City of Albuquerque

Planning Department

Development Review Services Division

Traffic Scoping Form (REV 12/2020)

Project Title: Uptown Connect Mixed-use Building Permit #: _____ Hydrology File #: _____

Zone Atlas Page: H-18-Z DRB#: _____ EPC#: _____ Work Order#: _____

Legal Description: Tract E-2A1 and TR E-2A2 Jeanne Dale Addition

City Address: 6501 Indian School NE, Albuquerque, NM 87110

Applicant: Isaacson & Arfman, Inc. Contact: Ian Anderson

Address: 128 Monroe Street Ne - Albuquerque, NM 87108

Phone#: (505) 362-6824 Fax#: _____ E-mail: ian@iacivil.com

Development Information

Build out/Implementation Year: 2026 Current/Proposed Zoning: MX-H

Project Type: New: ( ) Change of Use: ( ) Same Use/Unchanged: ( ) Same Use/Increased Activity: (✓)

Proposed Use (mark all that apply): Residential: ( ) Office: ( ) Retail: ( ) Mixed-Use: (✓)

Describe development and Uses:

The development will include the construction of four various use buildings including, residential apartments, commercial areas, and a new Nusenda building. The site will be mixed-use.

Days and Hours of Operation (if known): TBD

Facility

Building Size (sq. ft.): North Tower(296,881 SF), Plaza Building(58,520 SF), South Tower (172,578 SF). Total (527,979 SF)

Number of Residential Units: North Tower - 215 Units, Plaza Building - 19 Units, South Tower - 194 units. Total - 428 Units

Number of Commercial Units: TBD

Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):* TBD

Expected Number of Employees (if known):* TBD

Expected Number of Delivery Trucks/Buses per Day (if known):* TBD

Trip Generations during PM/AM Peak Hour (if known):* Total: AM Peak Trips - 317; PM Peak Trips - 399. See attached for additional info

Driveway(s) Located on: Uptown Blvd. NE, Americas Parkway NE, and Indiana Street NE

Adjacent Roadway(s) Posted Speed:

Uptown Blvd. NE	30 mph
Americas Parkway NE	30 mph
Indiana Street NE	25 mph

** If these values are not known, assumptions will be made by City staff. Depending on the assumptions, a full TIS may be required*

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation/Functional Classification: Uptown - Urban Major Collector
Americas Prkwy - Urban Major Collector
Indiana St - Local Urban
(arterial, collecdtor, local, main street)

Comprehensive Plan Center Designation: Urban Center
(urban center, employment center, activity center)

Jurisdiction of roadway (NMDOT, City, County): City of Abluquerque

Adjacent Roadway(s) Traffic Volume: 3,921 (Uptown Blvd, 2016) Volume-to-Capacity Ratio: _____
(if applicable)

Adjacent Transit Service(s): Bus - On site Nearest Transit Stop(s): Uptown Transit Center - On site

Is site within 660 feet of Premium Transit?: Yes

Current/Proposed Bicycle Infrastructure: Americas Pkwy NE Bike Lane
(bike lanes, trails)

Current/Proposed Sidewalk Infrastructure: Existing sidewalk found along all property boundaries, public sidewalk to remain under proposed development

Relevant Web-sites for Filling out Roadway Information:

City GIS Information: http://www.cabq.gov/gis/advanced-map-viewer

Comprehensive Plan Corridor/Designation:https://abc-zone.com/document/abc-comp-plan-chapter-5-land-use (map after Page 5-5)

Road Corridor Classification: https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-PDF?bidId=

Traffic Volume and V/C Ratio: https://www.mrcog-nm.gov/285/Traffic-Counts and https://public.mrcog-nm.gov/taqa/

Bikeways: http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf (Map Pages 75 to 81)

TIS Determination

Note: Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

Traffic Impact Study (TIS) Required: Yes [ ] No [X] Borderline [ ]

Thresholds Met? Yes [X] No [ ]

Mitigating Reasons for Not Requiring TIS: Previously Studied: [ ]

Notes: Project is in an Urban Center. Per DPM Table 7.5.87 a TIS is not requried

Curtis A Cherne
TRAFFIC ENGINEER

6-14-24
DATE

Submittal

The Scoping Form must be submitted as part of any building permit application, DRB application, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to the City Traffic Engineer mgrush@cabq.gov . Call 924-3362 for information.

Site Plan/Traffic Scoping Checklist

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

1. Access -- location and width of driveways
2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
3. Bike Lanes (check for designated bike routes, long range bikeway system) *(check MRCOG Bikeways and Trails in the 2040 MTP map)*
4. Location of nearby multi-use trails, if applicable *(check MRCOG Bikeways and Trails in the 2040 MTP map)*
5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
7. Distance from access point(s) to nearest adjacent driveways/intersections.
8. Note if site is within a Center and more specifically if it is within an Urban Center.
9. Note if site is adjacent to a Main Street.
10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify v/c ratio on this form.

Uptown Connect Mixed-Use TSF Trip Generation by Use										
Bldg	**Land Use Code**	**Land Use Description**	**Bldg GFA**	**AM Trips**	**AM - In**	**AM - Out**	**PM Trips**	**PM - In**	**PM - Out**	**Notes**
North Tower	822	STRIP RETAIL PLAZA	5,688	20	12	8	52	26	26	
North Tower	221	MULTI-FAMILY	178,676	60	8	52	56	41	15	
North Tower	912	DRIVE-IN BANK	5,688	60	36	24	98	45	53	6 driving lanes
Plaza	822	STRIP RETAIL PLAZA	5,881	20	12	8	53	27	26	
Plaza	221	MULTI-FAMILY	22,296	10	1	9	5	4	1	
NT & Plaza	90	PARK-AND-RIDE LOT WITH BUS	25,600	113	88	25	117	30	87	
South Tower	221	MULTIFAMILY HOUSING (MID-RISE)	172,578	54	8	46	50	37	13	
		Total	**416,407**	**337**	**165**	**172**	**431**	**210**	**221**	

Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

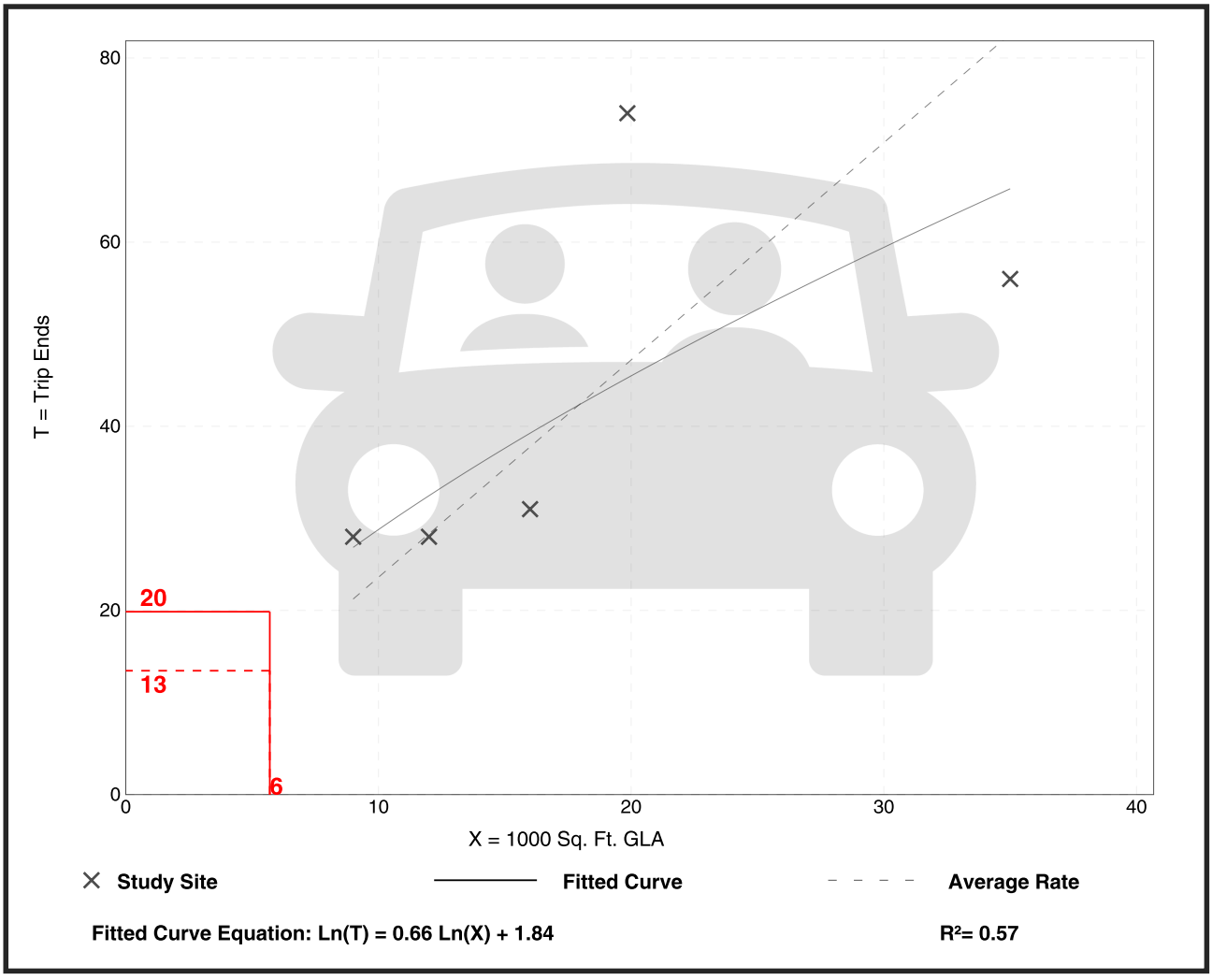
Calculated Trip Ends:
Average Rate: 13 (Total), 8 (Entry), 5 (Exit)
Fitted Curve: 20 (Total), 12 (Entry), 8 (Exit)

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



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Strip Retail Plaza (<40k)
(822)

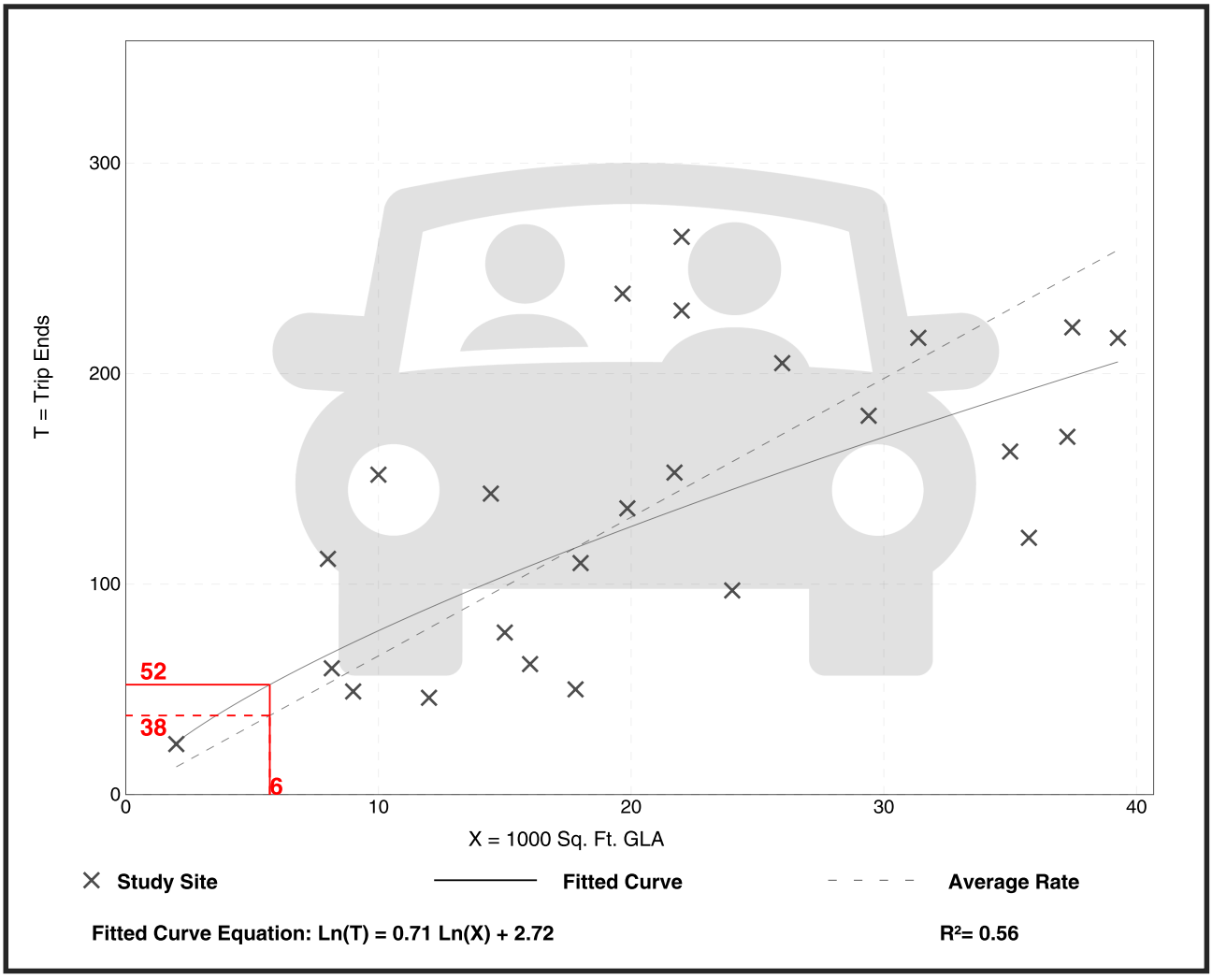
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 38 (Total), 19 (Entry), 19 (Exit)
Fitted Curve: 52 (Total), 26 (Entry), 26 (Exit)

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

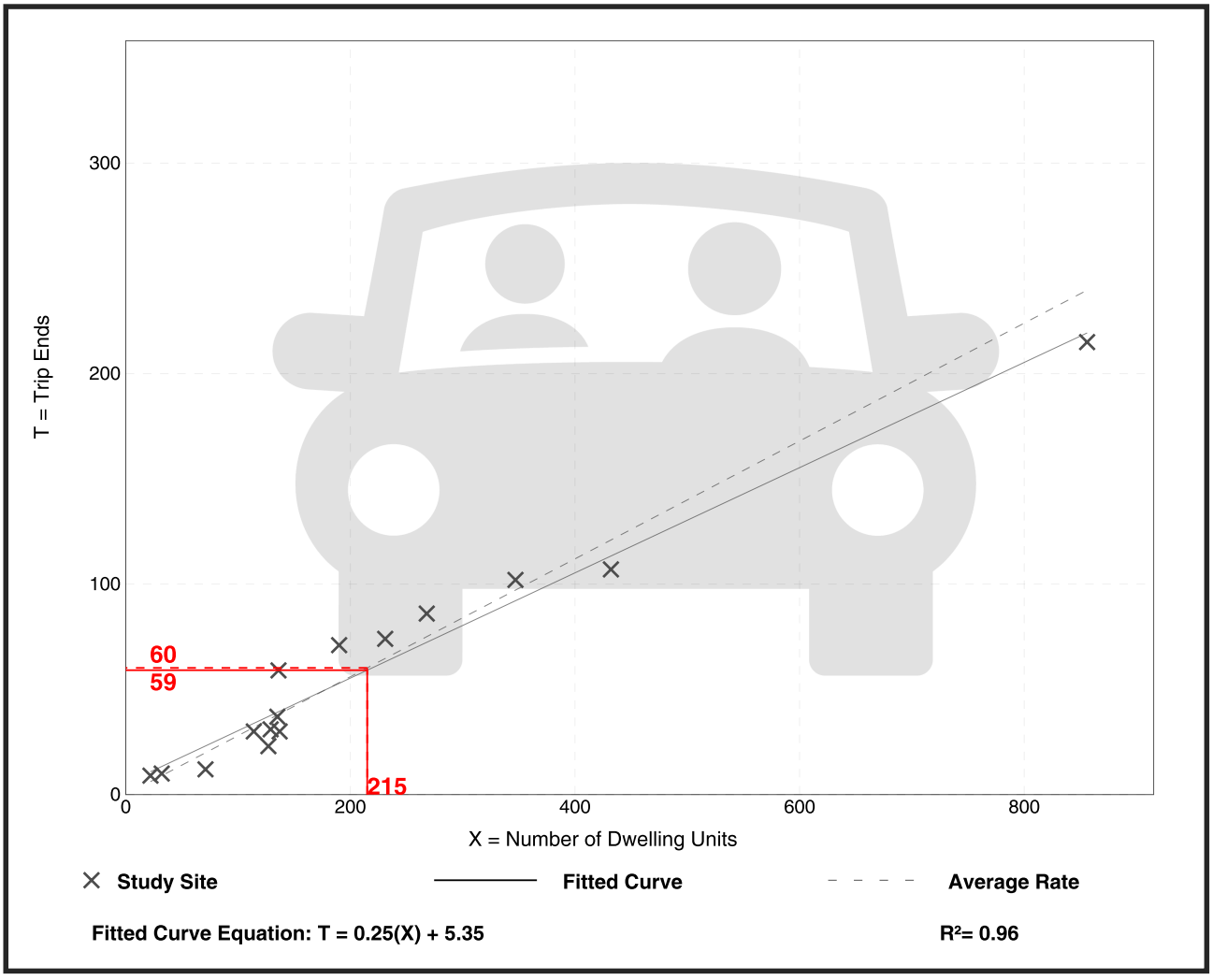
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 15
Avg. Num. of Dwelling Units: 215
Directional Distribution: 14% entering, 86% exiting

Calculated Trip Ends:
Average Rate: 60 (Total), 8 (Entry), 52 (Exit)
Fitted Curve: 59 (Total), 8 (Entry), 51 (Exit)

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.28	0.17 - 0.43	0.06

Data Plot and Equation



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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

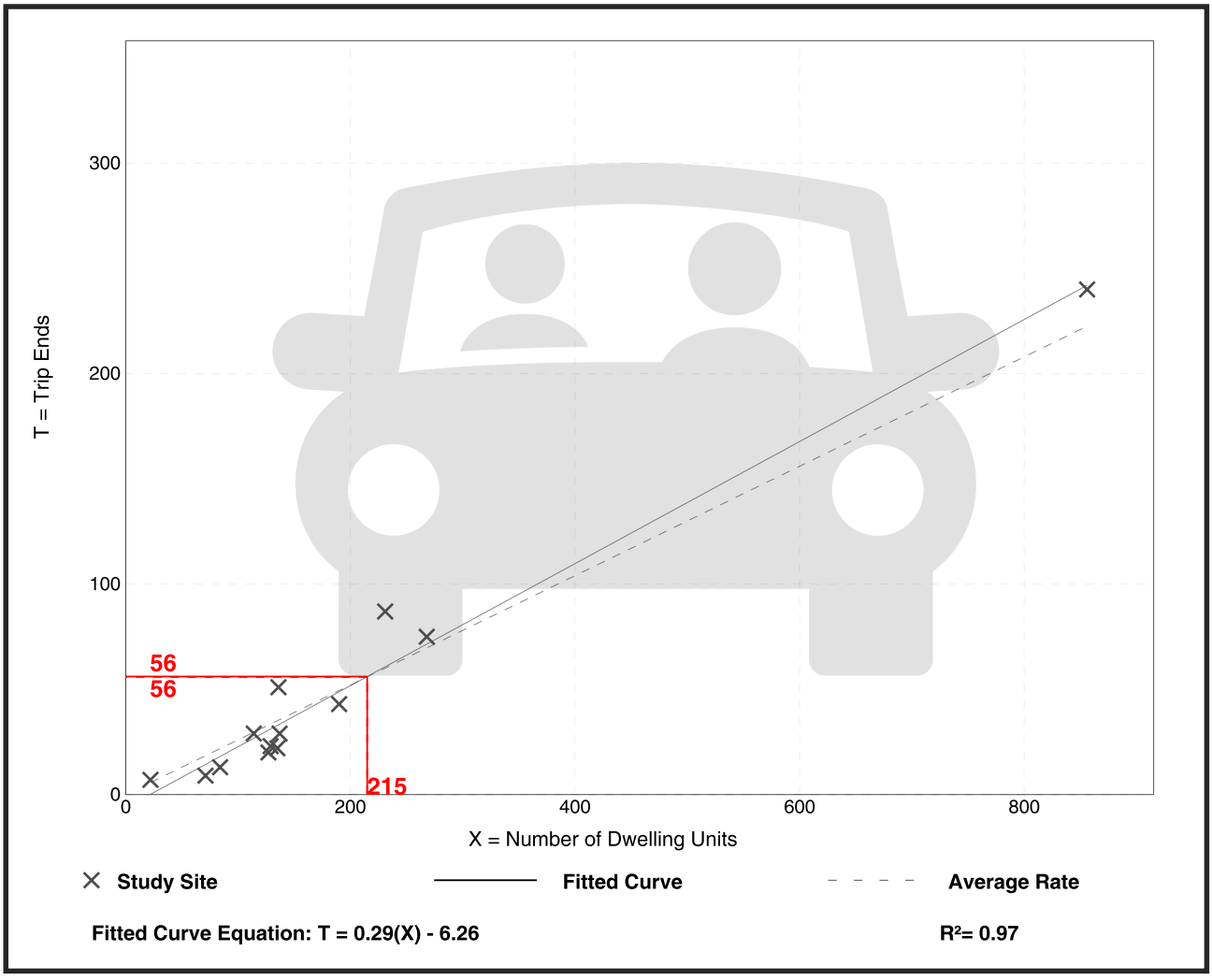
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 13
Avg. Num. of Dwelling Units: 192
Directional Distribution: 74% entering, 26% exiting

Calculated Trip Ends:
Average Rate: 56 (Total), 41 (Entry), 15 (Exit)
Fitted Curve: 56 (Total), 42 (Entry), 14 (Exit)

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.13 - 0.38	0.07

Data Plot and Equation



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Drive-in Bank
(912)

Vehicle Trip Ends vs: **Drive-In Lanes**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **Center City Core**
Number of Studies: 1
Avg. Num. of Drive-In Lanes: 5
Directional Distribution: 60% entering, 40% exiting

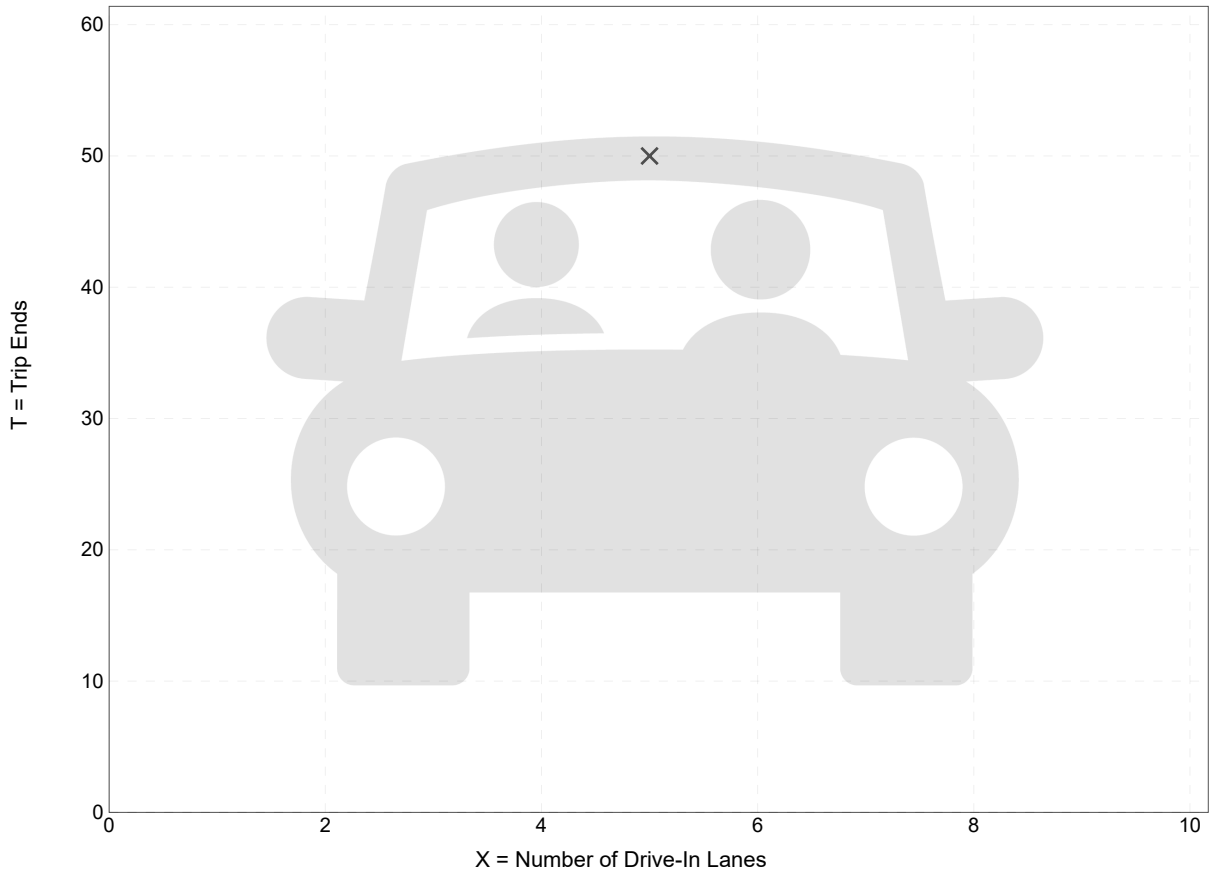
Calculated Trip Ends:
Average Rate: 60 (Total), 36 (Entry), 24 (Exit)

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
10.00	10.00 - 10.00	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Drive-in Bank
(912)

Vehicle Trip Ends vs: **Drive-In Lanes**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Center City Core**
Number of Studies: 1
Avg. Num. of Drive-In Lanes: 5
Directional Distribution: 46% entering, 54% exiting

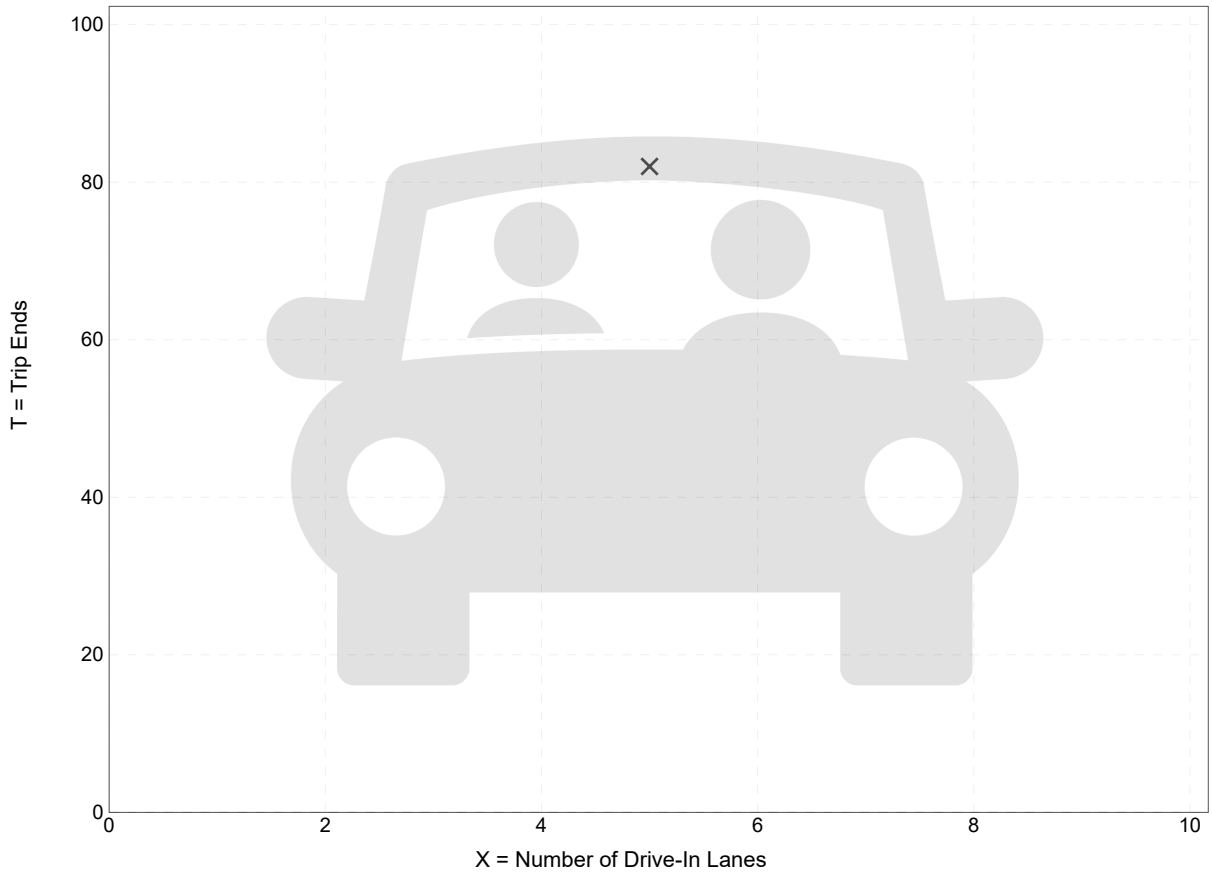
Calculated Trip Ends:
Average Rate: 98 (Total), 45 (Entry), 53 (Exit)

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
16.40	16.40 - 16.40	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

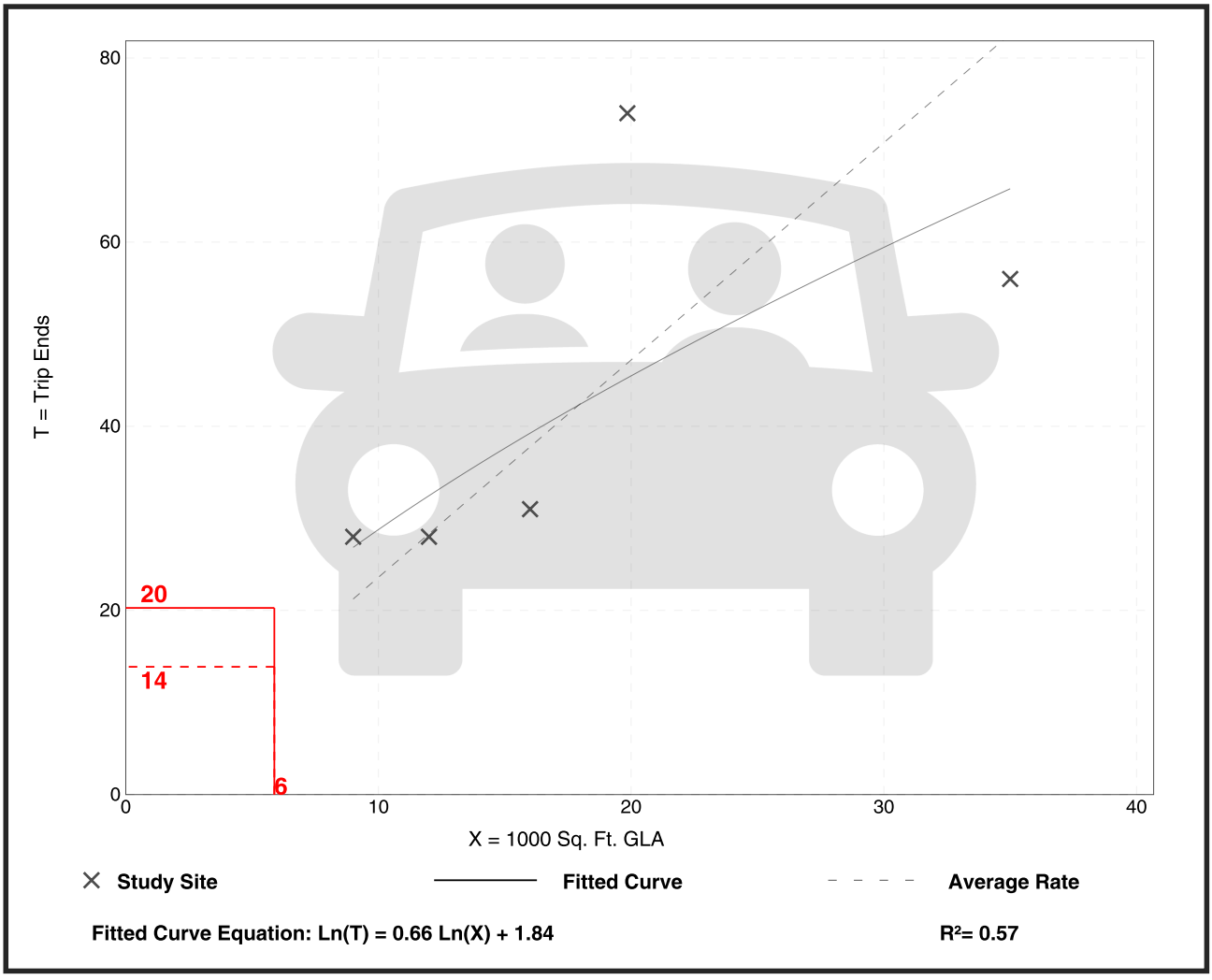
Calculated Trip Ends:
Average Rate: 14 (Total), 8 (Entry), 6 (Exit)
Fitted Curve: 20 (Total), 12 (Entry), 8 (Exit)

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



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Strip Retail Plaza (<40k)
(822)

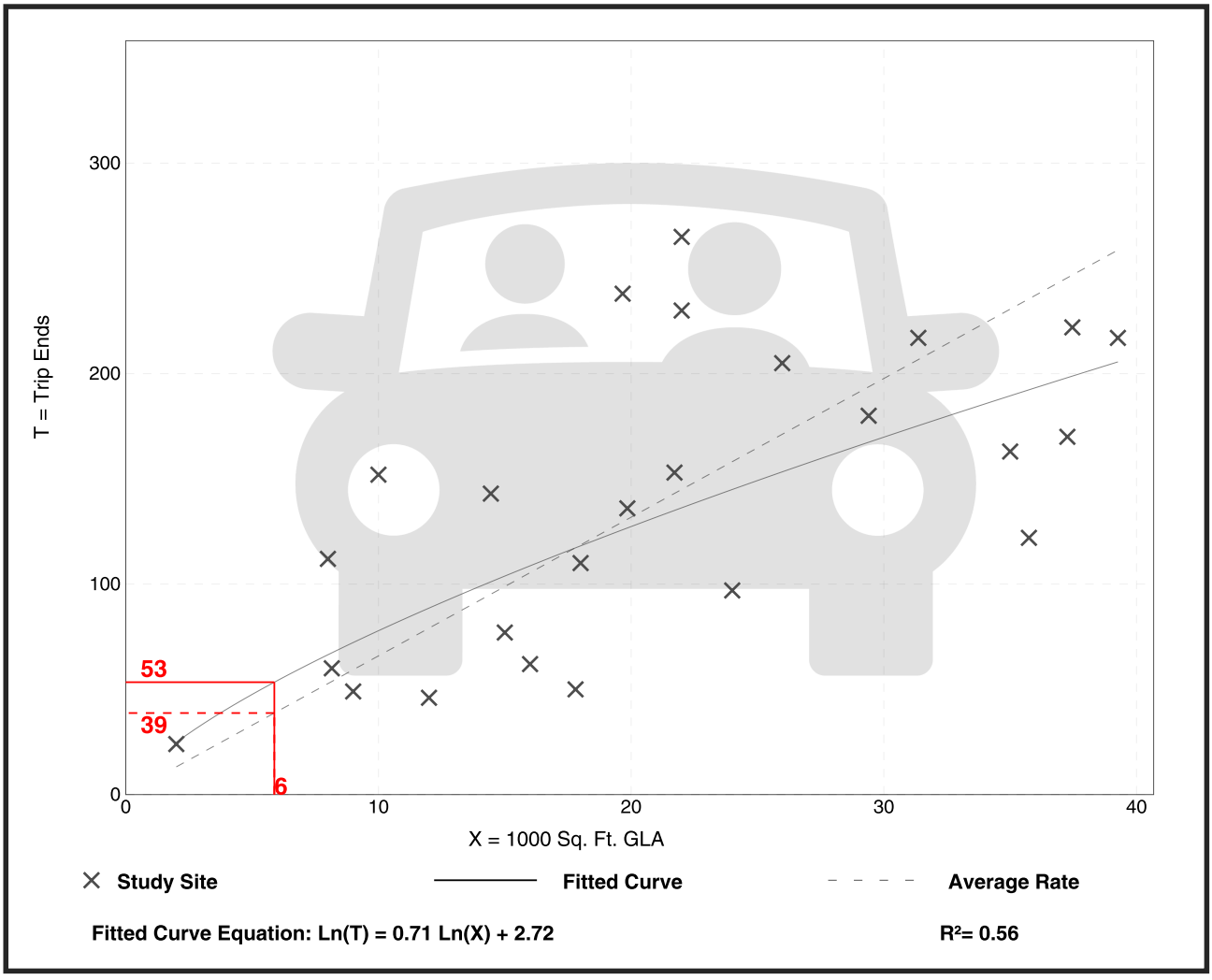
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 39 (Total), 19 (Entry), 20 (Exit)
Fitted Curve: 53 (Total), 27 (Entry), 26 (Exit)

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

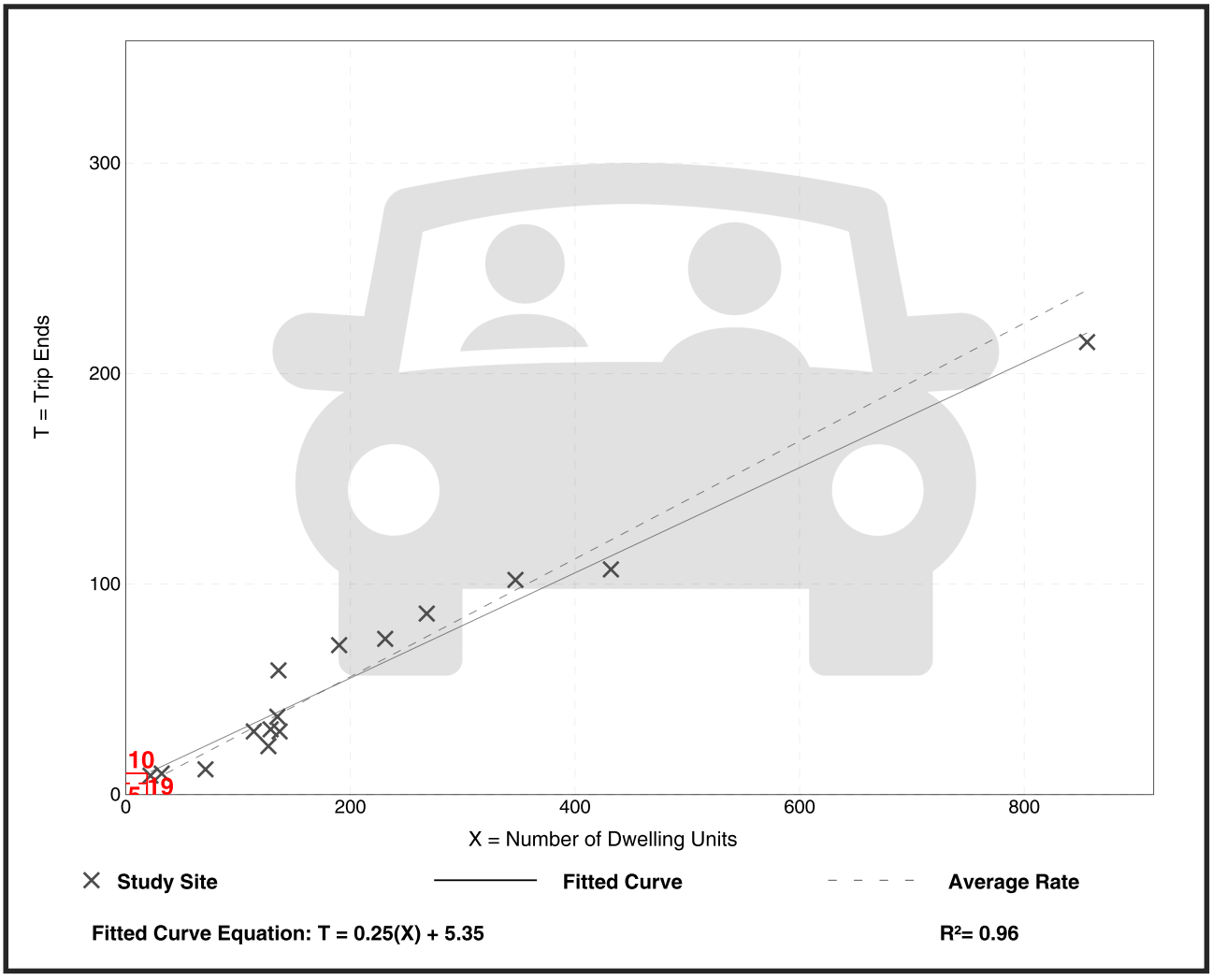
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 15
Avg. Num. of Dwelling Units: 215
Directional Distribution: 14% entering, 86% exiting

Calculated Trip Ends:
Average Rate: 5 (Total), 1 (Entry), 4 (Exit)
Fitted Curve: 10 (Total), 1 (Entry), 9 (Exit)

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.28	0.17 - 0.43	0.06

Data Plot and Equation



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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

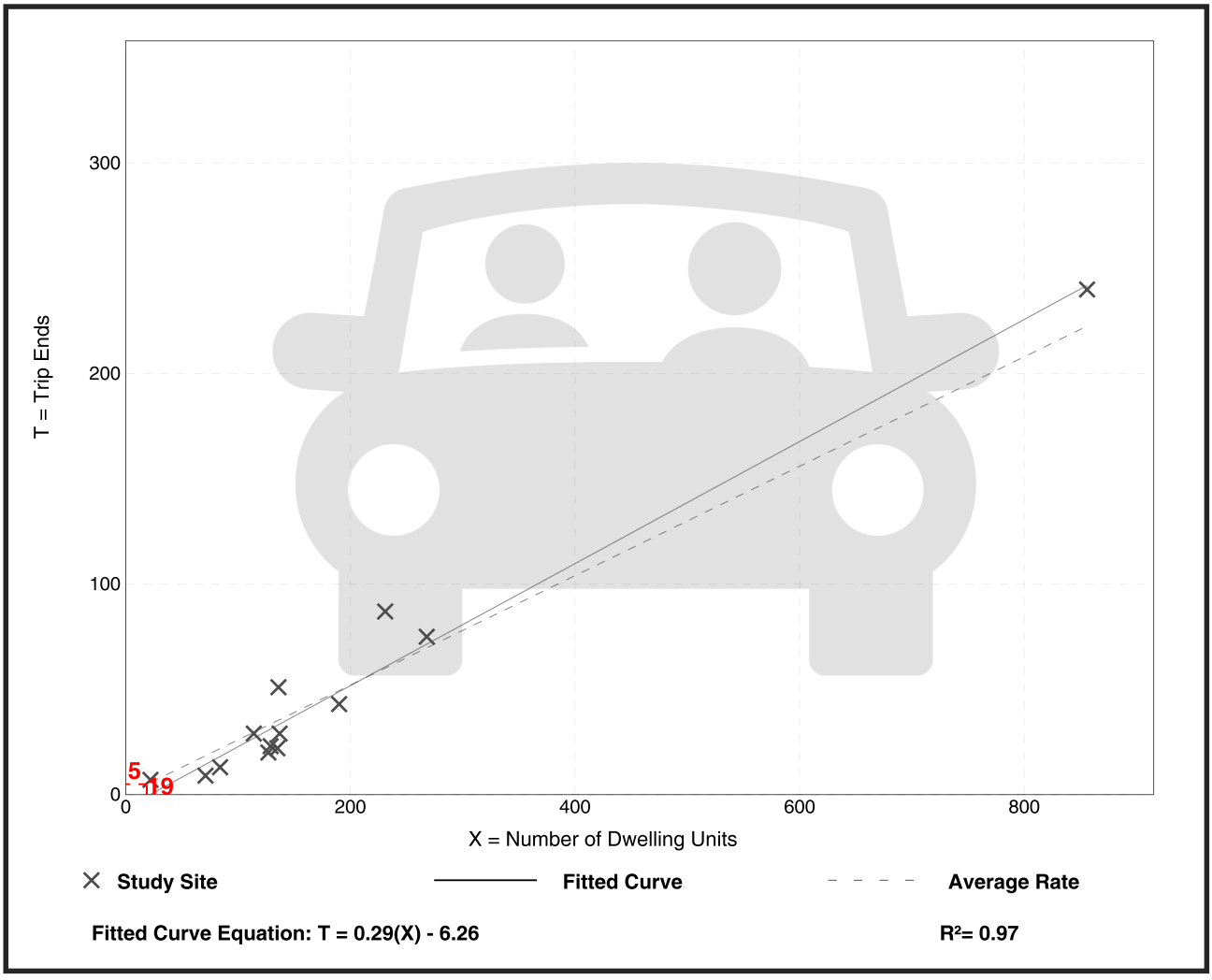
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 13
Avg. Num. of Dwelling Units: 192
Directional Distribution: 74% entering, 26% exiting

Calculated Trip Ends:
Average Rate: 5 (Total), 4 (Entry), 1 (Exit)
Fitted Curve: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.13 - 0.38	0.07

Data Plot and Equation



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Park-and-Ride Lot with Bus or Light Rail Service
(090)

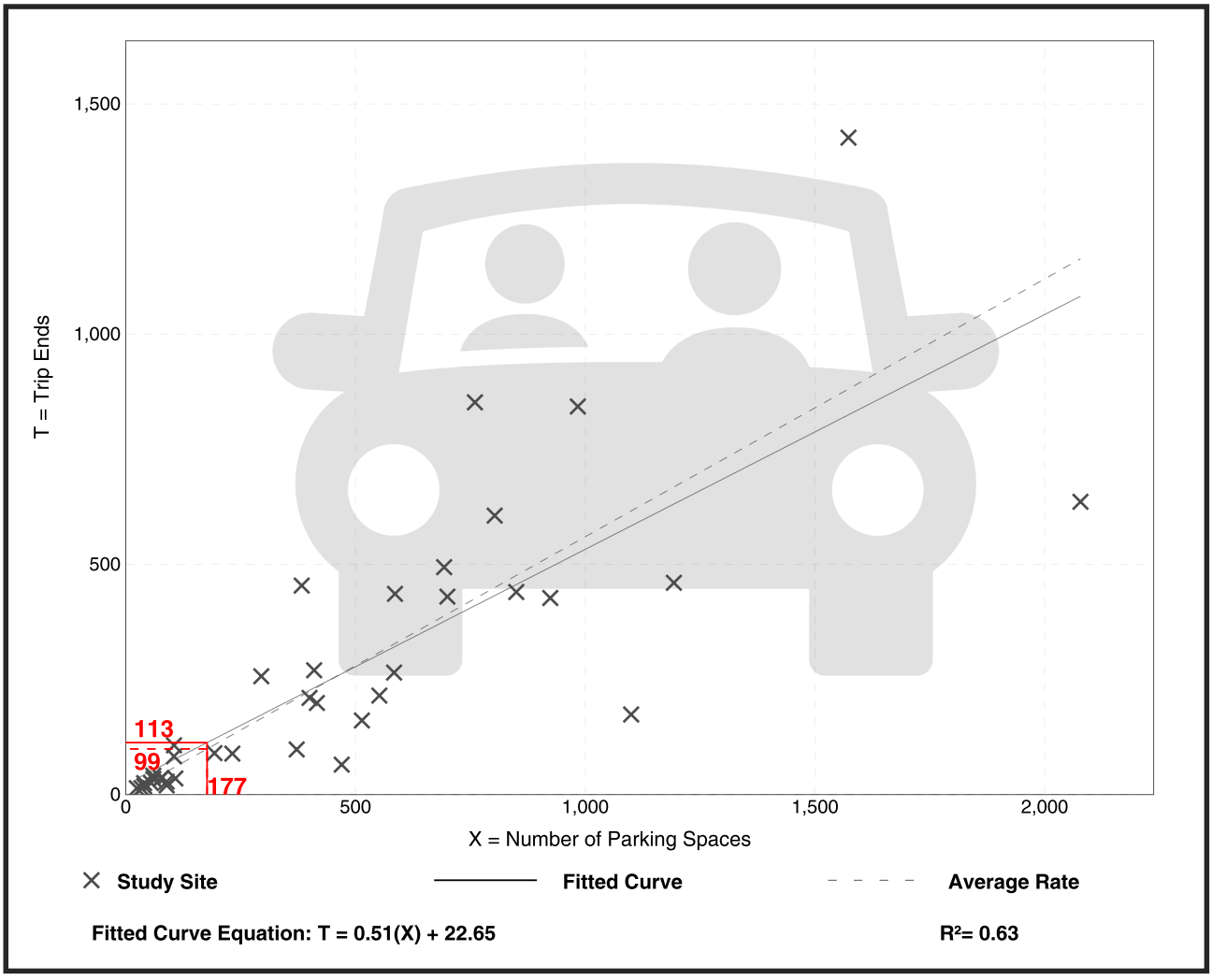
Vehicle Trip Ends vs: **Parking Spaces**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 38
Avg. Num. of Parking Spaces: 474
Directional Distribution: 78% entering, 22% exiting

Calculated Trip Ends:
Average Rate: 99 (Total), 77 (Entry), 22 (Exit)
Fitted Curve: 113 (Total), 88 (Entry), 25 (Exit)

Vehicle Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
0.56	0.14 - 1.19	0.28

Data Plot and Equation



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Park-and-Ride Lot with Bus or Light Rail Service
(090)

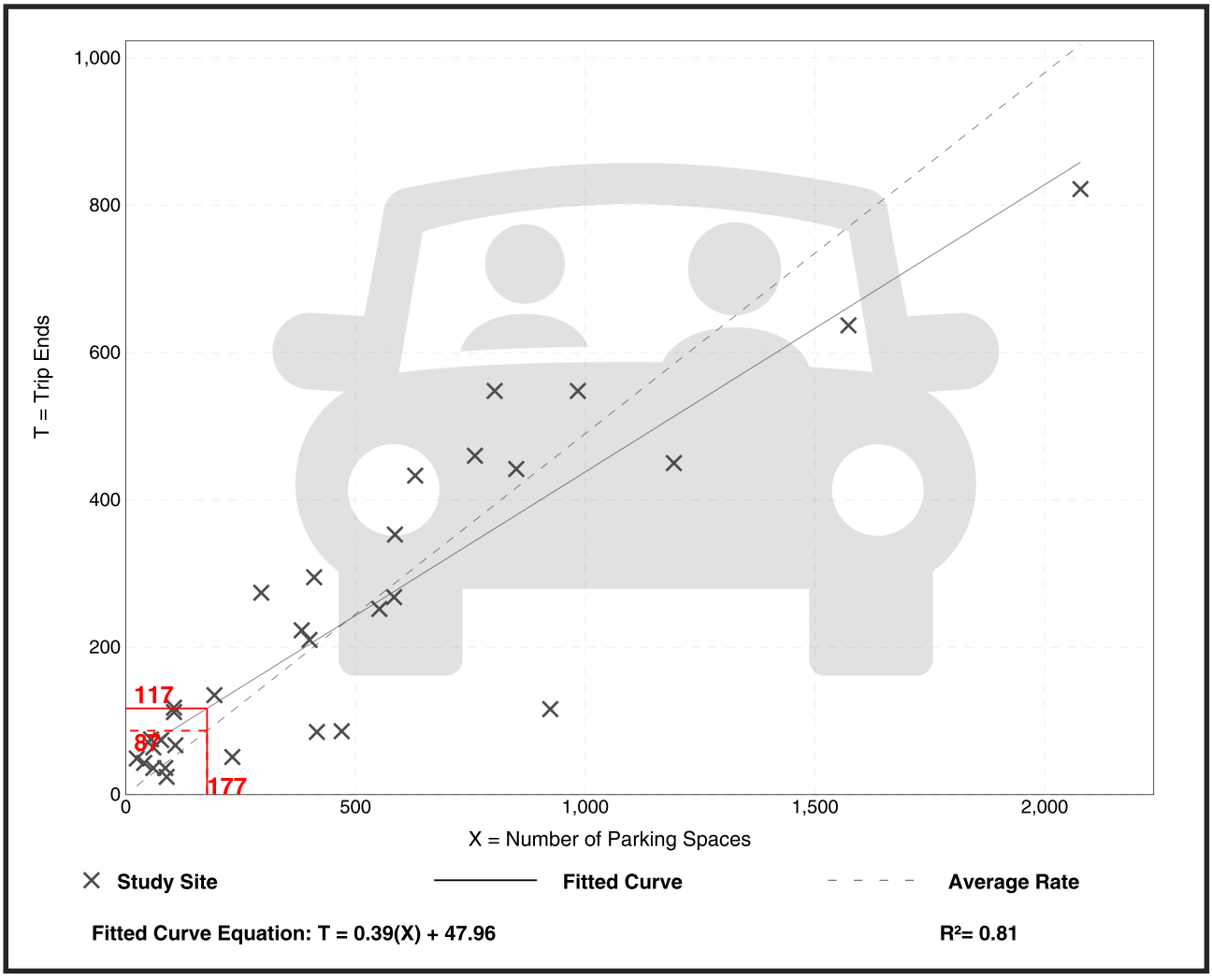
Vehicle Trip Ends vs: **Parking Spaces**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Parking Spaces: 488
Directional Distribution: 26% entering, 74% exiting

Calculated Trip Ends:
Average Rate: 87 (Total), 23 (Entry), 64 (Exit)
Fitted Curve: 117 (Total), 30 (Entry), 87 (Exit)

Vehicle Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
0.49	0.13 - 2.04	0.21

Data Plot and Equation



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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

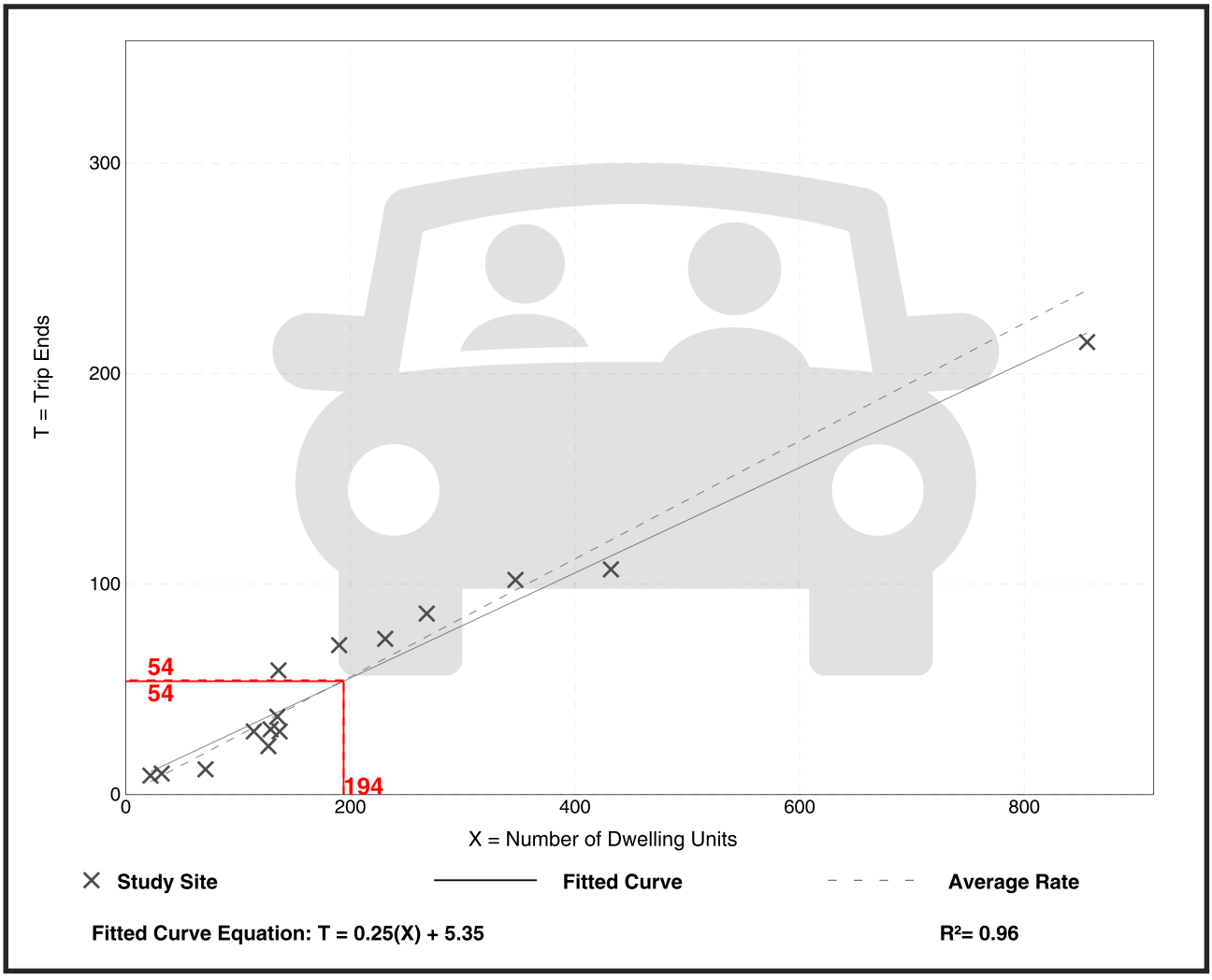
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 15
Avg. Num. of Dwelling Units: 215
Directional Distribution: 14% entering, 86% exiting

Calculated Trip Ends:
Average Rate: 54 (Total), 8 (Entry), 46 (Exit)
Fitted Curve: 54 (Total), 8 (Entry), 46 (Exit)

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.28	0.17 - 0.43	0.06

Data Plot and Equation



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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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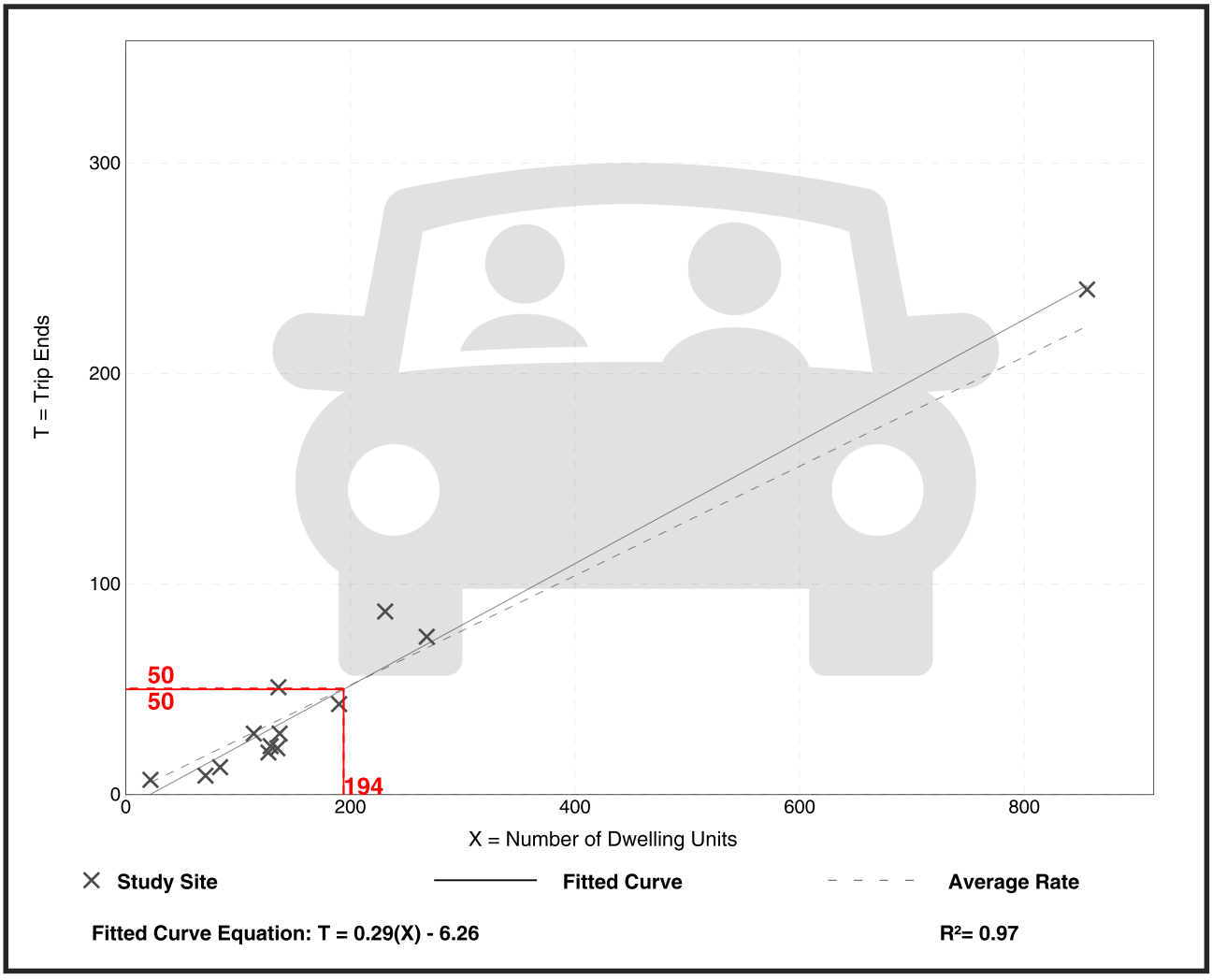
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 13
Avg. Num. of Dwelling Units: 192
Directional Distribution: 74% entering, 26% exiting

Calculated Trip Ends:
Average Rate: 50 (Total), 37 (Entry), 13 (Exit)
Fitted Curve: 50 (Total), 37 (Entry), 13 (Exit)

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.13 - 0.38	0.07

Data Plot and Equation



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