

Friday, February 05, 2021

**Matt Grush, P.E.**

City of Albuquerque Transportation Development Section  
Planning Department  
600 2<sup>nd</sup> St. NW  
Albuquerque, NM 87102

**Re: McMahon / Unser Mixed Use Development (SW Corner)**

Dear Matt:

Attached for your review and approval are the FINAL Traffic Impact Study and the FINAL Access Evaluation Study for the Referenced McMahon / Unser Mixed Use Development project.

The two reports should be considered companion studies. The Traffic Impact Study is for the purpose of determining the impact of the project on the adjacent transportation system while the companion Access Evaluation Study is for the purposed of supplying the reviewing agency with sufficient data / analysis to determine if the proposed Driveway "B" on Unser Blvd. is justified and can be approved. The proposed access on Unser Blvd., if found acceptable by the City, will need to be sponsored by the City to apply to the Transportation Coordinating Committee to consider and vote on a Resolution to approve the access.

You basically had two comments regarding the studies. First, you questioned the trip generation rate calculation since I used the average trip generation rates for retail commercial (shopping center) uses. To comply with your request, I have revised both the Traffic Impact Study and the Access Evaluation Study to use trip generation rate calculation to comply with your comment. Secondly, you questioned the ability of the proposed access (driveways) to adequately handle the traffic generated by the proposed Maverik facility. I am not aware of any kind of analysis that will demonstrate the operation of such a situation. However, there are other similar situations in the Albuquerque area where a gasoline station w/convenience center is located within a retail center. A couple of examples include the Valero gasoline station w/convenience market at Ladera / Unser Blvd. and the new Murphy Express gasoline station w/convenience market at Southern Blvd. / NM State Rd. 528. Another example that is probably a similar but more congested situation is where fueling is provided at a Costco or SAM's discount warehouse. I think we would both agree that in those situations, both

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the Costco (or SAM's) and fueling center generate significantly more traffic than the McMahan / Unser development all within the same parking lot. In those cases, there are times when the parking lot near the fueling stations is congested, but they always seem to be workable situations. Such congestion in a retail parking lot with 5 MPH speeds should not be an issue.

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

attachments as noted

cc: Ronald R. Bohannon, Tierra West, LLC w/attachments