September 23, 2024

Jonathan Kruze, PE, PTOE

Lee Engineering

8220 San Pedro Dr NE, Ste 150

Albuquerque, NM 87113

Brad Sumrall, PE

Cobb Fendley

3820 Academy Parkway North

Albuquerque, NM 87109

**Re: JLM Living Paseo**

 **Traffic Impact Study (C10D003)**

 Final Report September 2024

 Engineer Stamp Date: 9-18-24

Via email jkruse@lee-eng.com

Dear Mr. Kruse and Mr. Sumrall,

The subject Traffic Impact Study (Study) draft received on September 18, 2024, has been reviewed by the City of Albuquerque Planning Development Transportation Section. The City has the following comments to be addressed.

In addition, Cobb Fendley, sent a Response to Comments letter dated September 5, 2024. Even though it is not a formal submittal, it merits a response. The City’s response to Cobb Fendley’s response letter will be first, followed by comments on the Study.

City’s Response to Cobb Fendley’s response letter. Please refer to Transportation’s comment letter dated August 19, 2024 for comment numbers.

1. Responses to comment number’s 1,7 and 8 are acceptable.
2. For comment #2, it appears there was an attempt, however, the graphics of the site plan are fuzzy. Unser Blvd may be shown, but it is not clear.
3. For comment #3, the response does not address the City’s comment. This will be discussed in more detail in the Study comments section.
4. For comment #4, the Site Plan was not updated to show Woodmont Ave as a 4-lane roadway.
5. For comment #5, response did not address “ add what is to be built to the Site Recommendations section.”
6. For comment #6, the response does not directly respond to the comment on constructing the site’s frontage on Unser Blvd.

If Cobb Fendley, wishes to respond to comments on the Study in the future, it may expedite the approval process if they are submitted to Lee Engineering for inclusion in the Study/Lee Engineering’s response to comments. It is not clear that Lee Engineering was aware of Cobb Fendley’s comments.

City’s comments on the Study, stamped 9-18-24:

1. Numerous comments were not addressed and Lee Engineering did not provide a response on why the comments were not incorporated into the revised Study. All comments are to be addressed.
2. The following comments were not/not adequately addressed:
	1. Is the proposed site one parcel? If so, transportation site details can be deferred to the Site Plan/TCL and the access point details to DRC. If more than one parcel/platted lots, then these details are to be presented in the Study. Add to the Background section of the report. Not added to Background section of report.
	2. Revise the Site Plan to include: (1)Ave De Jaimito from Universe Blvd to the site and (2) Unser Blvd. Unser Blvd may be shown , but text is illegible. Provide a clearer Site Plan.
	3. Woodmont Ave is to be a 4 lane roadway from Universe Blvd to Unser Blvd. Please revise the Site Plan and add the construction of Woodmont Ave, including extents, to the Site Recommendations. Site Plan not revised to show Woodmont Ave as a 4 lane roadway. Add to the Site Plan or an Exhibit. Construction of Woodmont Ave, including extents, was not added to the Site Recommendations.
	4. Driveway 2 proposes to use the exiting Avenida de Jaimito ROW. Will the ROW be Vacated or will it remain City ROW? If it remains ROW, it should be referenced as Ave De Jaimito. Driveway 2 will be off of Ave De Jaimito, rather than off of Universe Blvd. Add to the Background section of the report. Add what is to be built to the Site Recommendations section. Ave De Jaimito was added to the Background Section but construction of the roadway was not added to the Site Recommendations section.
	5. The Site abuts Unser Blvd, yet there was no discussion on constructing the portion of Unser Blvd ROW improvements along this site’s frontage. Please explain. Explanation not provided. The portion of Unser Blvd that fronts this property, may not be a mitigation as determined by the Study, but may be a condition of Preliminary Plat approval per the DPM and/or the IDO.
	6. In the “STREETS” section mention Unser Blvd is a limited Access Roadway. Woodmont, although not specifically listed in the MRCGO RACC Inventory, is the “New street approx.. 1027 feet south of Paseo Del Norte and 2,791 feet north of Rosa Parks Ave. Please clarify this in the Study. Additional verbiage not added to the Study.
3. One of the purposes of a Traffic Impact Study is to identify required infrastructure. Per the DPM, the Study is to state mitigation measures as required by the Study. The “Site Recommendations” section appears to make an attempt at this, but omits necessary infrastructure as provided in comments in #8 above. E.g. Constructing Woodmont Ave and Avenida de Jaimito are necessary mitigation for residents to leave their residence.

The infrastructure required to be constructed by the Developer should be a concise list/exhibit as it is an effective method for the City and the Developer/Owner to be on the same page of what is required by the proposed development. It should be plainly displayed and take little time for someone not familiar with the Study to figure out. The list/exhibit is not intended to be all-inclusive of everything required by the DPM and the IDO.

If you prefer to add a “Required Infrastructure” section to the Study, that is acceptable.

1. It does not appear that the “Site Recommendation” to construct the southbound left-turn deceleration lane at Universe Blvd and Woodmont Ave can be constructed as there does not appear to be enough ROW along Tr 4 of the Trails Unit 4 to construct it. Please determine if there is enough ROW to construct this improvement and whether it should be constructed without the east leg of the intersection at full-build scenario.
2. For the Offsite Recommendation section:
	1. Are you recommending the Developer of this project construct the southbound right-turn lane at Universe Blvd and Woodmont Ave?
	2. The City does not find it appropriate to restripe the eastbound approach at Universe Blvd and Woodmont Ave as there will be no east leg of the intersection at Full-Build.
3. Comment 3# discussed “provide an analysis and recommendations that do not include Woodmont Ave and Universe Blvd” as the east leg of the intersection will not exist in the 2025 Full-Build scenario. After a discussion, an email followed stating the trips could be moved to Avenida De Jaimito.

There will be no trips, eastbound or westbound on the east leg of the Universe Blvd and Woodmont Blvd intersection in 2025 as it does not exist. Most likely, the east leg will not exist for the period that this Study is valid (3 years), therefore, any mention of it detracts from how traffic will function.

Move the discussion for the intersection of Universe Blvd and Avenida De Jaimito to the main body of the Study. The Appendices, in general, are used for raw data and reference material, not for how a site will function for the valid study period.

The east leg of the Universe Blvd and Woodmont Blvd intersection will most likely exist in 2035 so “analyzing it for the ultimate configuration” for 2035 has merit.

1. Revise bullet #4 in the Background section as Universe Blvd and Site Driveway 2 is Universe Blvd and Avenida de Jaimito.

If you have any questions, please contact me at ccherne@cabq.gov or (505) 924-3986.

Sincerely,

Curtis Cherne, P.E.

Senior Engineer, Planning Dept.

Development Review Services