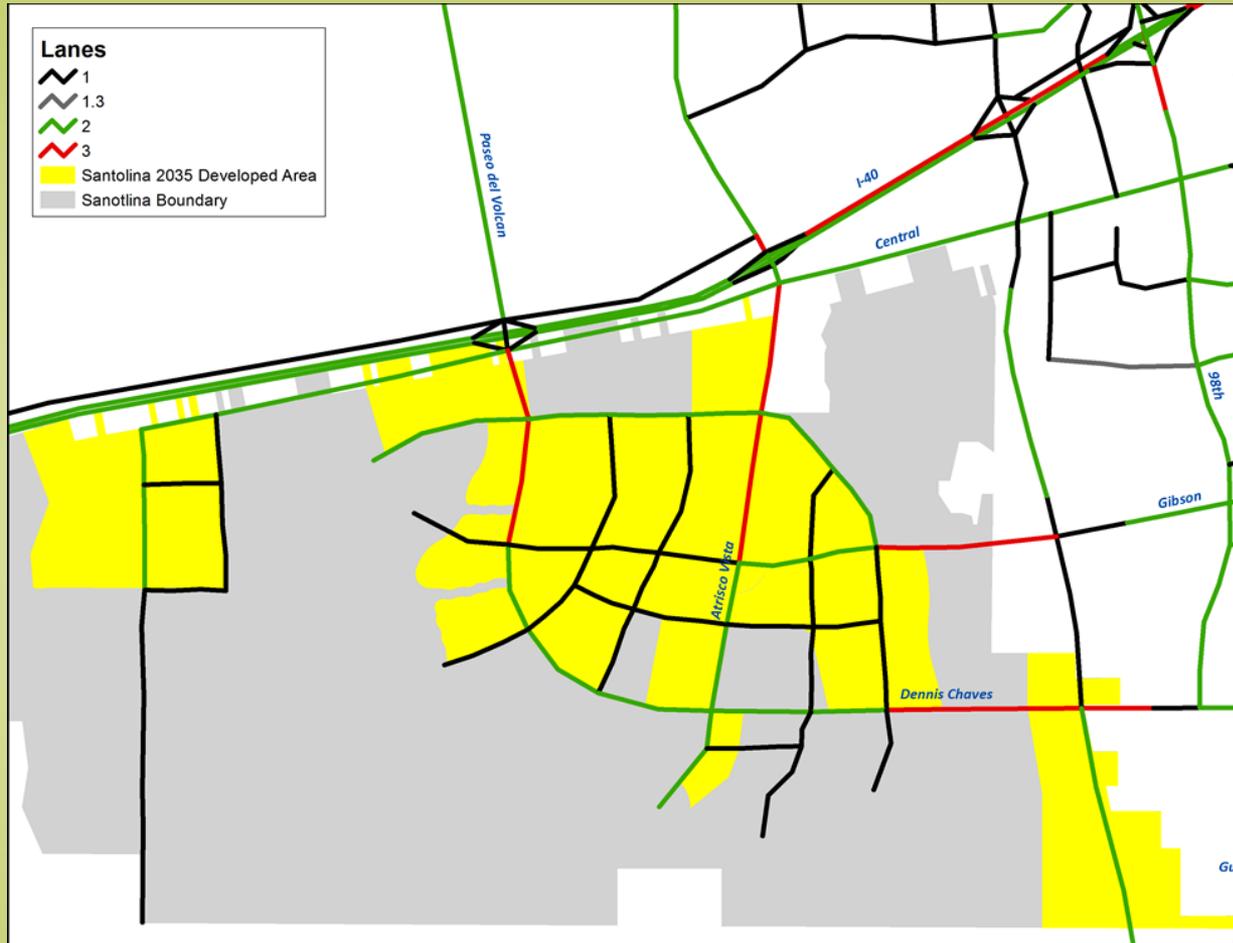


PM Peak
Hour

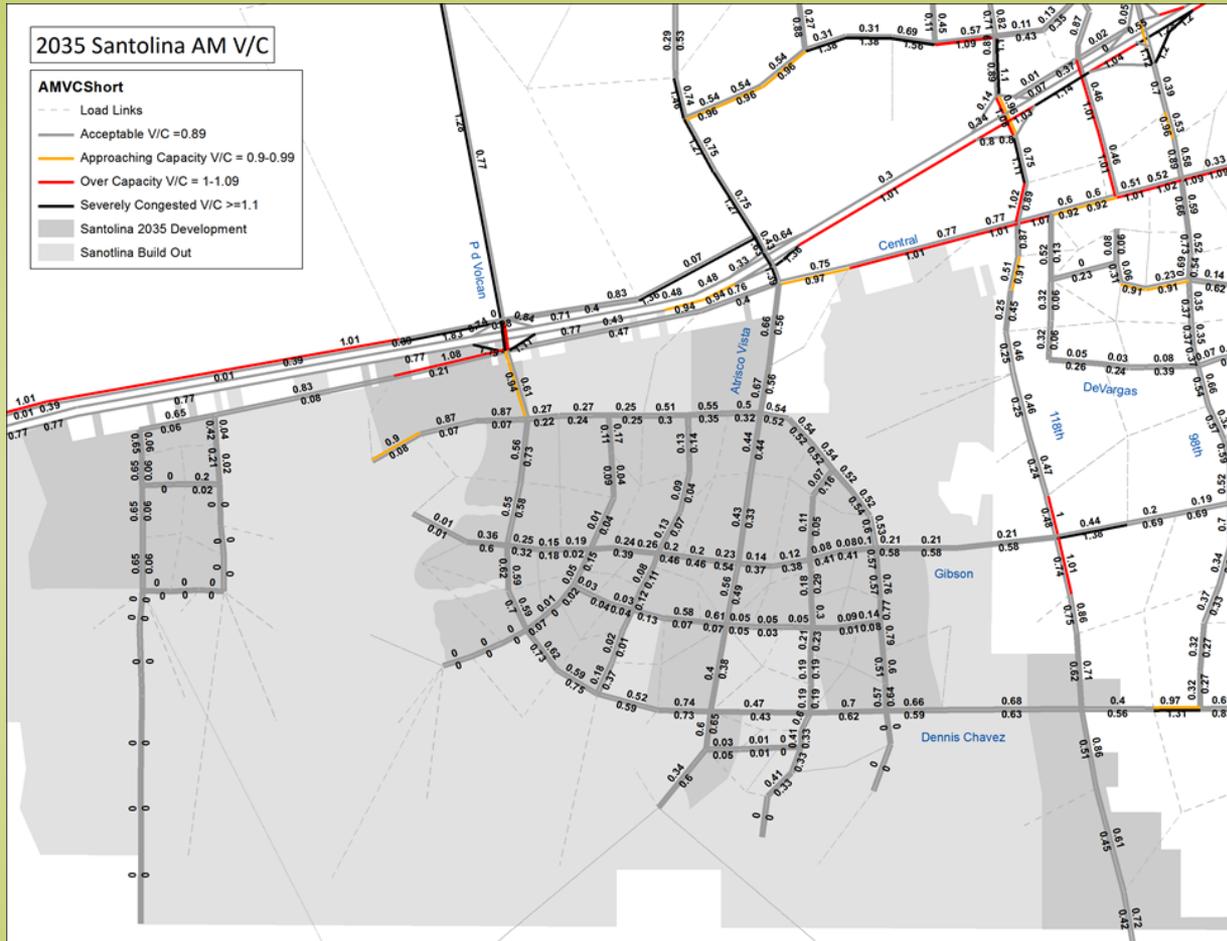
2035 PROJECTED DEVELOPMENT ROADWAY NETWORK



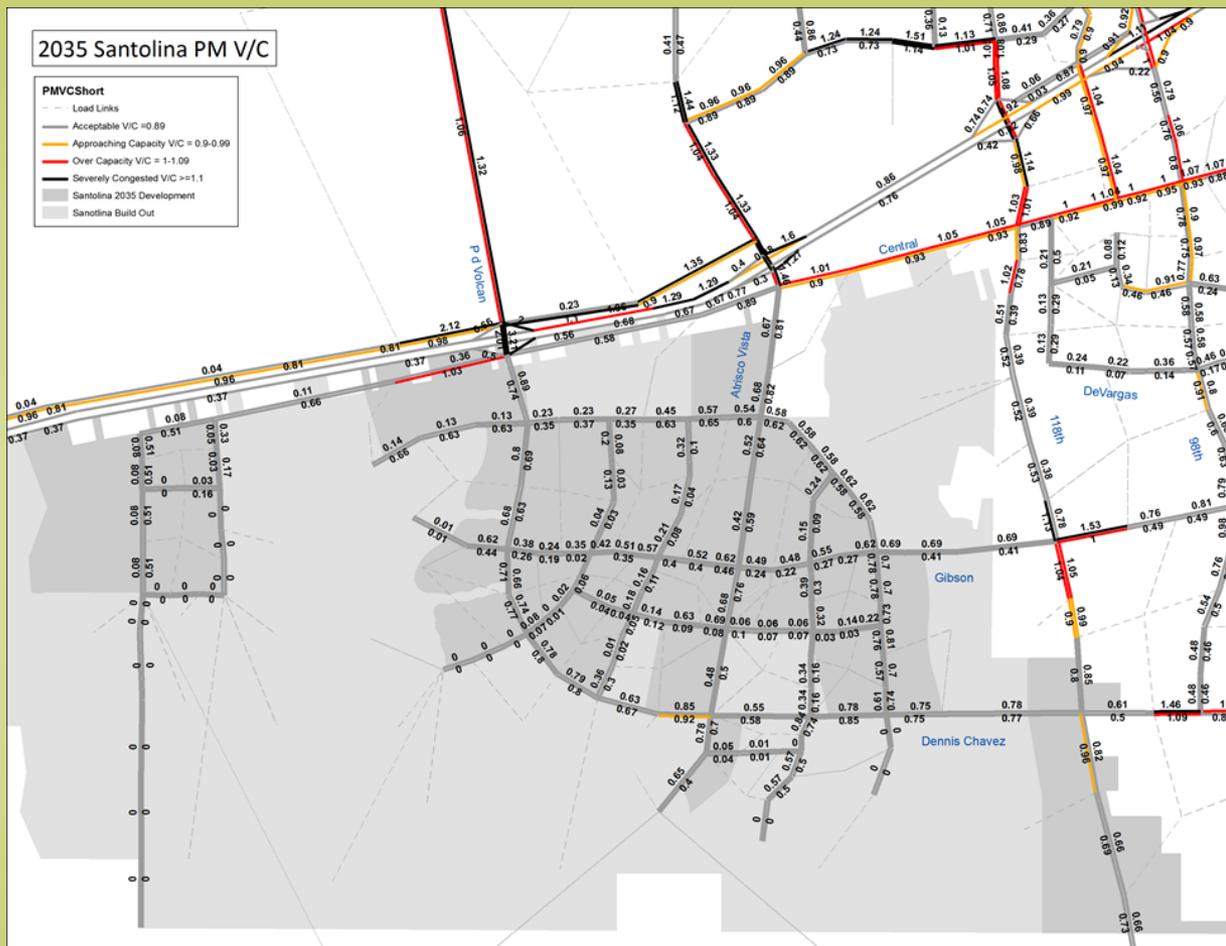
2035 PROJECTED DEVELOPMENT NUMBER OF LANES



2035 PROJECTED DEVELOPMENT AM VOLUME TO CAPACITY (V/C) RATIO



2035 PROJECTED DEVELOPMENT PM VOLUME TO CAPACITY (V/C) RATIO



RESULTS

- Provided **arterial roadway typical sections** with on-street bicycle lanes, sidewalks, landscape buffers and provision for future transit
- Potential **Transit Center locations** to serve the Business Park, Town Center and Urban Center
- Identified potential **bus stop locations** to serve the entire community with transit service

Integrated, multi-modal network

TRANSIT MASTER PLAN



NOTES:

1. TRANSIT CENTER AND STOPS ARE APPROXIMATE AND ILLUSTRATIVE, SUBJECT TO CHANGE.

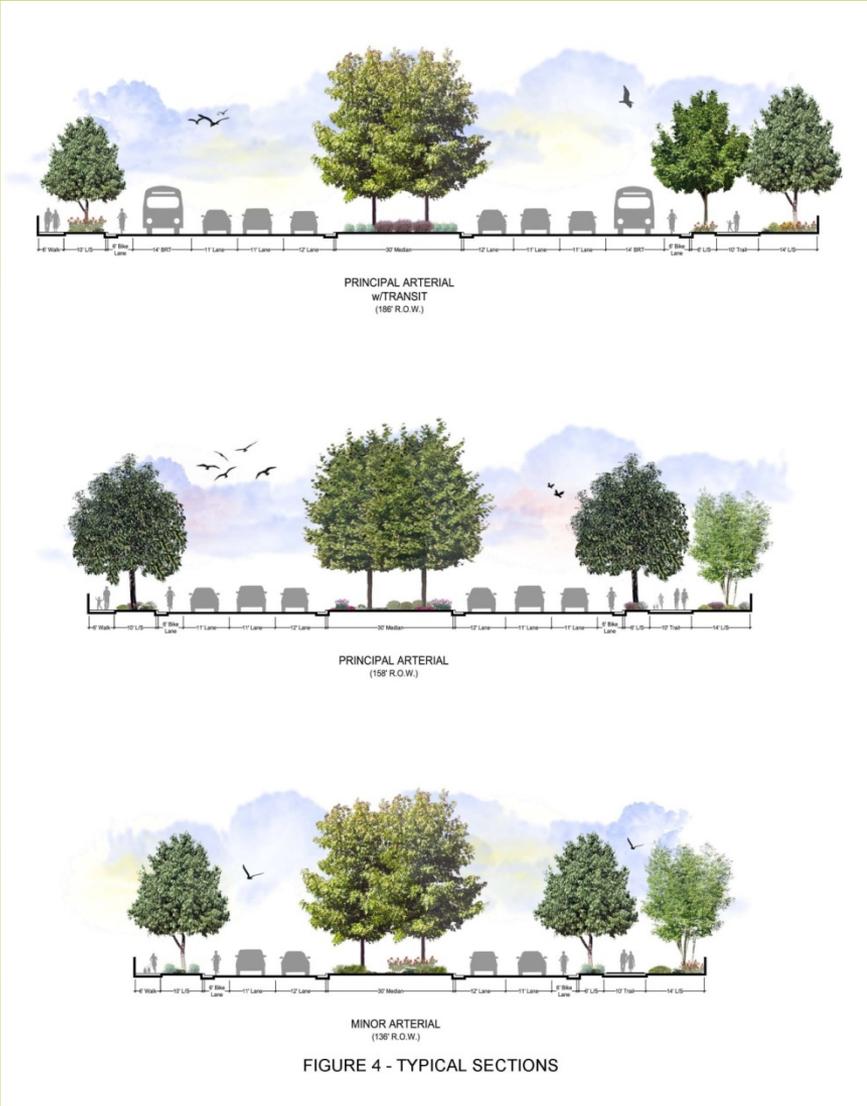
LEGEND

- T TRANSIT CENTERS
- TRANSIT STOP
- BRT / ROUTE COMMUTER

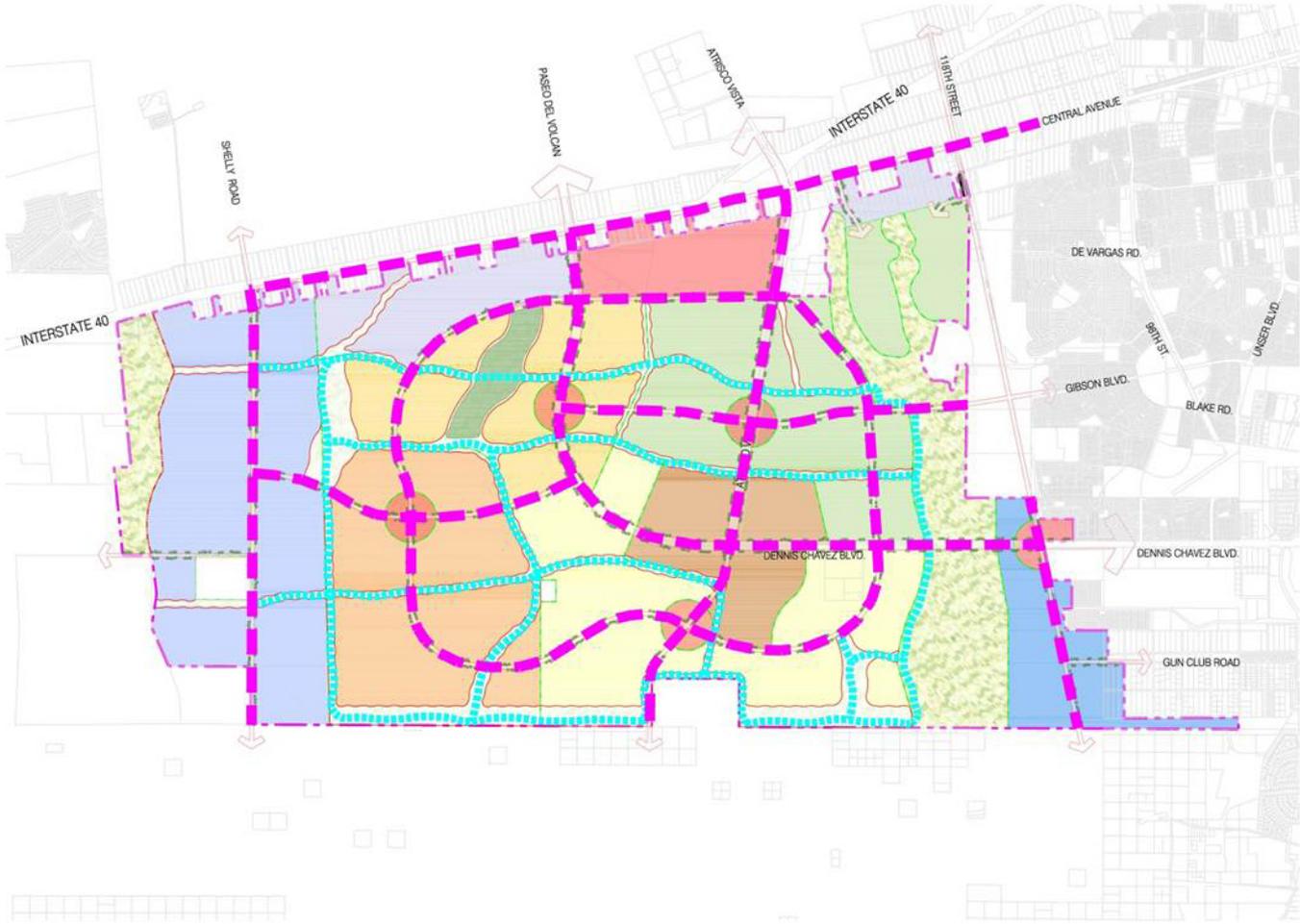


Met. 9-Jan-2013 - 8:33 am. Plotted by: R10000
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Integrated, multi-modal network



PEDESTRIAN & BIKEWAYS MASTER PLAN



- COMMUNITY TRAILS
- ALL PRINCIPAL ARTERIALS HAVE ON-STREET BIKE LANES, SIDEWALK AND MULTI-USE TRAIL

- NOTES:**
1. ROADS ARE PRELIMINARY AND SHOWN FOR ILLUSTRATIVE PURPOSES.
 2. ALL MINOR ARTERIALS AND COLLECTORS WILL ALSO HAVE ON-STREET BIKE LANES, SIDEWALK AND MULTI-USE TRAILS.



Fig. 4-Jan-2013 - 9:23 am, Plotted by: JPATERSON
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AGENCY TOPICS

- **Access Management**

- Have adopted NMDOT spacing on all Santolina roadways
- Will work with the County on Interim Access approach
- Prepared an illustrative plan showing access concepts

- **Frontage Road**

- Have agreed to a parallel roadway within Santolina to accommodate development traffic
- Future Level B studies will include/model this roadway

ILLUSTRATIVE ACCESS PLAN

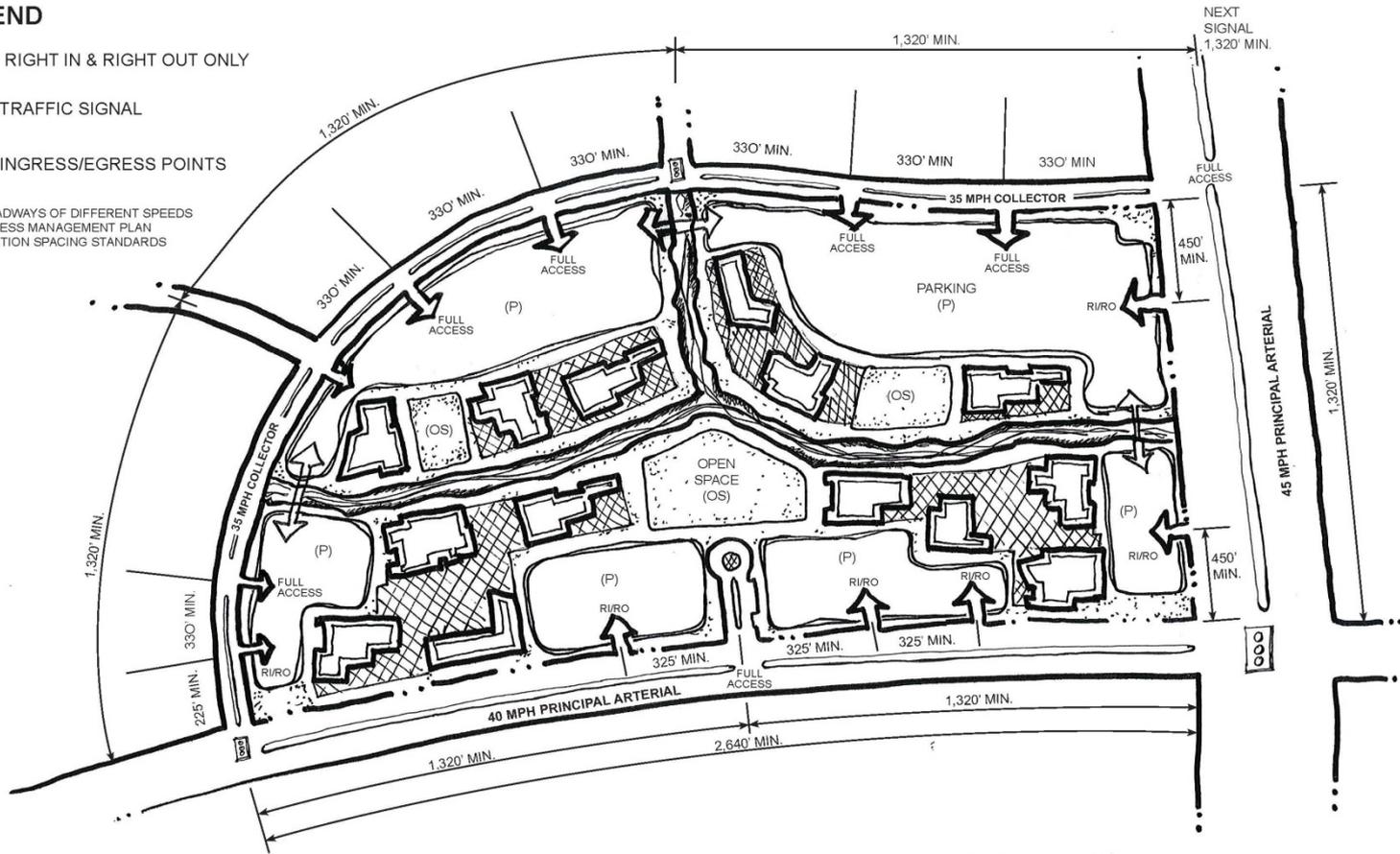
LEGEND

RI/RO = RIGHT IN & RIGHT OUT ONLY

 = TRAFFIC SIGNAL

 = INGRESS/EGRESS POINTS

* FOR ROADWAYS OF DIFFERENT SPEEDS
SEE ACCESS MANAGEMENT PLAN
INTERACTION SPACING STANDARDS



SANTOLINA ILLUSTRATIVE TRAFFIC PLAN
REPRESENTING THE ACCESS MANAGEMENT PLAN INTERSECTION/DRIVEWAY SPACING

MARCH 2014

AGENCY TOPICS

Connectivity

- Have agreed to show additional connections to north, south, west and east Santolina
- Connections to lands outside Santolina exceed 20 points of connection

Phasing

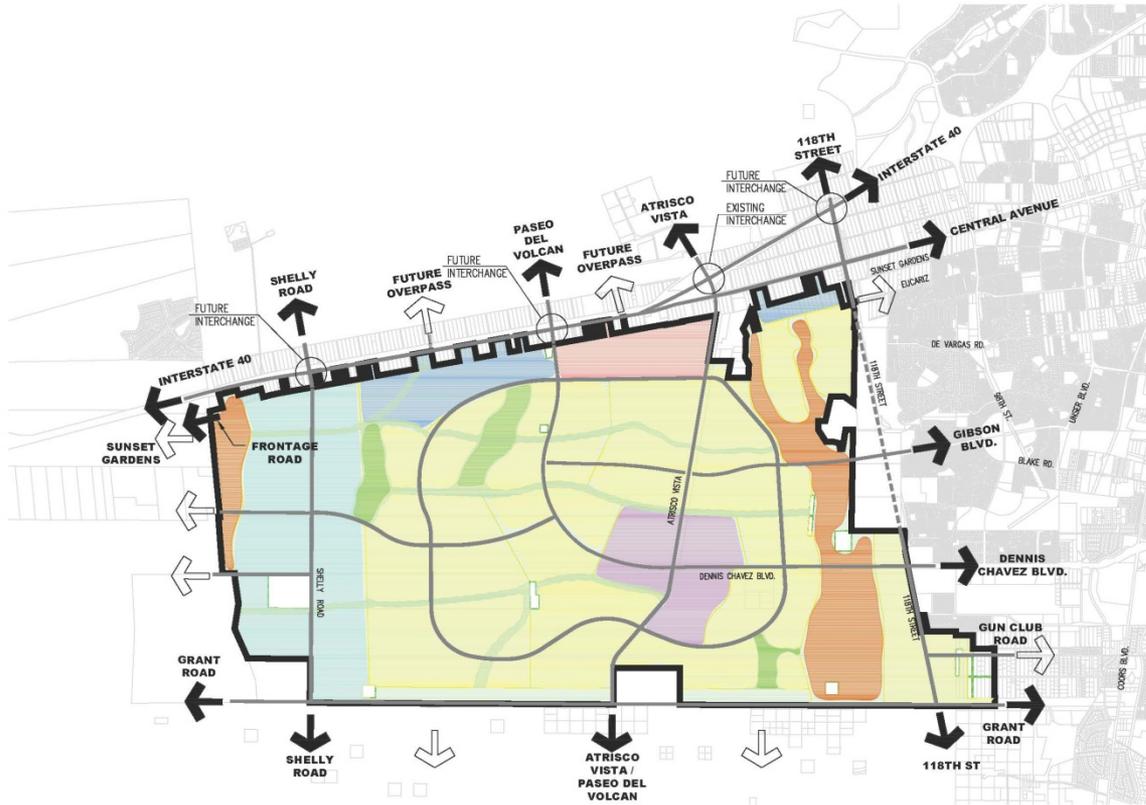
- Provided phased analysis per PCC requirements
- Future Level B studies to address phasing as required by Staff and PCC

118th Street Interchange

- WALH has not proposed any changes to the 118th interchange plans. ROW/easements are in place for interchange and are noted on plats.

AGENCY TOPICS

"COMMUNITY CONNECTIVITY" MAP



LEGEND



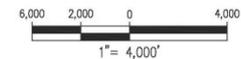
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AGENCY TOPICS

Jobs/Housing Balance

The balance will be monitored at each Level B Plan

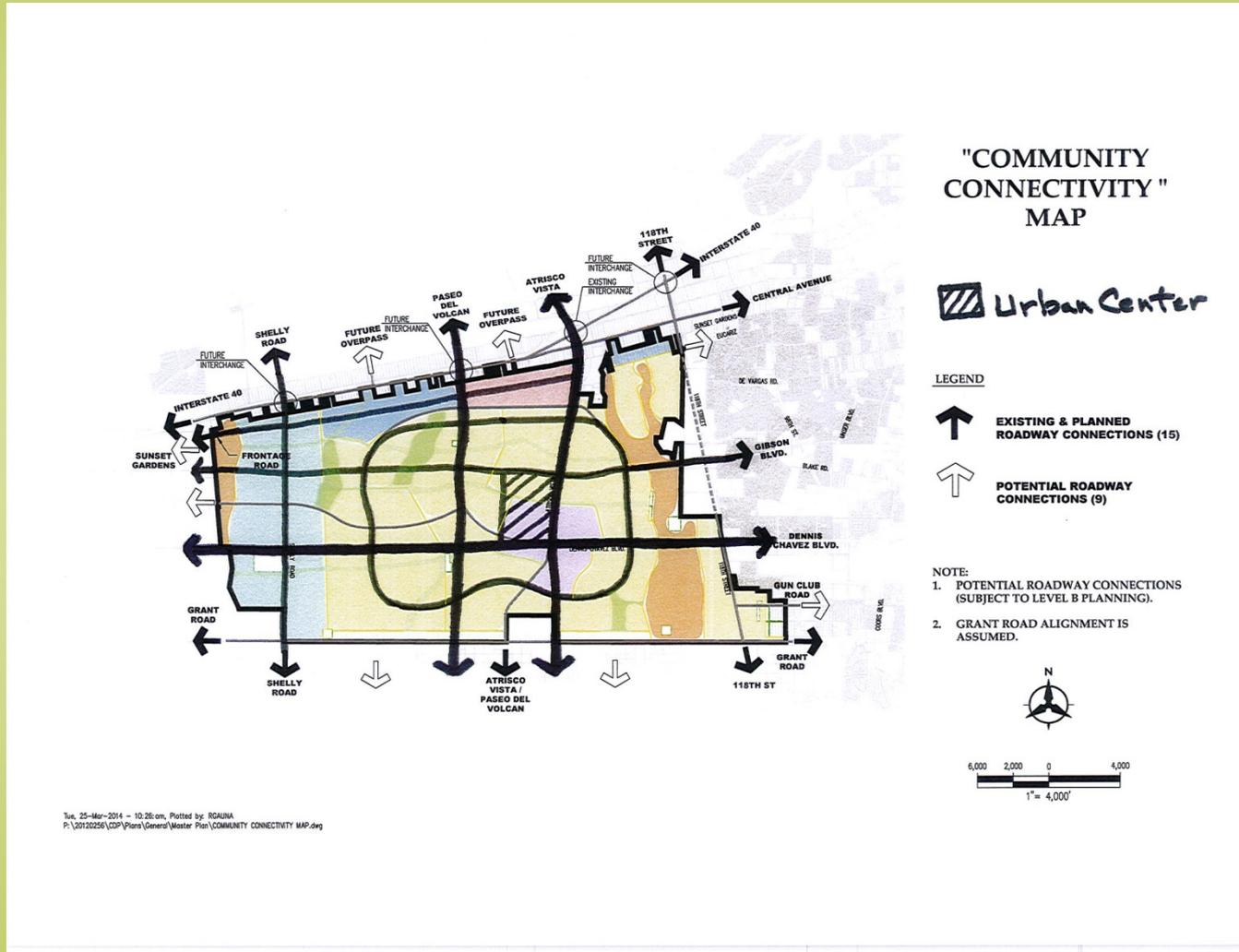
Urban Center Location

We are proposing moving the Urban Center to the northwest quadrant and increasing the size of the Town Center and Business Park

****Adjustments to land use districts will not change the overall land use mix or land use assumptions***

AGENCY TOPICS

Urban Center Location



CONCLUSIONS

- Transportation Master Plan achieved goals and requirements of the County's PCC
 - A balanced, multi-modal community
 - Able to meet full buildout needs of the community
- Substantial conformance with the approved Level A Plan, or re-evaluation of the roadway system is required
- Future Level B/C submittals will refine the transportation planning and modeling

NEXT STEPS...

- **Presentation at the Westside Coalition Neighborhood Meeting** (date to be determined)
- **Presentation to the Anderson Hills Neighborhood Association** (date to be determined)
- **Santolina Team will meet with departments and agencies and will submit a letter in response to all written comments prior to the next hearing**
- **May 28, CPC Hearing Number 5 – Environment and Open Space**
- **July 30, CPC Hearing Number 6 – Government and Public Services and CPC RECOMMENDATION**