

Mesa Film Studio

Site

Melissa Boleskovitz - Lease w/ the city

Mesa Film Studio, LLC

Harry Pettit Ralston hired by LLC

back lot can be used for green screen
and parking

"Back-lot" - can be used for makeup for
buildings

Harry - trips "900 - low price as the next day 20.

Trips - other TR's done - Netflix in 2001

8 stages functioning - did counts

offer bldg - lease it allow to film crew address

Business model is 100% from Netflix

Catering?

A little more on the construction side

trip distribution!

urgency may not come

Secure on African crisis

Auxiliary lanes?

Reduce money for African crisis

Between 2029

make - page to start

city construction Improvement to the site

4/2 hr for the cost

RAC -

Amend the above E

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Name
Organization
Address
City, State, Zip

MEETING DATE: Date

ATTENDEES:

PROJECT: Project Name, Zone Atlas #

REQUESTED CITY ACTION: ☐ Zone Change ☐ Site Development Plan
☐ Subdivision ☐ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment
☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation ☐ Site Plan Amendment

ASSOCIATED APPLICATION: Description of development, where, what, etc. Include acreage, uses, etc.

SCOPE OF REPORT:

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
Local data may be used for certain land use types as determined by staff.
Consultant to provide.

*Local
Knowledge*

2. Appropriate study area:
Signalized Intersections;
a. Intersection 1
b. Intersection 2

per

Unsignalized Intersections;
a. Intersection 1
b. Intersection 2

Driveway Intersections: all site drives.

3. Intersection turning movement counts *N-S on*
Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
Consultant to provide for all intersections listed above.

4. Type of intersection progression and factors to be used.
Type III arrival type (see "Highway Capacity Manual, current edition" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial

should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.
City Wide - residential, office or industrial;
x mile radius – commercial;
Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

6. Basis for trip distribution. — use 2 mile counts

For smaller projects: Based on existing traffic patterns, trip attractions in the study area and locations where most trips may originate.

For larger projects: In addition to the information for smaller projects the distribution is to be determined using the most recently-approved socioeconomic forecasts from MRCOG and will be based upon appropriate radii or distribution areas around the site.

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
a. Project 1 – Location (DRB # or Hyd #)
b. Project 2 – Location (DRB # or Hyd #)

9. Method of intersection capacity analysis - planning or operational (see “Highway Capacity Manual 6th edition” or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.

Implementation Year:

10. Traffic conditions for analysis:
a. Existing analysis ☒ yes ☐ no - year (xxxx);
b. Phase implementation year(s) without proposed development – XXXX
c. Phase implementation year(s) with proposed development – XXXX
d. Project completion year without proposed development – XXXX
e. Project completion year with proposed development – XXXX
f. Other –

horizon - 10

11. Background traffic growth. best future
Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

12. Planned (programmed) traffic improvements.
List planned CIP improvements in study area and projected project implementation year:
a. Project – Location (Implementation Year)

13. Items to be included in the study:
- a. Intersection analysis.
 - b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
 - c. Arterial LOS analysis;
 - d. Recommended street, intersection and signal improvements.
 - e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
 - f. Transportation system impacts.
 - g. Other mitigating measures.
 - h. Accident analyses ☐ yes ☐ no; Location(s):
 - i. Weaving analyses ☐ yes ☐ no; Location(s):
 - j. Bicycle counts
 - k. Pedestrian counts
14. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
 - a. 1 digital copy
2. Submittal Fee – \$1300 for up to 3 reviews plus technology fee
 - a. Submit the TIS along with a DTIS to Planning Development Review Services email PLNDRS@cabq.gov and copy mgrush@cabq.gov.

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 505-924-3986.

Curtis Cherne, P.E.
Senior Engineer
City of Albuquerque, Planning Dept.
Transportation Development Section

Date

C: TIS Meeting Attendees