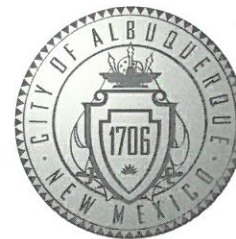


CITY OF ALBUQUERQUE



February 27, 2018

Terry Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199

Re: Legacy NAA Apartments
Alameda Blvd./San Pedro Dr.
Trip Generation
Engineer's Stamp dated 12-18-2017 (C18D064B)

Dear Mr. Brown,

The subject Trip Generation received on December 18, 2017 has been reviewed and approved by the Transportation Development Section. An update to the Traffic Impact Study will not be required with this change in planned usage.

The analysis shows a reduction in trips generated by this site to a number below what was predicted in the full study. Should further significant modifications to the approved development proposal occur, the approved study shall be revised to incorporate any changes.

If you have any questions, please feel free to contact me at (505) 924-3633.

Sincerely,

Ernest Armijo, P.E.
Senior Engineer, Planning Dept.
Development Review Services

via: email

C: Applicant, File

Monday, December 18, 2017

Ernest Armijo, P.E.
Transportation Development Section
City of Albuquerque
600 2nd St. NW
Albuquerque, NM 87102

Re: Legacy NAA Developments (Alameda Blvd. / San Pedro Dr.)

Dear Ernest:

Attached are the following documents for your review and comment:

- 1) Vicinity map depicting project location
- 2) 2016 Site Plan for Legacy NAA Developments project
- 3) 2017 Site Plan for apartments to replace retail commercial component of project
- 4) 2016 Trip Generation table from Traffic Impact Study
- 5) 2017 Trip Generation table comparison

The 2016 Traffic Impact Study calculated the trip generation rates for the project based on the ITE Trip Generation Manual, 9th Edition assuming retail commercial uses for the hard-northeast corner of Alameda Blvd. / San Pedro Dr. The 2017 Trip Generation rate calculations are based on the recently released ITE Trip Generation Manual, 10th Edition assuming the newly proposed Multi-Family (Mid-Rise) use. The 9th Edition of the ITE Trip Generation Manual classified the apartment use in slightly different categories than the 10th Edition. The 10th Edition classifies apartments into three different categories of land use: 1) Multifamily Housing (Low-Rise), 2) Multifamily Housing (Mid-Rise), and 3) Multifamily Housing (High-Rise). As the category names imply, the distinguishing difference in the categories is the building height (i.e., number of stories). Low-Rise Multifamily Housing is defined as 1 or 2 floors (or stories). Mid-Rise Multifamily Housing is defined as 3 to 10 floors (or stories). High-Rise Multifamily Housing is defined as more than 10 floors. The current project is three stories which qualifies the use of ITE Trip Generation rate for Multifamily (Mid-Rise). For purposes of comparison, the attached trip generation table for the 2017 project changes calculates and reports Mid-Rise Multifamily trip generation rates based on 135 dwelling units.

Page 2 of 2
Ernest Armijo, P.E.
Monday, December 18, 2017

Re: Legacy NAA Developments (Alameda Blvd. / San Pedro Dr.)

This calculation demonstrates that there will be dramatic reduction in the number of trips generated by the project as a result of replacing the retail commercial uses on the west side of the project with a 135-dwelling-unit mid-rise apartment complex. Following is a summary table of the results:

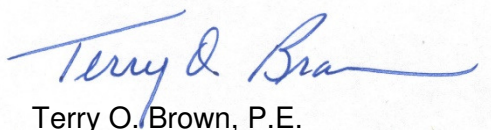
Legacy NAA Development (Alameda Blvd. / San Pedro Dr.)

Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet		Units				
Multifamily Housing - Mid-Rise (221)	135	733	12	34	36	23
Trip Generation Rate assumed in TIS for same Parcel (Commercial)		4,932	155	146	196	196
% Increase (Reduction) compared to Mid-Rise Multifamily		-573%	-1192%	-329%	-444%	-752%

Please call me if you have questions.

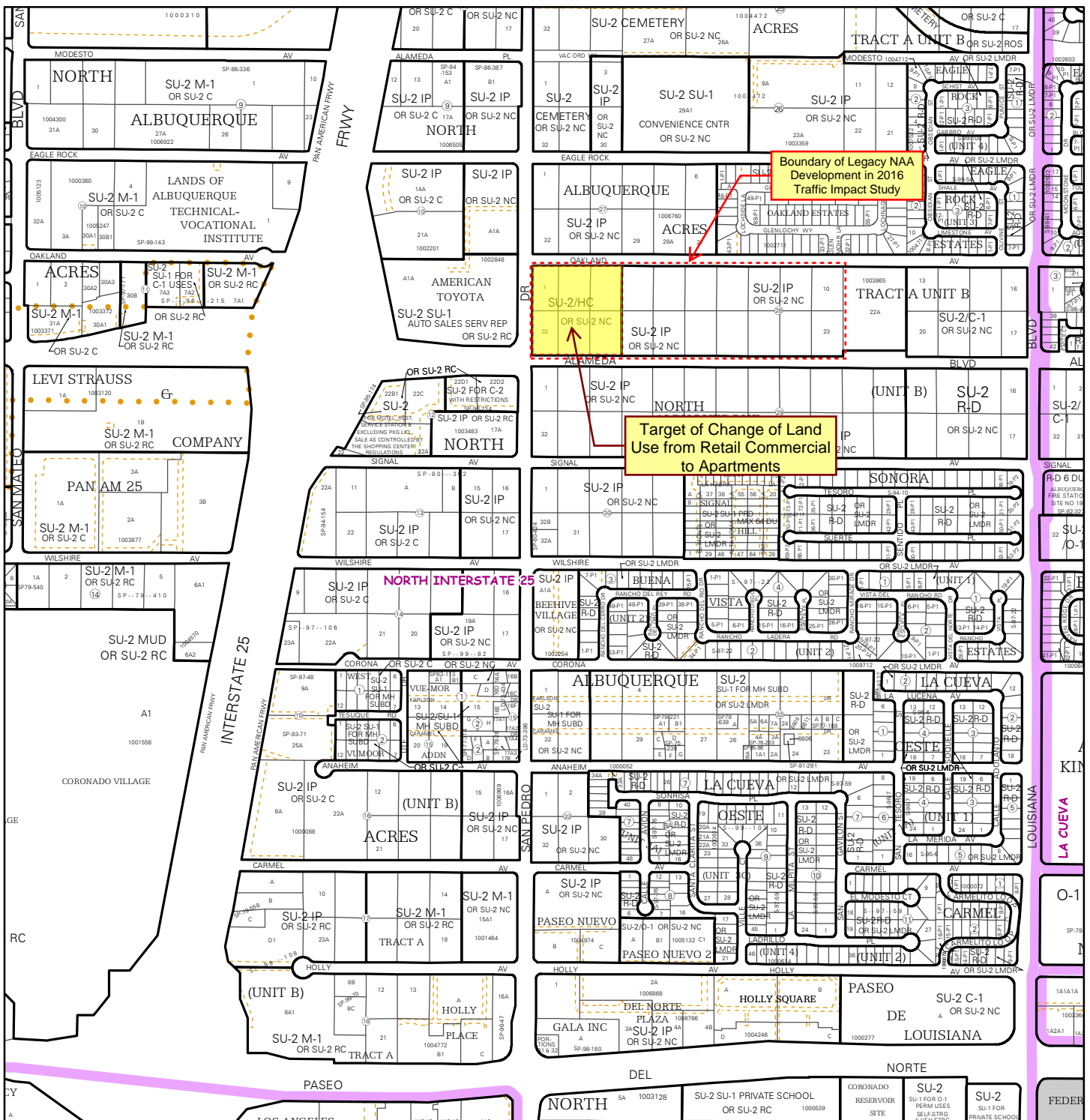
Best Regards,



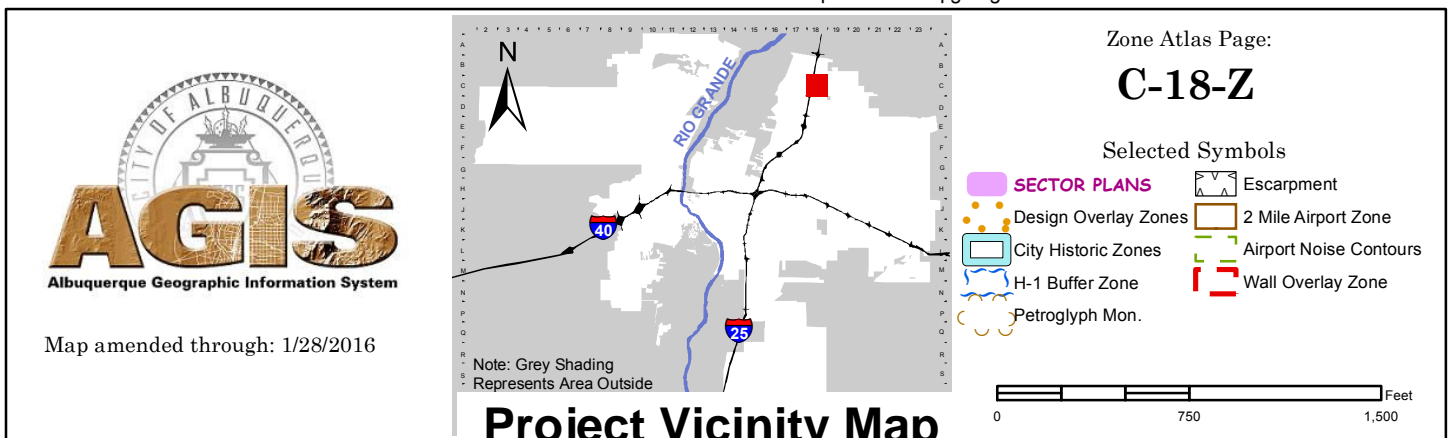
Terry O. Brown, P.E.

attachments as noted

cc: Racquel Michel, Transportation Development w/attachments
Jackie Fishman, Consensus Planning w/attachments



For more current information and details visit: <http://www.cabq.gov/gis>



Legacy NAA Developments (2016 Plan)

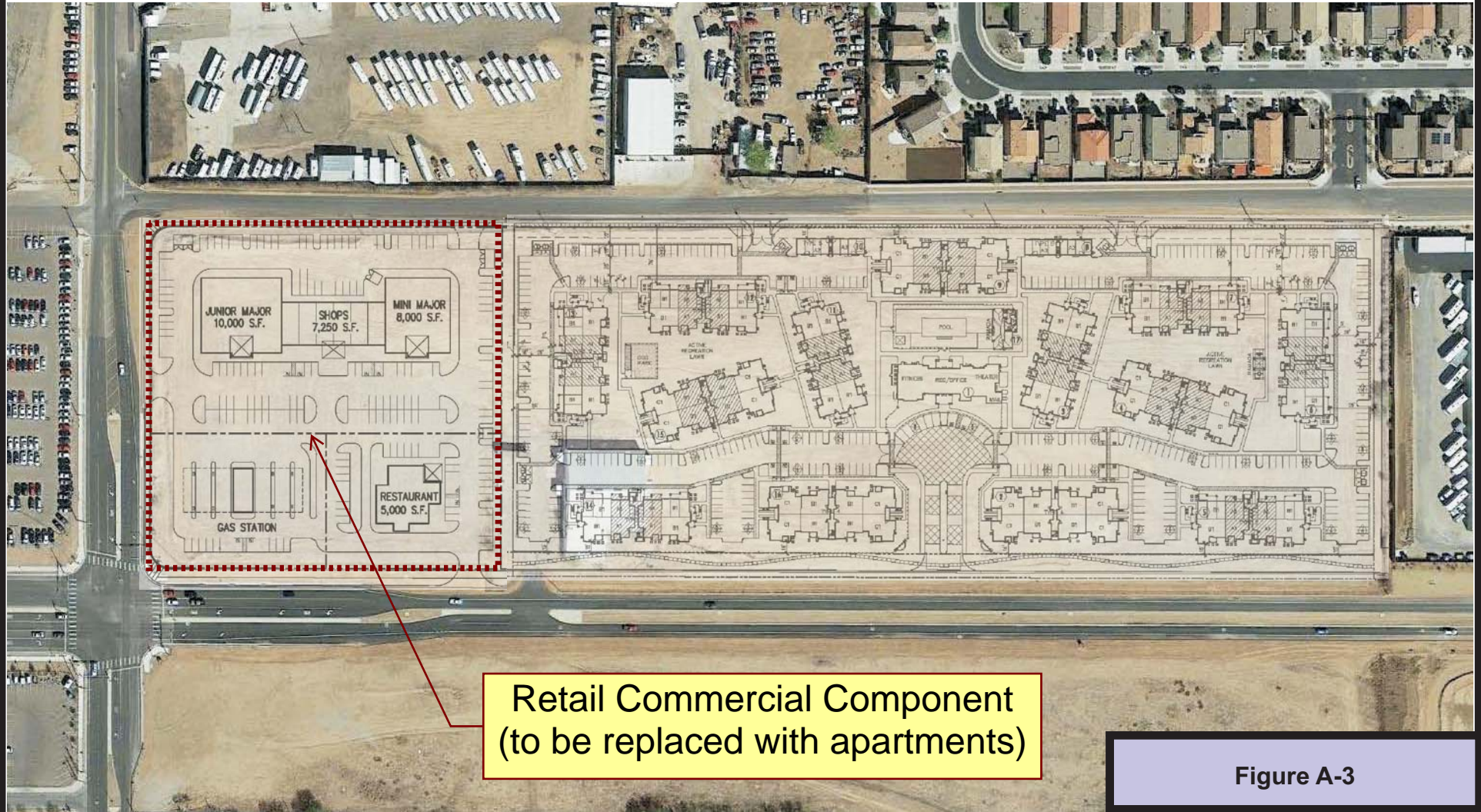
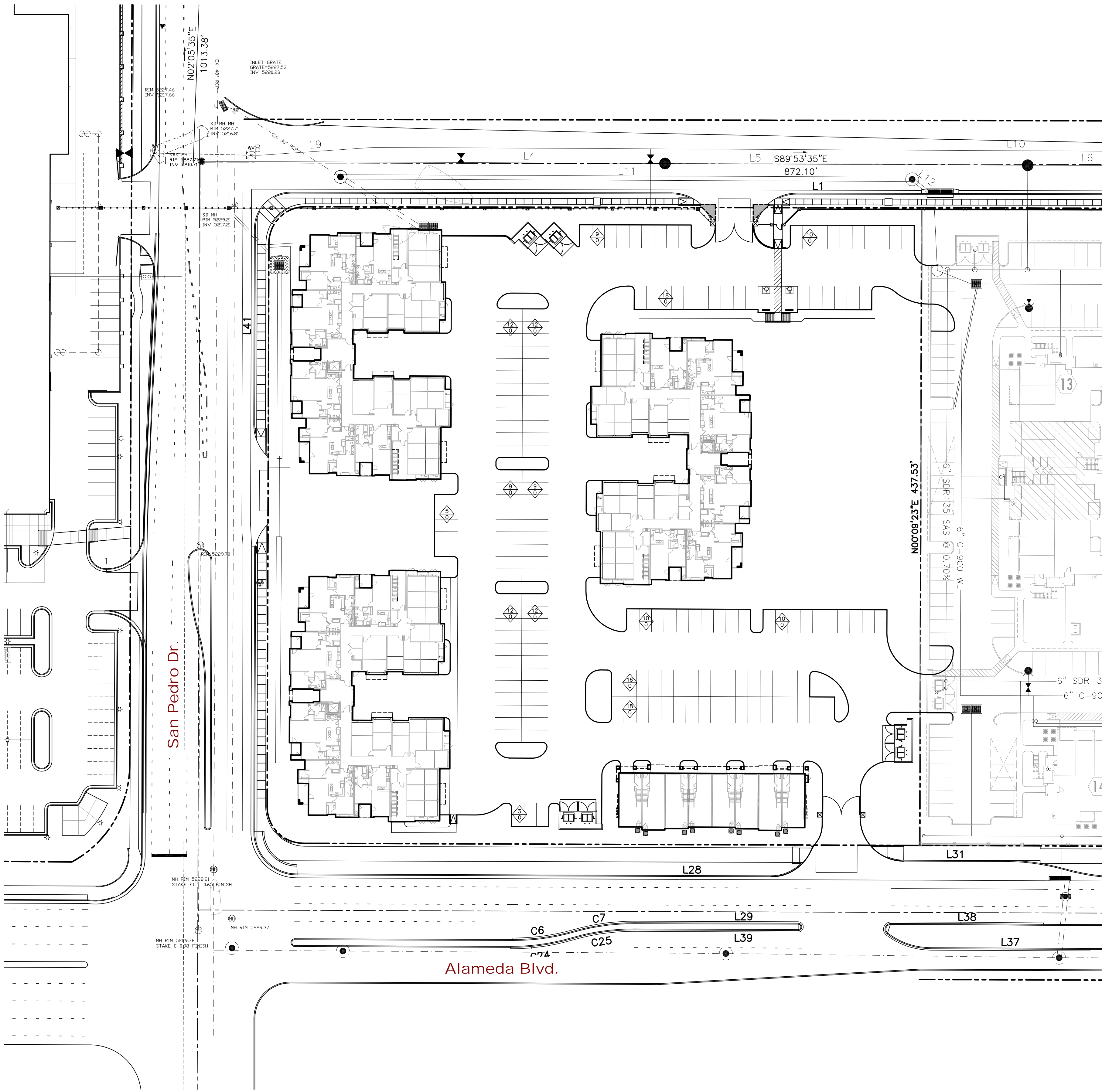
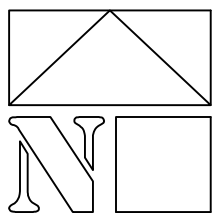
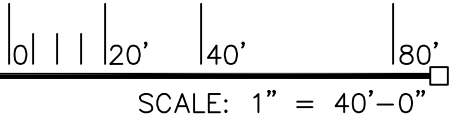


Figure A-3

Site Plans



PRELIMINARY SITE PLAN



DEVELOPMENT DATA

NET SITE AREA :
4.4876 ACRES (195,479 S.F.)
ZONING :
CURRENT: SU-2

SETBACKS PROVIDED :

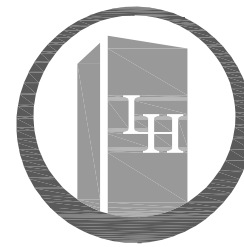
SIDE (N) REAR (W) SIDE (S) FRONT (E)
BUILDINGS
PARKING

UNIT MIX												UNITS/ BLDG	NO. BLDGS	TOTAL UNITS
LIVABLE STOR/GAR PAT/BAL	UNIT TYPE													
	S1	A1	A2	A2H	A3	B2	B2m	B4	B5	TB1	TB1m			
BLDG TYPE 1										4	4	8	1	8
BLDG TYPE 2	6	6	3	1	4	4	4	8	6			42	1	42
BLDG TYPE 3	4	4	2	1	3	3	3	6	4			30	2	60
TOTAL	14	14	7	3	10	10	10	20	14	4	4		4	110

LEGACY NAA
APARTMENTS - II
SAN PEDRO AND ALAMEDA
Albuquerque, New Mexico



WorldHQ@ORBArch.com



LEGACY HOSPITALITY

DATE: NOVEMBER 27, 2017 ORB # 17-219

A1.10

SITE PLAN
PRELIMINARY

2017 Site Plan

4.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

4.1 TRIP GENERATION

Project trips were generated using the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition, and the trip generation data are summarized in Table 6. Trips were generated based upon a series of land use categories. No specific tenants or tenant types for the commercial (shopping center) land use are known or assumed at this time. Should specific tenants generate trips differently than a generic shopping center, a reevaluation of the trip generation may be required. The data worksheet is contained in Appendix D.

Table 6
Trip Generation - Proposed Land Use

LU Code	Development	Units	Daily	AM In	AM Out	PM In	PM Out
220	Apartment	232 DU	1529	23	94	94	51
820	Shopping Center	25,250 SF	1078	15	9	45	49
934	High Turnover Restaurant	5,000 SF	1250	58	56	43	39
934	Gasoline Station w/ Convenience Store	16 pumps	2604	82	81	108	108
	Subtotal		6461	178	240	290	247
	Pass-By Trips (see breakout in App D.)		-	- 41	- 41	- 85	- 85
	Site Access Total		6461	178	240	290	247
	Roadway Network Total		6461	137	199	205	162

The pass-by trip reduction for retail trips was applied based upon agreement with City of Albuquerque staff. The ITE *Trip Generation Handbook* recommends pass-by reductions varying from 34% to 62% for the land uses listed. The gasoline station (#945) was rounded down to 50%, the high turnover restaurant (#932) to 40% and the retail (#820) has rounded down to 30% trips. The estimated pass-by trips are considered conservative.

4.2 TRIP DISTRIBUTION

The trip distribution from the site was generated using the Mid-Region Council of Governments (MRCOG) 2040 model year land use. The databank is consistent with the 2040 MTP travel demand model. Two trip distributions were developed for the site, one for retail trips and one for residential trips. The retail distribution area was determined based upon the population from data analysis subzones (DASZ) that fall within an approximate 3-mile radius of the site. The residential distribution area was the subzones within the AMPA, west of the Sandia Mountains and north of Valencia County. The residential trips were based upon employment within the subzones evaluated. Table 7 contains subarea routing descriptions to the site and O-D percentages for trips entering and exiting DASZ #7202 for the buildout year. Appendix D contains drawings of the distribution subarea boundaries and distribution percentage graphics. The residential and retail distributions are shown graphically in Figures D-1 and D-2, respectively.

Legacy NAA Development (Alameda Blvd. / San Pedro Dr.)
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
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Legacy NAA Development (Alameda Blvd. / San Pedro Dr.)
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT

Units

Multifamily Housing - Mid-Rise (221)

135	733	12	34	36	23
------------	-----	----	----	----	----

Dwelling Units

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

$$T = 5.44 (X) + -1.75$$

50% Enter, 50% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$\ln(T) = 0.98 \ln(X) + -0.98$$

26% Enter, 74% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$\ln(T) = 0.96 \ln(X) + -0.63$$

61% Enter, 39% Exit

Comments:

Tract No.

Based on ITE Trip Generation Manual - 10th Edition