

# CITY OF ALBUQUERQUE

*Planning Department*  
Alan Varela, Director



*Mayor Timothy M. Keller*

November 28, 2022

Joseph Lavender, P.E.  
Burns & McDonnell  
3501 E. Speedway Blvd. Suite 245  
Tucson, AZ 85716

**Re: New Mexico Expansion**  
**4401 Alexander Blvd. NE**  
**Conceptual Traffic Circulation Layout for DRB Approval**  
Engineer's Stamp 10-21-22 (F16D003B1)

Dear Mr. Lavender,

The conceptual TCL submittal received 11-10-2022 is approved for DRB submittal. When submitting this project through the building permit process a second more detailed Traffic Circulation Layout submittal will be required. The more detailed stamped and signed Traffic Circulation Layout plan will be needed for each of the building permit plans. Please keep these originals to be used for certification of the site for final C.O. for Transportation.

When the site construction is completed and an inspection for Certificate of Occupancy (C.O.) is requested, use the original City stamped approved TCL for certification. Redline any minor changes and adjustments that were made in the field. A NM registered architect or engineer must stamp, sign, and date the certification TCL along with indicating that the development was built in "substantial compliance" with the TCL. Submit this certification, the TCL, and a completed Drainage and Transportation Information Sheet to front counter personnel for log in and evaluation by Transportation.

Once verification of certification is completed and approved, notification will be made to Building Safety to issue Final C.O. To confirm that a final C.O. has been issued, call Building Safety at 924-3690.

Sincerely,

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

C: CO Clerk, File



# City of Albuquerque

Planning Department

Development & Building Services Division

## DRAINAGE AND TRANSPORTATION INFORMATION SHEET (REV 11/2018)

**Project Title:** \_\_\_\_\_ **Building Permit #:** \_\_\_\_\_ **Hydrology File #:** \_\_\_\_\_

**DRB#:** \_\_\_\_\_ **EPC#:** \_\_\_\_\_ **Work Order#:** \_\_\_\_\_

**Legal Description:** \_\_\_\_\_

**City Address:** \_\_\_\_\_

**Applicant:** \_\_\_\_\_ **Contact:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone#:** \_\_\_\_\_ **Fax#:** \_\_\_\_\_ **E-mail:** \_\_\_\_\_

**Owner:** \_\_\_\_\_ **Contact:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone#:** \_\_\_\_\_ **Fax#:** \_\_\_\_\_ **E-mail:** \_\_\_\_\_

**TYPE OF SUBMITTAL:** \_\_\_\_\_ PLAT (\_\_\_\_# OF LOTS) \_\_\_\_\_ RESIDENCE \_\_\_\_\_ DRB SITE \_\_\_\_\_ ADMIN SITE

**IS THIS A RESUBMITTAL?:** \_\_\_\_\_ Yes \_\_\_\_\_ No

**DEPARTMENT:** \_\_\_\_\_ TRAFFIC/ TRANSPORTATION \_\_\_\_\_ HYDROLOGY/ DRAINAGE

Check all that Apply:

### TYPE OF SUBMITTAL:

- \_\_\_\_\_ ENGINEER/ARCHITECT CERTIFICATION
- \_\_\_\_\_ PAD CERTIFICATION
- \_\_\_\_\_ CONCEPTUAL G & D PLAN
- \_\_\_\_\_ GRADING PLAN
- \_\_\_\_\_ DRAINAGE MASTER PLAN
- \_\_\_\_\_ DRAINAGE REPORT
- \_\_\_\_\_ FLOODPLAIN DEVELOPMENT PERMIT APPLIC
- \_\_\_\_\_ ELEVATION CERTIFICATE
- \_\_\_\_\_ CLOMR/LOMR
- \_\_\_\_\_ TRAFFIC CIRCULATION LAYOUT (TCL)
- \_\_\_\_\_ TRAFFIC IMPACT STUDY (TIS)
- \_\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_
- \_\_\_\_\_ PRE-DESIGN MEETING?

### TYPE OF APPROVAL/ACCEPTANCE SOUGHT:

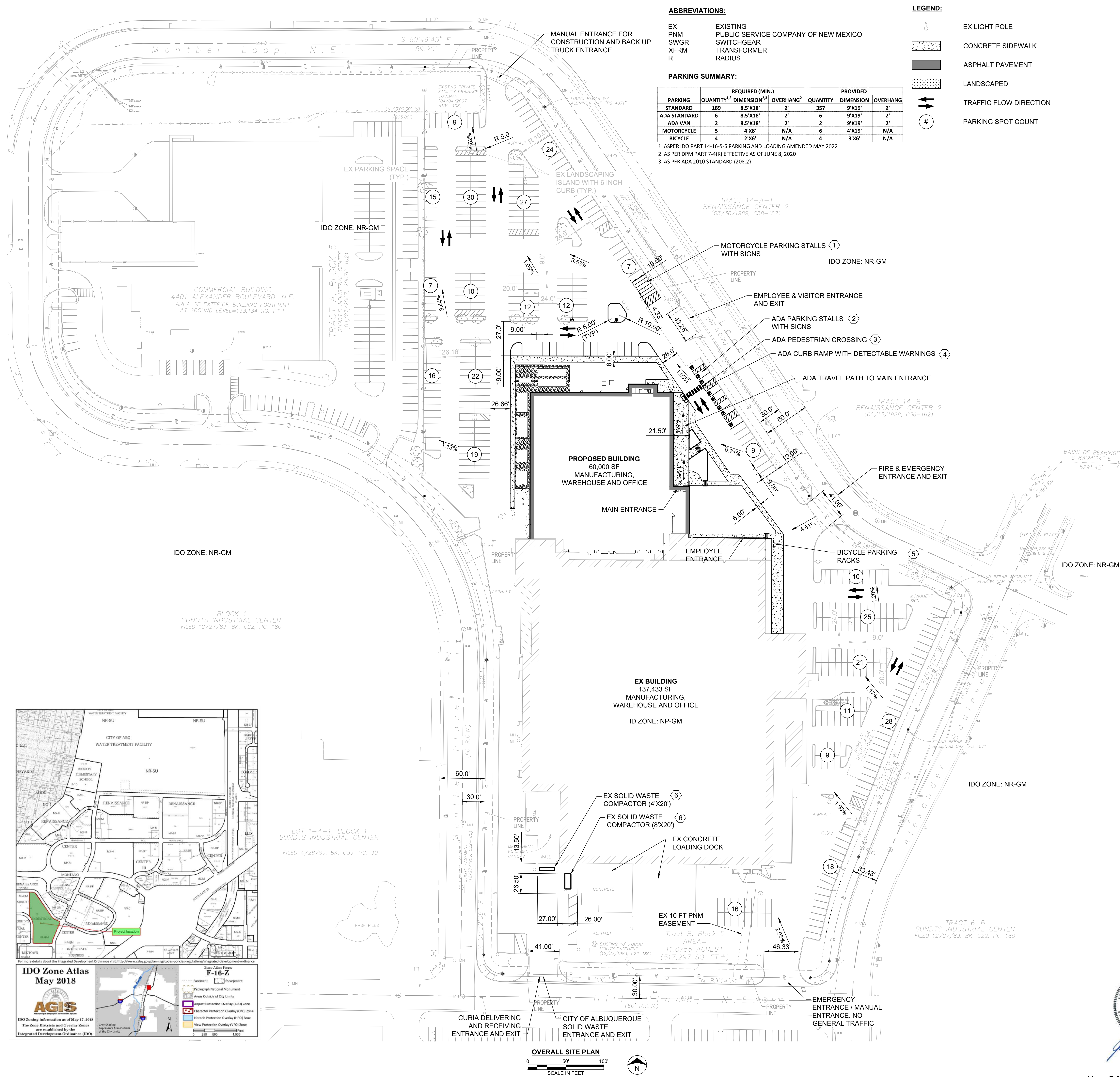
- \_\_\_\_\_ BUILDING PERMIT APPROVAL
- \_\_\_\_\_ CERTIFICATE OF OCCUPANCY
- \_\_\_\_\_ PRELIMINARY PLAT APPROVAL
- \_\_\_\_\_ SITE PLAN FOR SUB'D APPROVAL
- \_\_\_\_\_ SITE PLAN FOR BLDG. PERMIT APPROVAL
- \_\_\_\_\_ FINAL PLAT APPROVAL
- \_\_\_\_\_ SIA/ RELEASE OF FINANCIAL GUARANTEE
- \_\_\_\_\_ FOUNDATION PERMIT APPROVAL
- \_\_\_\_\_ GRADING PERMIT APPROVAL
- \_\_\_\_\_ SO-19 APPROVAL
- \_\_\_\_\_ PAVING PERMIT APPROVAL
- \_\_\_\_\_ GRADING/ PAD CERTIFICATION
- \_\_\_\_\_ WORK ORDER APPROVAL
- \_\_\_\_\_ CLOMR/LOMR
- \_\_\_\_\_ FLOODPLAIN DEVELOPMENT PERMIT
- \_\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_

**DATE SUBMITTED:** \_\_\_\_\_ **By:** \_\_\_\_\_

COA STAFF:

ELECTRONIC SUBMITTAL RECEIVED: \_\_\_\_\_

FEE PAID: \_\_\_\_\_

**EXECUTIVE SUMMARY:**

THE PURPOSE OF CURIA'S NEW MEXICO EXPANSION PROJECT (PROJECT) IS TO INCREASE MANUFACTURING AND WAREHOUSE CAPACITY. THE EXPANSION OF THE EXISTING 137,000 SQUARE FOOT BUILDING TO THE NORTH BY APPROXIMATELY 60,000 SQUARE FEET TOTAL THE GROSS FLOOR AREA TO APPROXIMATELY 197,000 SQUARE FEET. VARIATIONS OR DEVIATIONS FROM THE CITY OF ALBUQUERQUE IDO ARE NOT REQUESTED.

THE PROJECT ADDRESS IS 4401 ALEXANDER BLVD. NE ALBUQUERQUE, NM 87107 AT THE INTERSECTION OF ALEXANDER BLVD NE & MONTBEL PL NE. ALL VISITORS AND EMPLOYEES SHALL ENTER AND EXIT VIA THE NORTHEAST MONTBEL LOCATION. EMPLOYEE'S SHALL PARK IN THE NORTH LOT. EXISTING PARKING AISLES ARE 24 FEET WIDE ALLOWING TWO WAY TRAFFIC. RESERVED VISITOR AND ADA PARKING SHALL BE EAST OF THE PROPOSED EXPANSION. FIRE & EMERGENCY ACCESS THE SITE VIA RESERVED MONTBEL PL NE ENTRANCE. DELIVERY & RECEIVING AND SOLID WASTE ACCESS THE SITE VIA JOAN HILL PL NE.

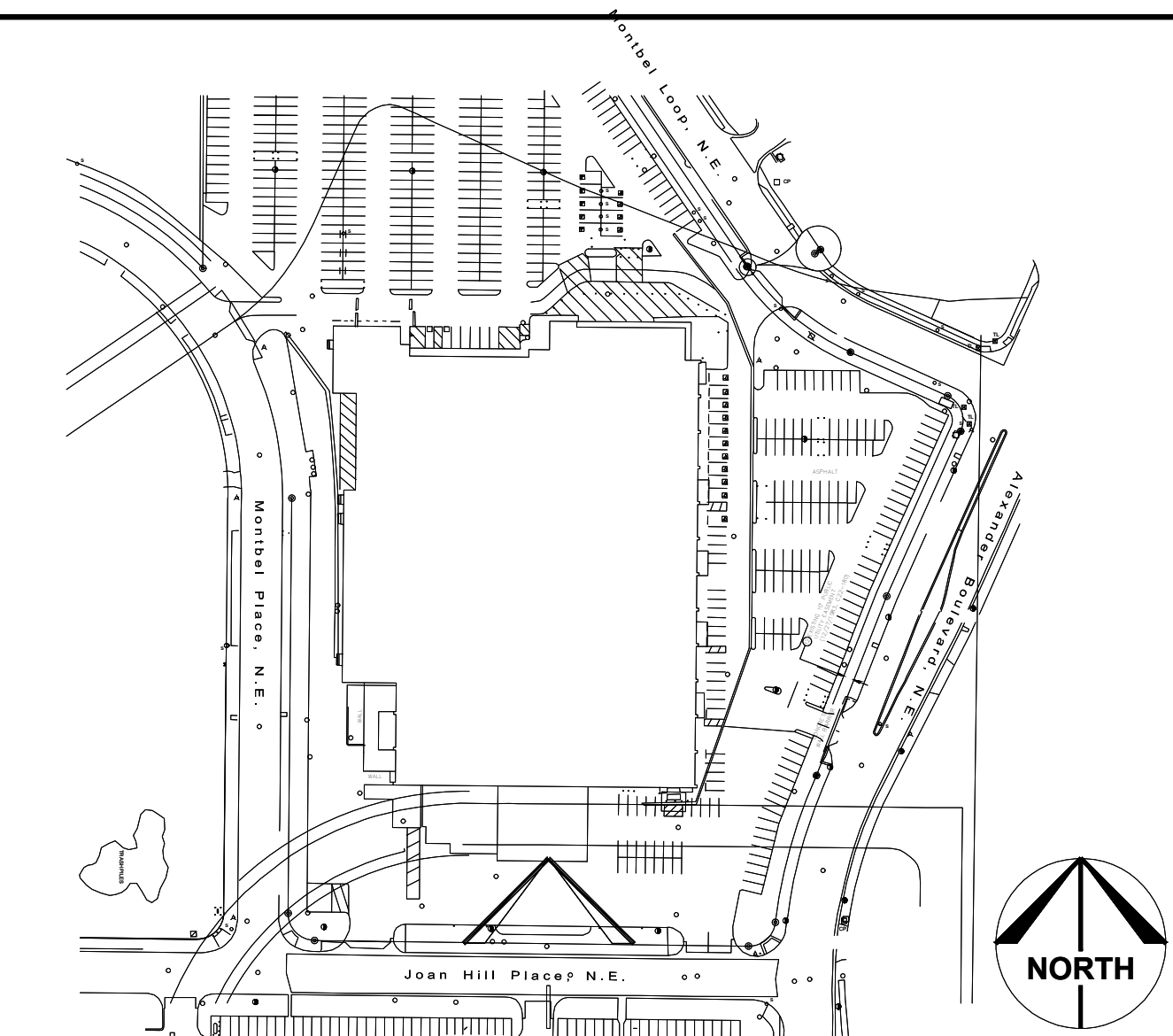
PROPOSED FIRE AND EMERGENCY ACCESS IS ACCORDANCE WITH ALBUQUERQUE FIRE PLAN CHECKING DIVISION. REFER TO APPROVED ALBUQUERQUE FIRE MARSHAL FIRE PLAN 1 PLAN (08/22/22).

CLEAR SIGHT TRIANGLES, GATES, TYPE OF GATES, AND TREATMENT OF ACCESS POINTS ARE LOCATED ON ADMINISTRATIVE AMENDMENT FILE # SI-2022-00401, PROJECT # PR-2018-01252 (04/04/2022)

**KEYED NOTES: (#)**

- SIX MOTORCYCLE PARKING STALLS WITH SIX MOTORCYCLE PARKING SIGNS. SEE SHEET C-4401-1-502, DETAILS 5 AND 6.
- SIX ADA STANDARD PARKING STALLS WITH SIX ADA STANDARD PARKING SIGNS. TWO ADA VAN PARKING STALLS WITH TWO ADA VAN SIGNS. SEE SHEET C-4401-1-502, DETAILS 1, 2, 3, AND 4.
- ADA PEDESTRIAN CROSSING. SEE SHEET C-4401-1-502, DETAIL 8.
- ADA CURB RAMP WITH DETECTABLE WARNINGS. SEE SHEET C-4401-1-501, DETAIL 7.
- BICYCLE PARKING RACKS. SEE SHEET C-4401-1-506, DETAILS 1 AND 2.
- EXISTING SOLID WASTE COMPACTOR. ORIENTATION AS SHOWN. SOLID WASTE MAKE UP AND QUANTITY SHALL NOT CHANGE FROM EXISTING CONDITIONS. SOLID WASTE ACCESS SHALL NOT CHANGE FROM EXISTING CONDITIONS.

KEY PLAN:




ARCHITECTS/ENGINEERS:

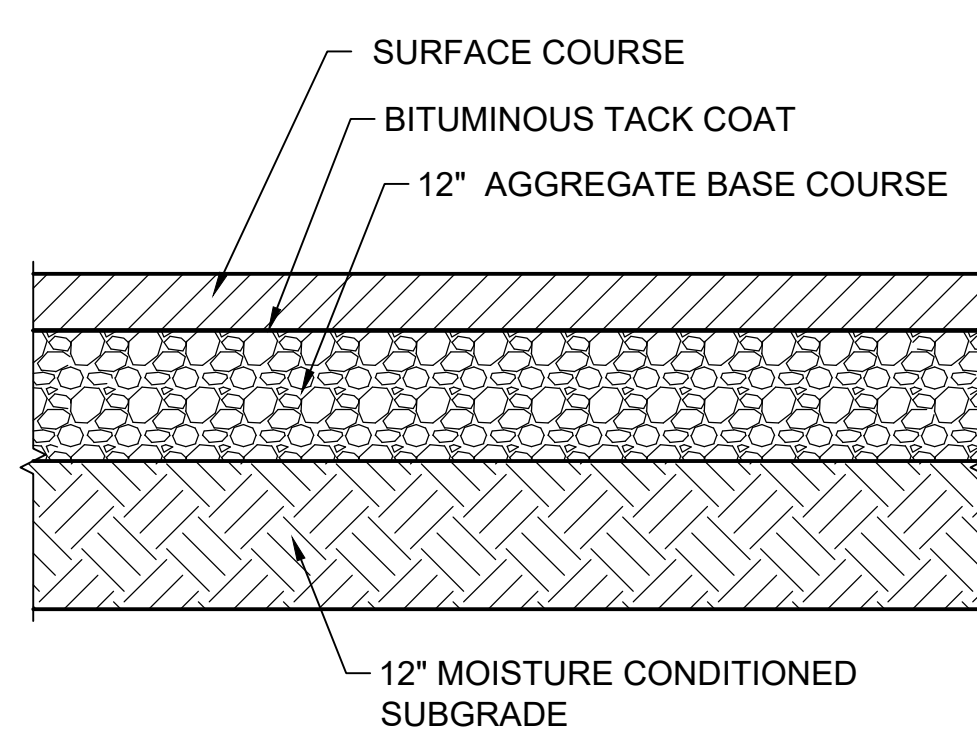
**BURNS MEDONNELL**  
9400 WARD PARKWAY  
KANSAS CITY, MO 64114

CONSULTANTS:

**PRELIMINARY - NOT FOR CONSTRUCTION**

B	10/21/22	ISSUED FOR REVIEW		SE	JL
A	09/12/22	ISSUED FOR REVIEW		SE	JL
DESIGNED / DRAWN: S. ENGEMANN		LOCATION:		 <b>curia</b> 4401 ALEXANDER BLVD. NE ALBUQUERQUE, NEW MEXICO, 87109	
ENGINEER REVIEW: J. LAVENDER		EQUIPMENT FILE NO.:			
DATE: 08/25/2022		SCALE: 1" = 50'	PLOT: 1:1		
DRAWING NUMBER: CS100		SIZE: E1			

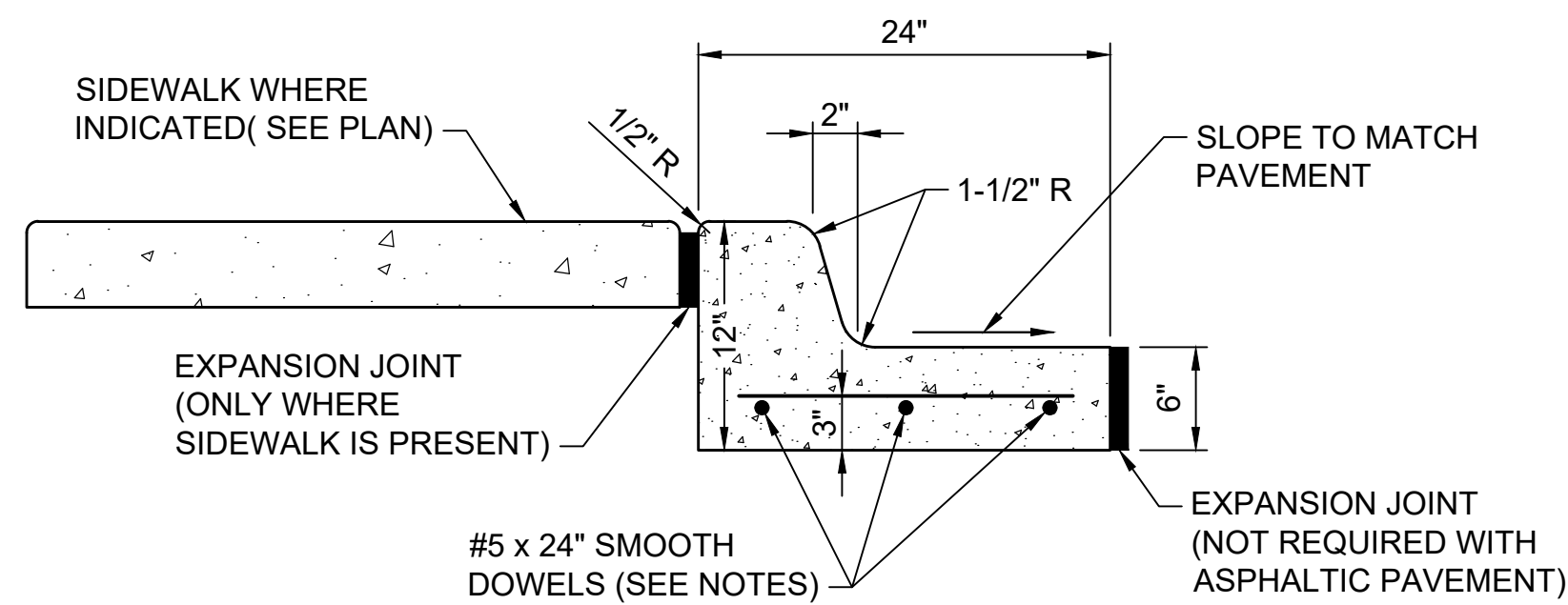
CURIA BIOPHARMACEUTICALS MANUFACTURING, LLC (CURIA) IS THE PROPRIETARY STATEMENT. ALL IDEAS, DESIGN, ARRANGEMENTS, AND PLANS INDICATED ARE THE PROPERTY OF CURIA BIOPHARMACEUTICALS MANUFACTURING, LLC AND ARE NOT TO BE REPRODUCED OR USED IN CONNECTION WITH THE SPECIFIED PROJECT OR PROCESS THESE IDEAS, DESIGN, ARRANGEMENTS, OR PLANS SHALL NOT BE USED OR REPRODUCED BY ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF CURIA BIOPHARMACEUTICALS MANUFACTURING, LLC.



ASPHALT PAVEMENT

DETAIL  
NOT TO SCALE

1  
CS100



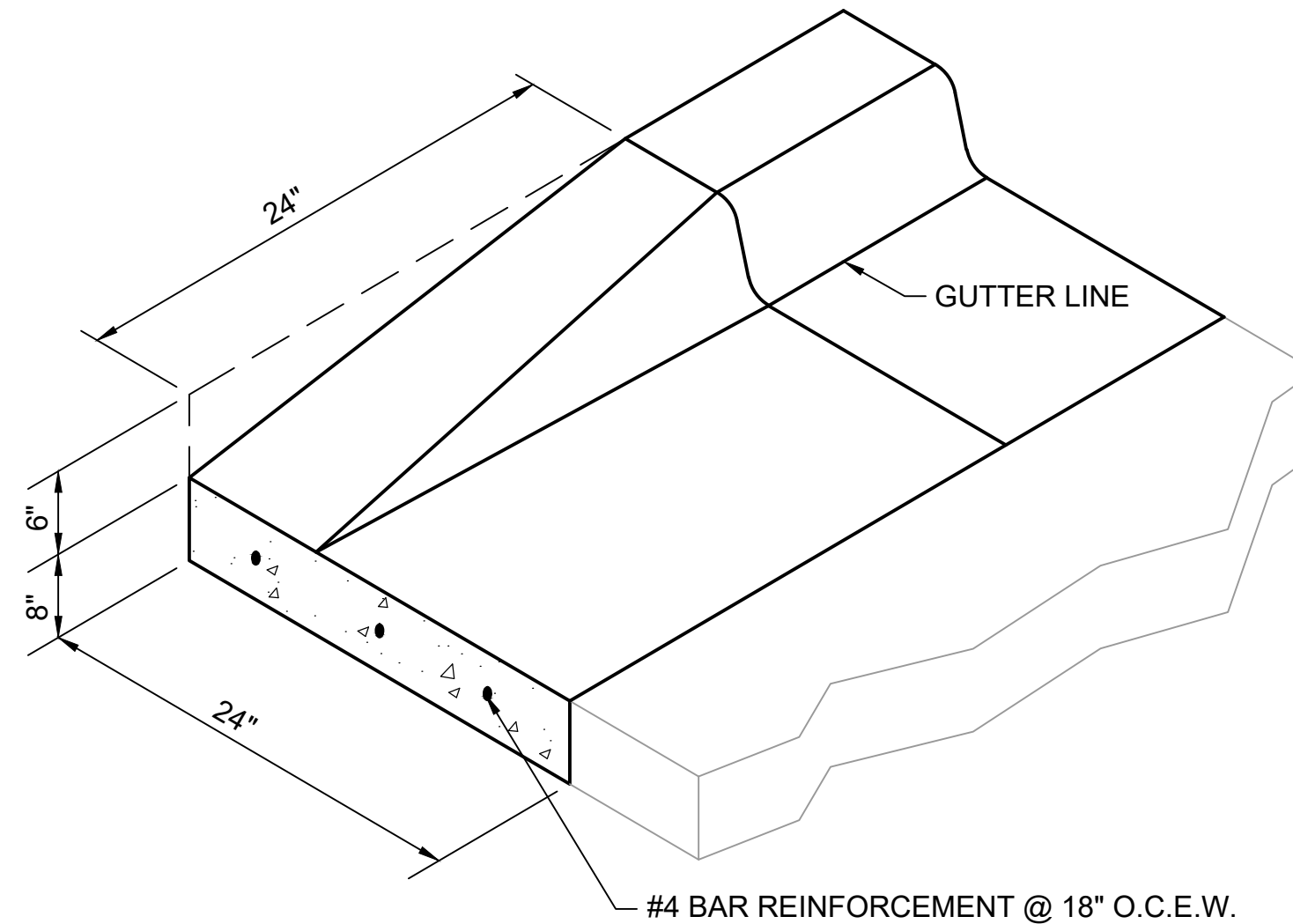
## NOTES:

1. PLACE 3/4" EXPANSION JOINTS WITH 24" DOWELS AT RADIUS POINTS OR A MAXIMUM OF 60' ON STRAIGHT SECTIONS. THESE DOWELS SHALL BE GREASED AND WRAPPED ON ONE END WITH EXPANSION TUBES.
2. INSTALL 1 1/2" DEEP CONTRACTION JOINTS AT APPROXIMATELY 15' INTERVALS. THESE JOINTS SHALL PASS THROUGH THE ENTIRE CURB SECTION.
3. FIX DOWELS WITH BAR CHAIRS OR EQUAL.

CURB AND GUTTER

DETAIL  
NOT TO SCALE

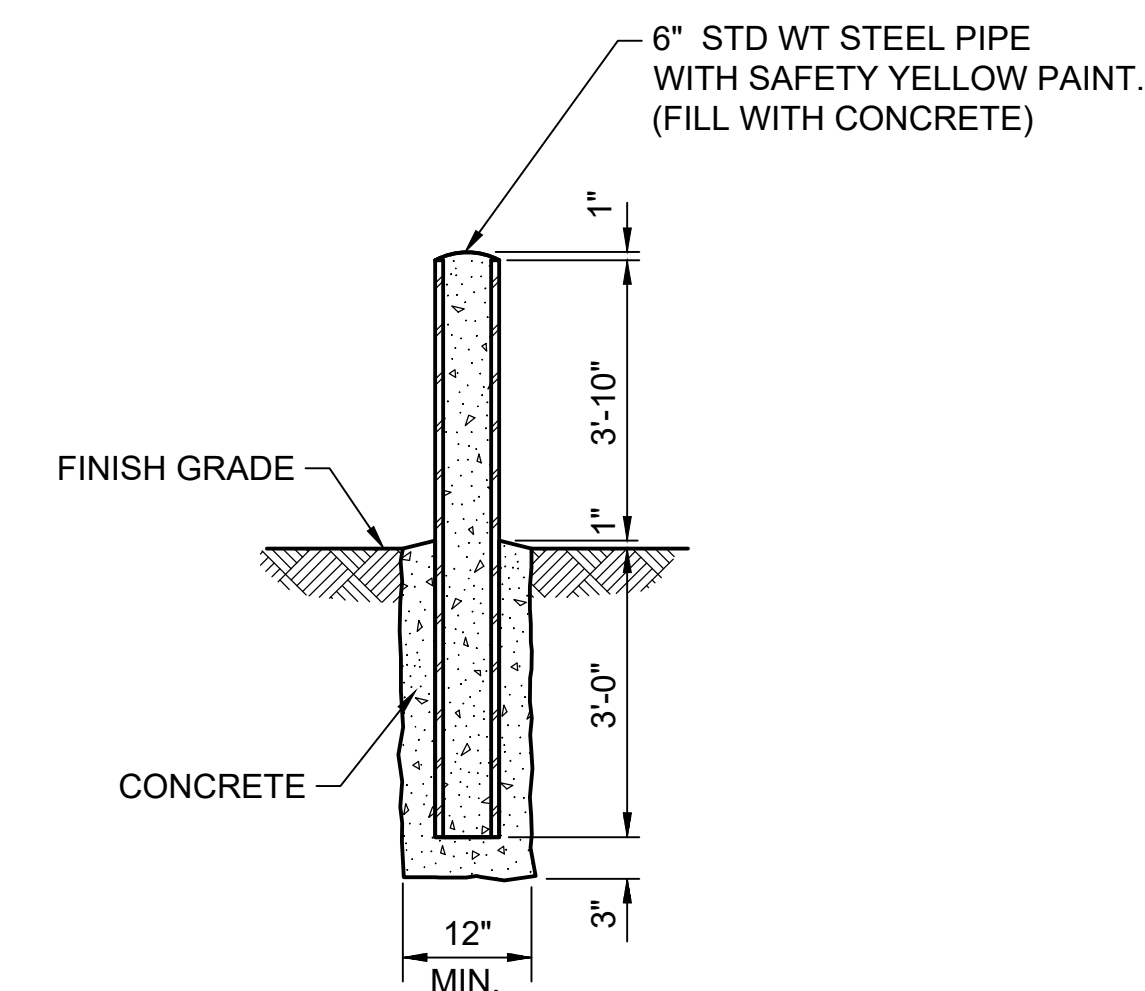
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CURB AND GUTTER TAPERED END

DETAIL  
NOT TO SCALE

3  
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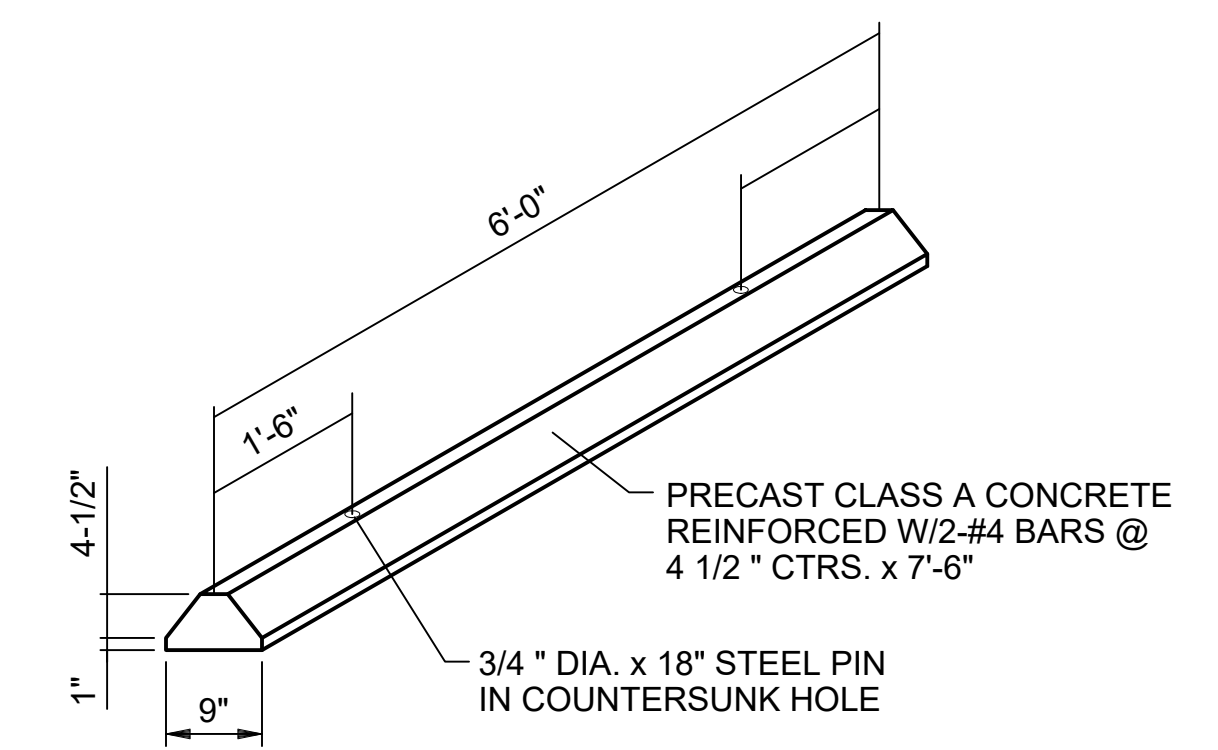
## NOTES:

1. PREPARE SURFACE IN FIELD BY SSPC-SP3 METHODS TO SSPC-SP6 QUALITY AND 1.0 MIL MIN PROFILE DEPTH. FIRST COAT IS TO BE ALKYD PRIMER AT MIN 40% SOLIDS BY VOLUME. APPLIED AT 2 MILS DRY. SECOND AND THIRD COATS ARE TO BE ALKYD GLOSS ENAMEL MIN 40% SOLIDS BY VOLUME. EACH COAT APPLIED AT 1.5 MILS DRY. TOTAL COATING 5 MIL MIN DRY FILM.
2. SEE CIVIL SITE PLAN FOR LOCATION AND QUANTITY OF BOLLARDS TO BE INSTALLED.

BOLLARD

DETAIL  
NOT TO SCALE

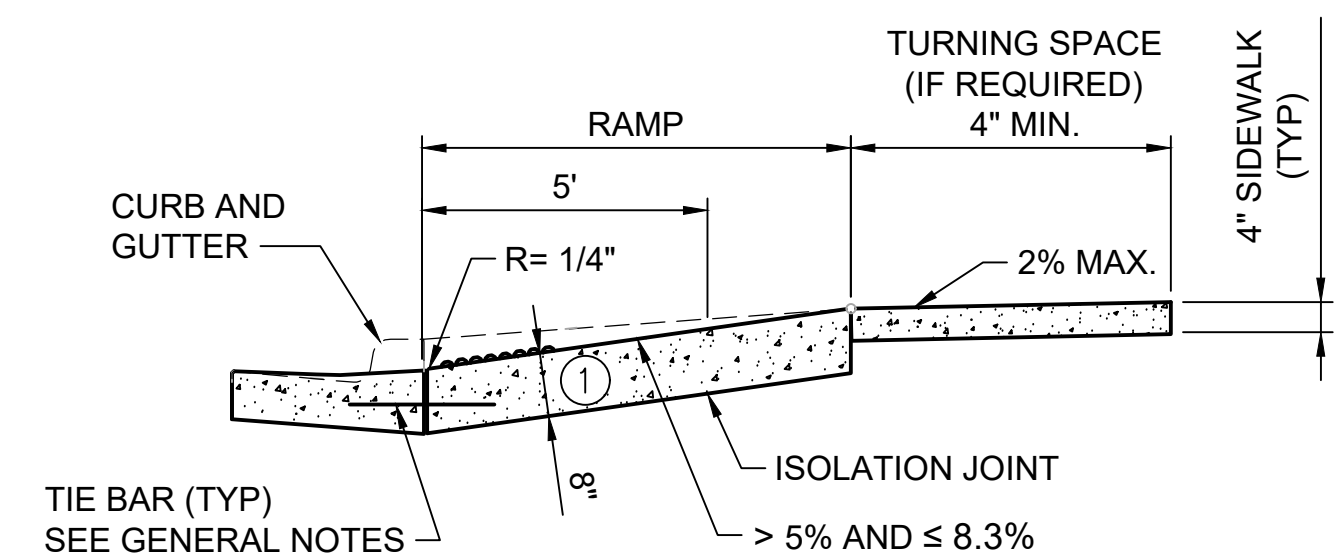
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PRECAST CONCRETE PARKING BLOCK

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5  
C-4401-1-105

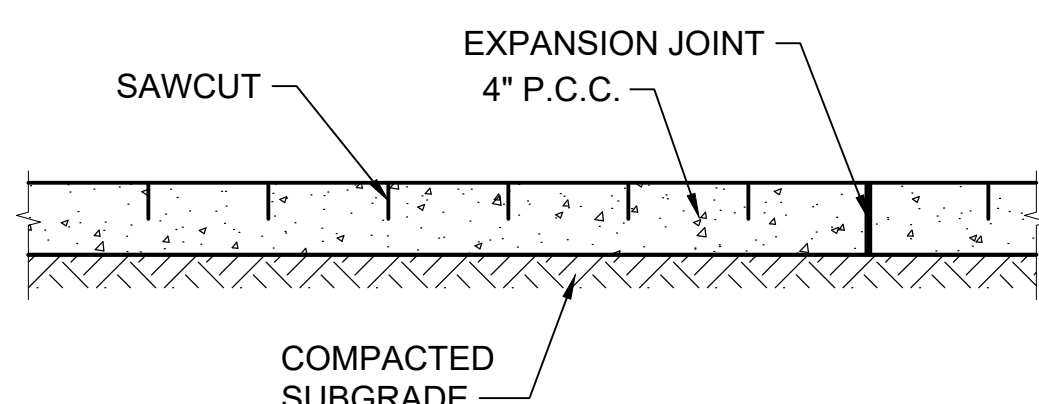


- 1 ONLY 8" THICK PANELS WILL BE PAID FOR AS "RAMP". SIDEWALK BEHIND ISOLATION JOINT WILL BE PAID FOR AS "4" SIDEWALK".

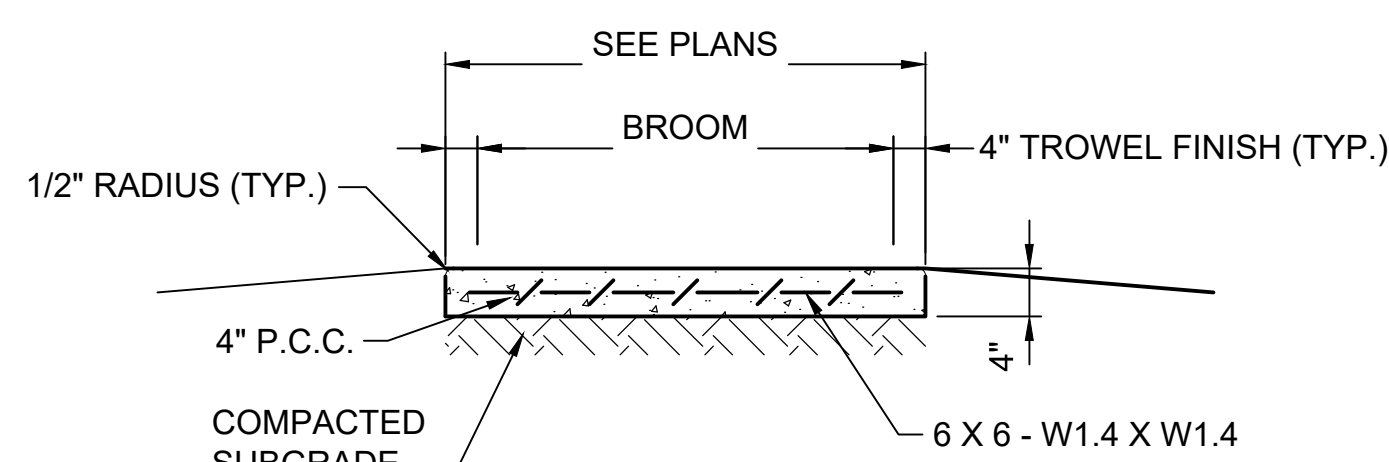
SIDEWALK RAMP

DETAIL  
NOT TO SCALE

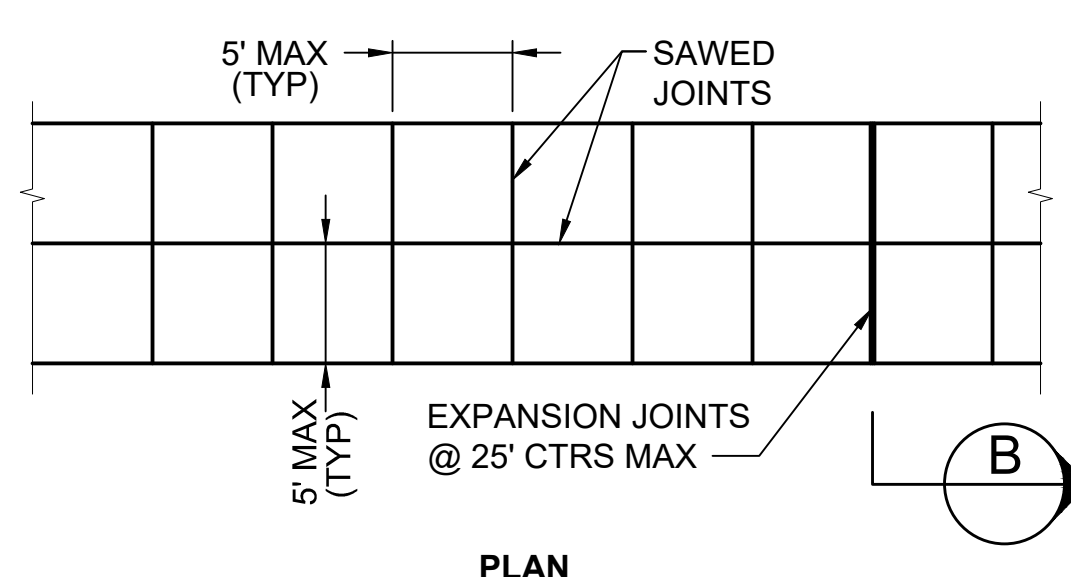
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SECTION A



SECTION B



PLAN

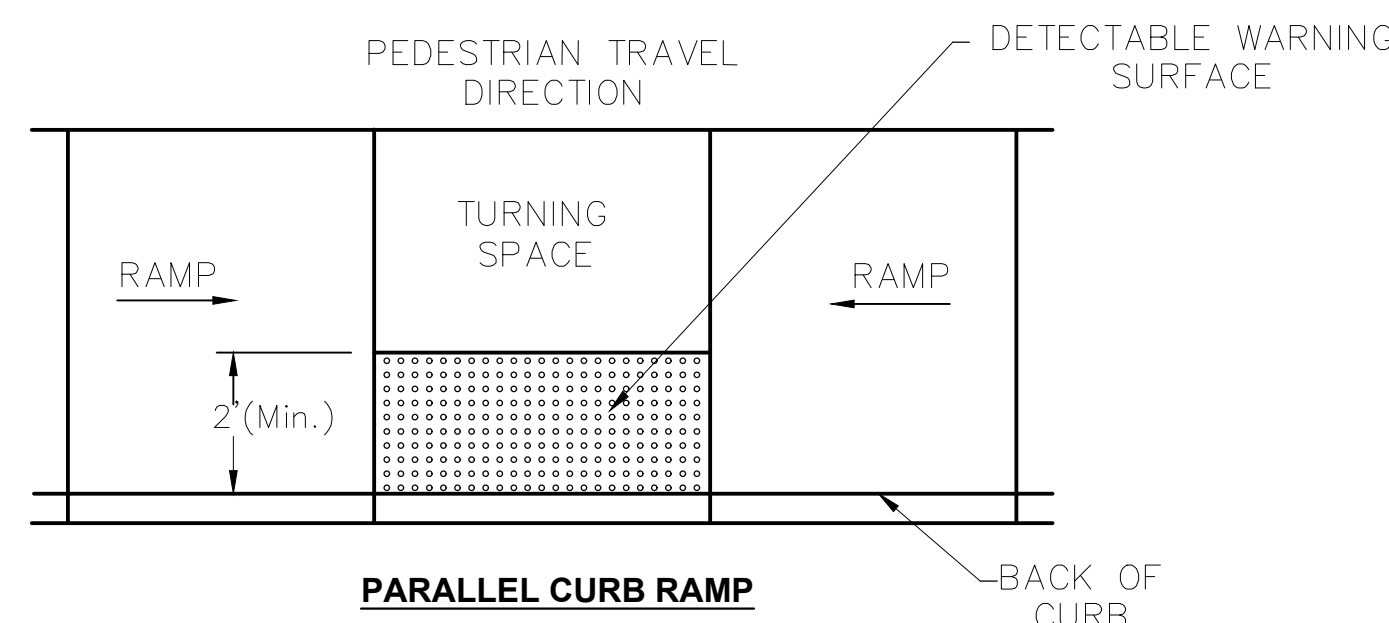
## NOTES:

1. BROOM FINISH SHALL BE APPLIED NORMAL TO DIRECTION OF TRAFFIC.
2. SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF TEMPE SPECIFICATIONS.

SIDEWALK

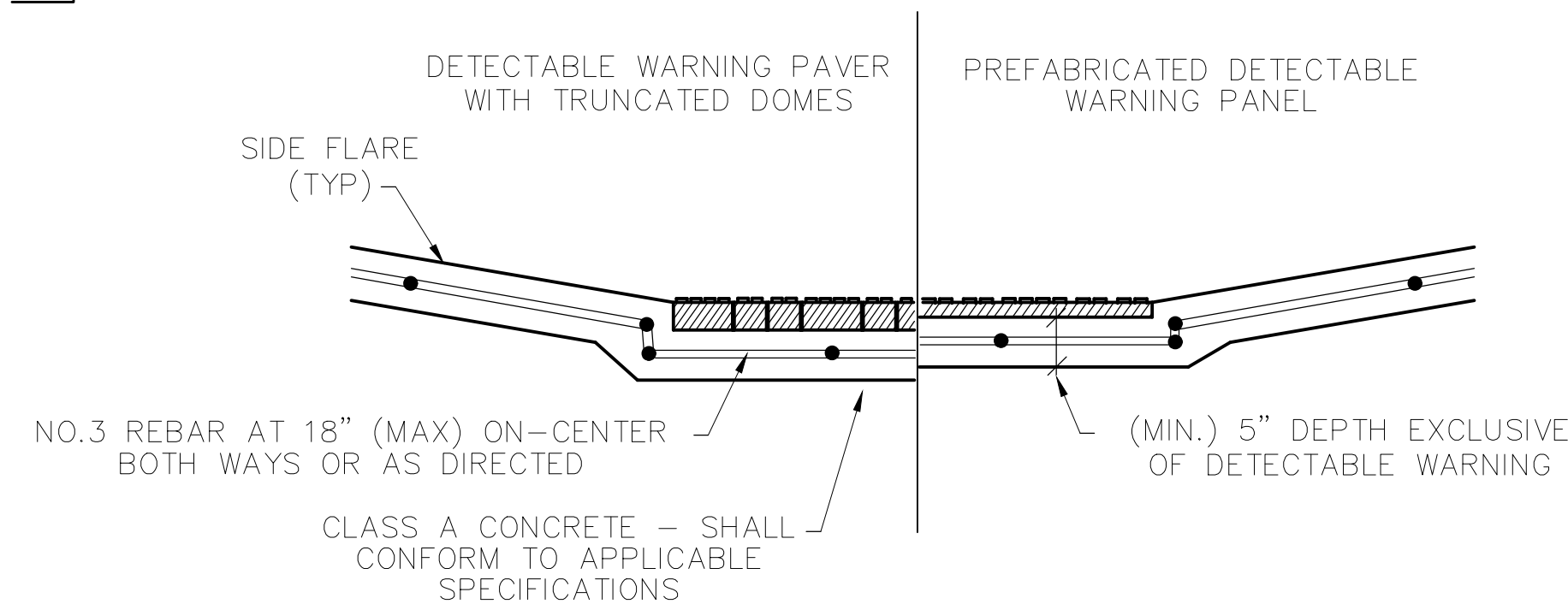
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PARALLEL CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



SECTION VIEW DETAIL CURB RAMP AT DETECTABLE WARNINGS

DETECTABLE WARNINGS

DETAIL  
NOT TO SCALE

7  
CS100

## CURB RAMPS

1. INSTALL A CURB RAMP OR BLENDED TRANSITION AT EACH PEDESTRIAN STREET CROSSING.
2. ALL SLOPES SHOWN ARE MAXIMUM ALLOWABLE. CROSS SLOPES OF 1.5% AND LESSER RUNNING SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH SIDEWALKS AS DIRECTED.
3. MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2%.
4. TURNING SPACES SHALL BE 5'X 5' MINIMUM. CROSS SLOPE SHALL BE MAXIMUM 2%.
5. PROVIDE FLARED SIDES WHERE THE PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP. FLARED SIDES SHALL BE SLOPED AT 10% MAXIMUM, MEASURED PARALLEL TO THE CURB. RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, EITHER BECAUSE THE ADJACENT SURFACE IS PLANTED, SUBSTANTIALLY OBSTRUCTED, OR OTHERWISE PROTECTED.
6. ADDITIONAL INFORMATION ON CURB RAMP LOCATION, DESIGN, LIGHT REFLECTIVE VALUE AND TEXTURE MAY BE FOUND IN THE LATEST DRAFT OF THE PROPOSED GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT OF WAY (PROWAG) AS PUBLISHED BY THE U.S. ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD (ACCESS BOARD).
7. CROSSWALK DIMENSIONS AND MARKINGS LOCATIONS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS. AT INTERSECTIONS WHERE CROSSWALK MARKINGS ARE NOT REQUIRED, CURB RAMPS SHALL ALIGN WITH THEORETICAL CROSSWALKS UNLESS OTHERWISE DIRECTED.
8. PROVIDE CURB RAMPS TO CONNECT THE PEDESTRIAN ACCESS ROUTE AT EACH PEDESTRIAN STREET CROSSING. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS.
9. PLACE CONCRETE AT A MINIMUM DEPTH OF 5" FOR RAMPS, FLARES AND LANDINGS, UNLESS OTHERWISE DIRECTED.
10. FURNISH AND INSTALL NO. 3 REINFORCING STEEL BARS AT 18" O.C. BOTH WAYS, UNLESS OTHERWISE DIRECTED.
11. PROVIDE A SMOOTH TRANSITION WHERE THE CURB RAMPS CONNECT TO THE STREET.
12. EXISTING FEATURES THAT COMPLY WITH APPLICABLE STANDARDS MAY REMAIN IN PLACE UNLESS OTHERWISE SHOWN ON THE PLANS.

## DETECTABLE WARNING MATERIAL

13. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSISTS OF RAISED TRUNCATED DOMES COMPLYING WITH PROWAG. THE SURFACE MUST CONTRAST VISUALLY WITH ADJOINING SURFACES, INCLUDING SIDE FLARES. FURNISH AND INSTALL AN APPROVED CAST-IN-PLACE DARK BROWN OR DARK RED DETECTABLE WARNING SURFACE MATERIAL ADJACENT TO UNCOLORED CONCRETE, UNLESS SPECIFIED ELSEWHERE IN THE PLANS.
14. DETECTABLE WARNING SURFACES MUST BE FIRM, STABLE AND SLIP RESISTANT.
15. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 24 INCHES IN DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL, AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR LANDING WHERE THE PEDESTRIAN ACCESS ROUTE ENTERS THE STREET.
16. DETECTABLE WARNING SURFACES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS AT THE BACK OF CURB AND NEITHER END OF THAT EDGE IS GREATER THAN 5 FEET FROM THE BACK OF CURB. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.

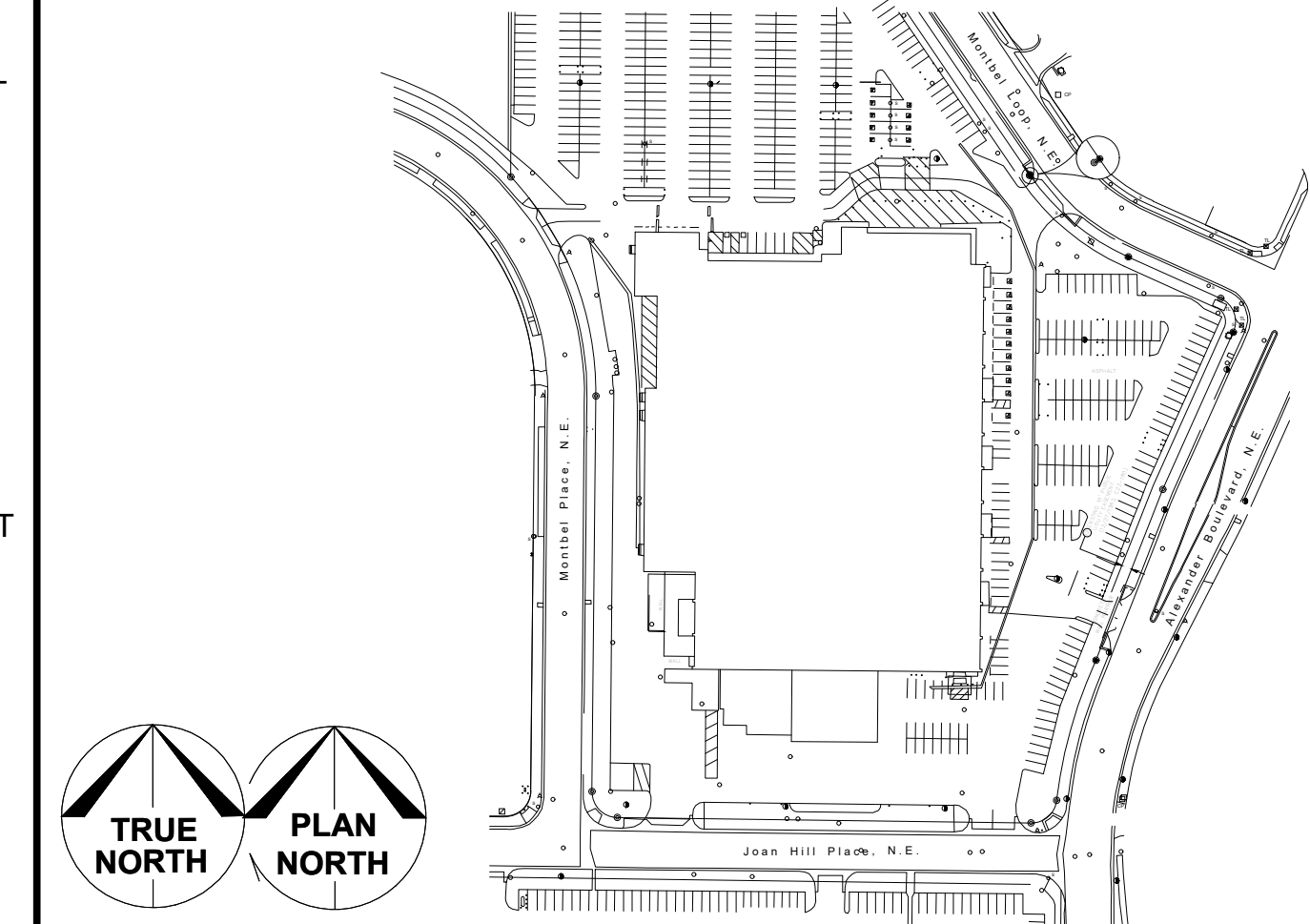
## DETECTABLE WARNING PAVERS (IF USED)

17. FURNISH DETECTABLE WARNING PAVER UNITS MEETING ALL REQUIREMENTS OF ASTM C-936, C-33. LAY IN A TWO BY TWO UNIT BASKET WEAVE PATTERN OR AS DIRECTED.
18. LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT (25%) OF A FULL UNIT. CUT DETECTABLE WARNING PAVER UNITS USING A POWER SAW.

## SIDEWALKS

19. STREET GRADES AND CROSS SLOPES SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
20. CHANGES IN LEVEL GREATER THAN 1/4 INCH ARE NOT PERMITTED.
21. THE LEAST POSSIBLE GRADE SHOULD BE USED TO MAXIMIZE ACCESSIBILITY.
22. SIDEWALK DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

## KEY PLAN:



## ARCHITECTS/ENGINEERS:

**BURNS  
MEDONNELL**  
9400 WARD PARKWAY  
KANSAS CITY, MO 64114

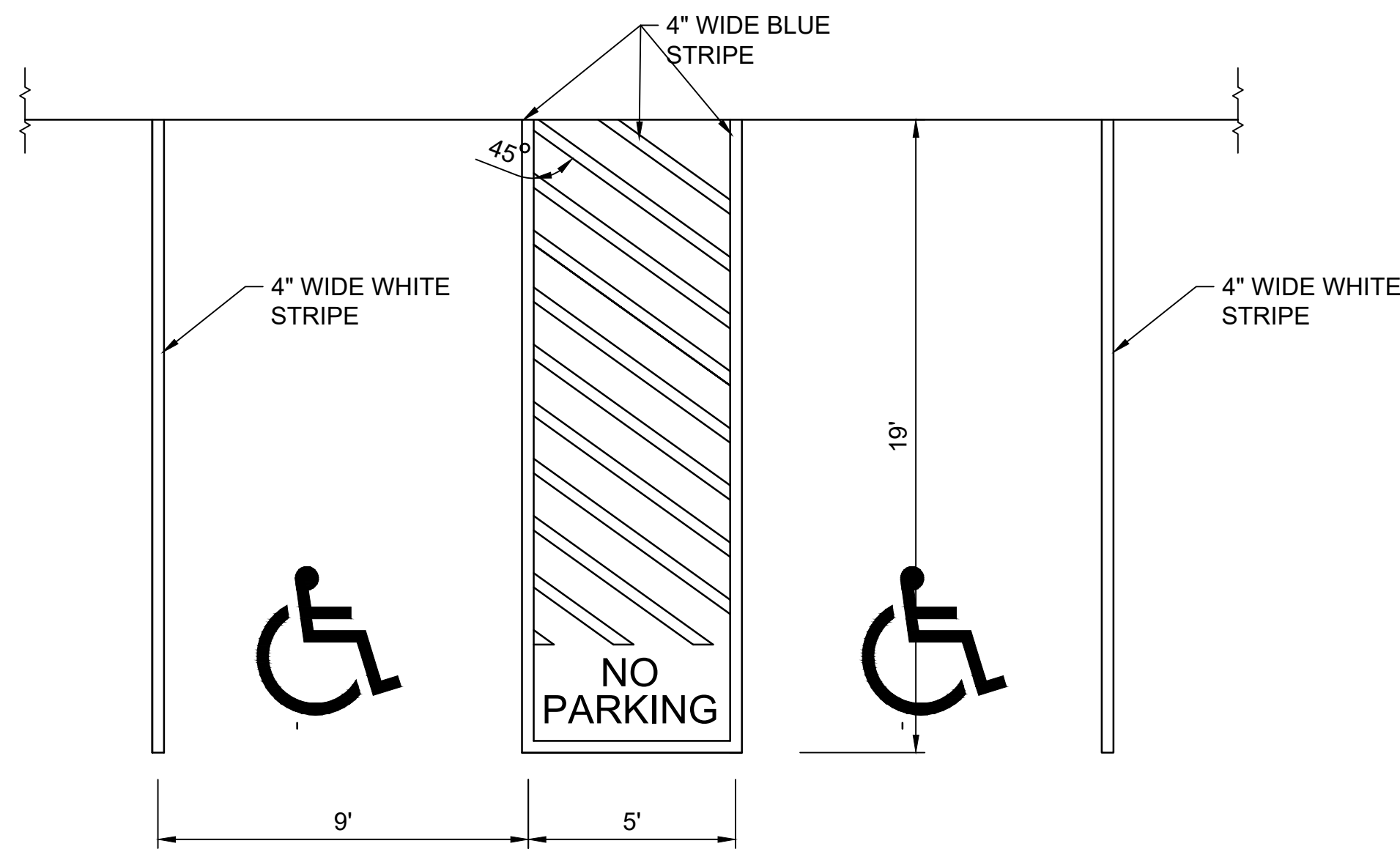
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CURIA BIOPHARMACEUTICALS MANUFACTURING, LLC ISSUES THE FOLLOWING STATEMENT: ALL IDEAL DESIGNS, ARRANGEMENTS, AND PLANS INDICATED ARE THE PROPERTY OF CURIA PHARMACEUTICALS MANUFACTURING AND WERE CREATED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIC PROJECT OR PROCESS THESE IDEAL DESIGNS, ARRANGEMENTS, OR PLANS SHALL NOT BE USED OR REPRODUCED BY ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF CURIA PHARMACEUTICALS MANUFACTURING.



Oct 21 2022 12:32 PM

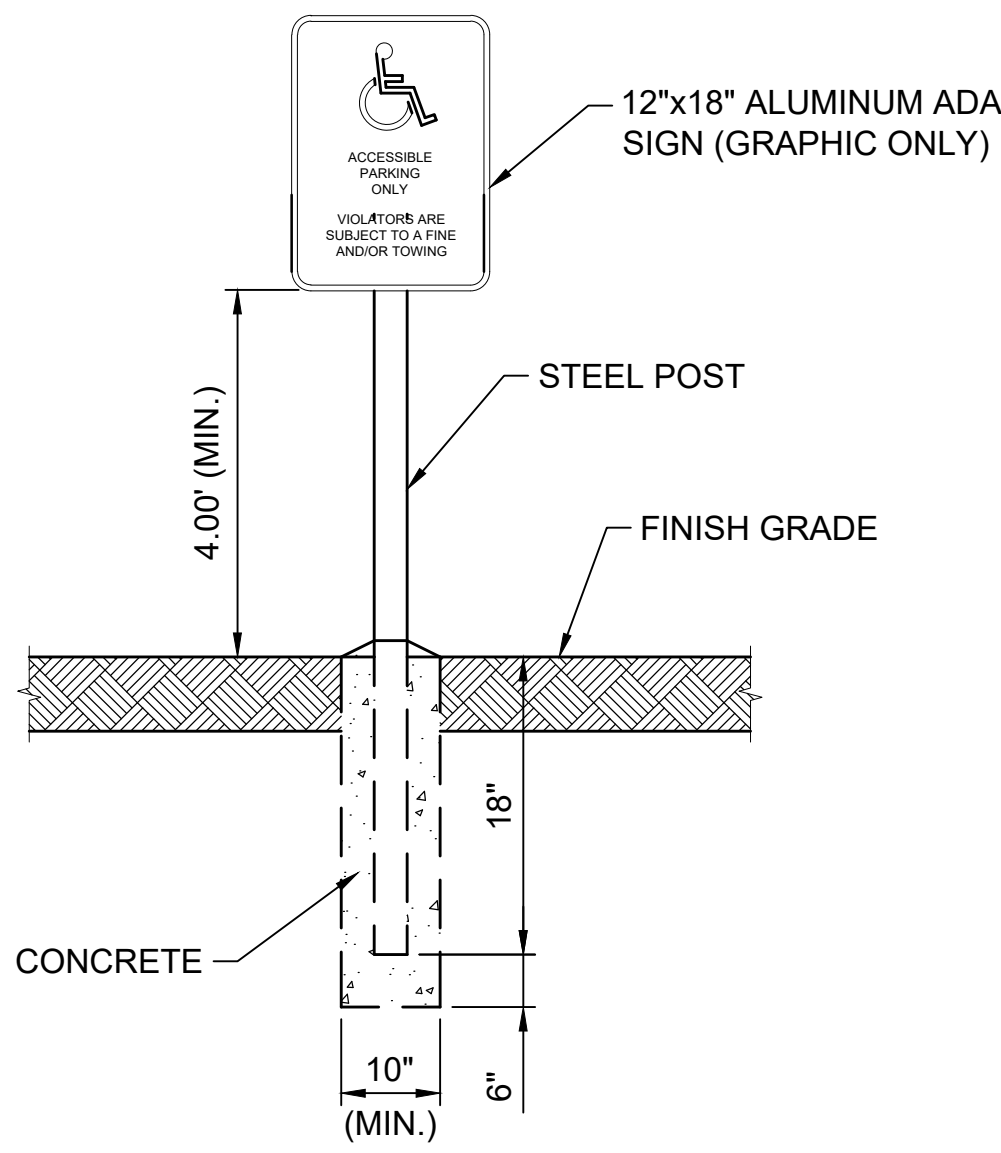


NOTES:

1. VAN ACCESSIBLE PARKING WIDTH SHALL BE 8' OPPOSED TO 5' AS SHOWN.
2. NO PARKING LETTERING SHALL NOT BE LESS THAN 1' TALL AND 2' WIDE

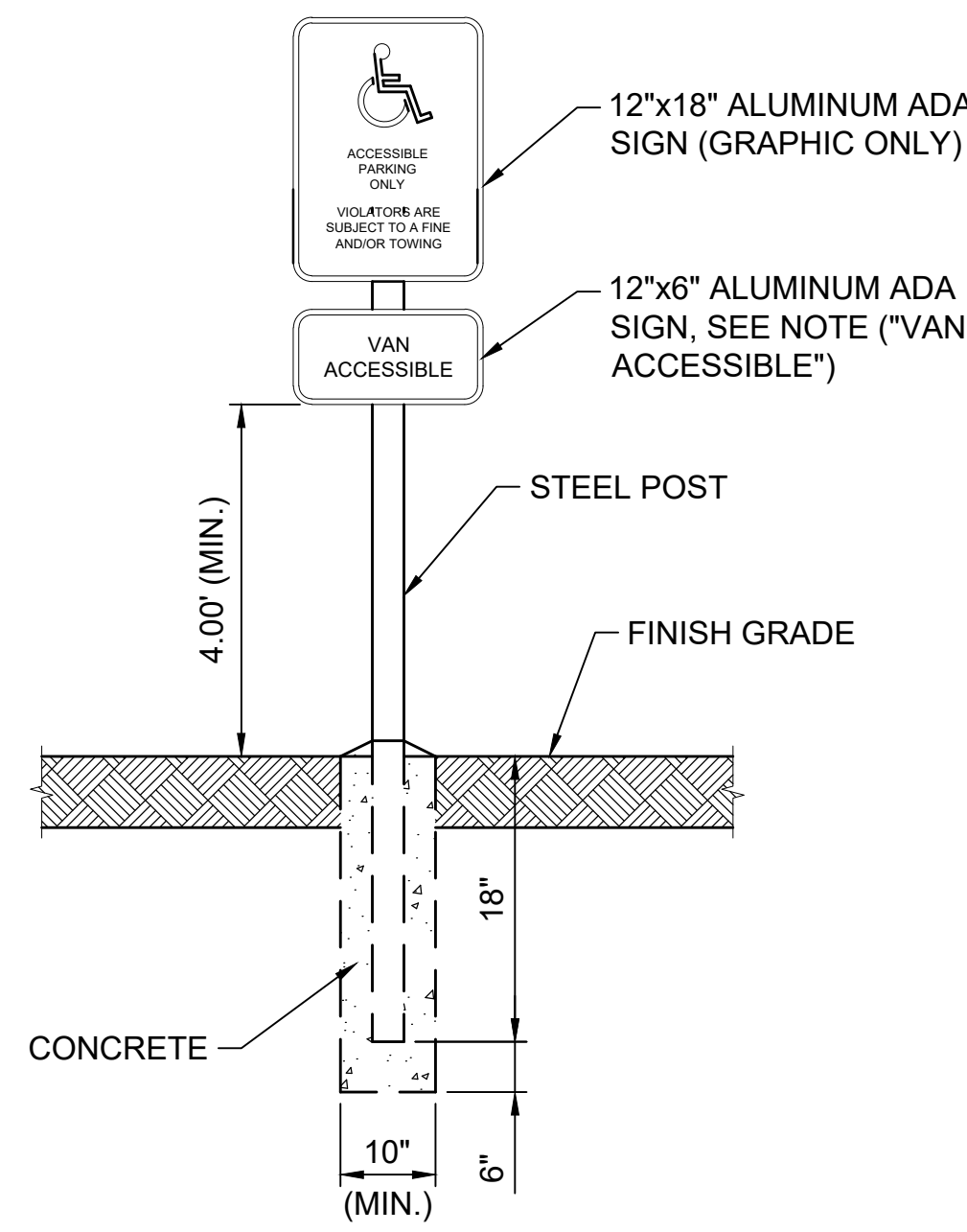
ADA PARKING STALL

DETAIL NOT TO SCALE 1 CS100



ADA PARKING STALL SIGN POST

DETAIL NOT TO SCALE 2 CS100

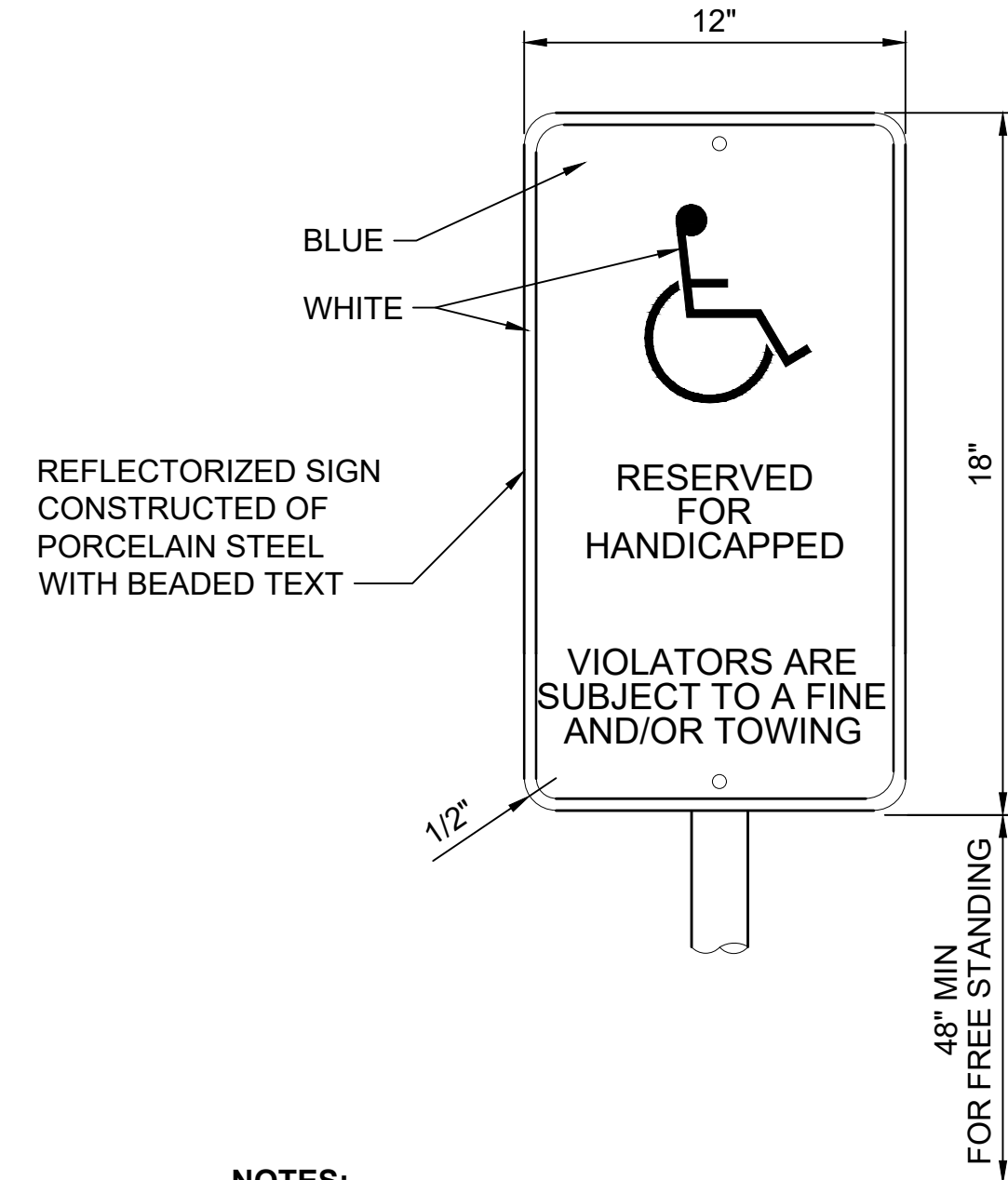


NOTES:

1. VAN ACCESSIBLE SIGN SHALL ONLY BE PLACED ON VAN POSITIONS AS SHOWN ON SHEET CS104.

ADA VAN PARKING STALL SIGN POST

DETAIL NOT TO SCALE 3 CS100

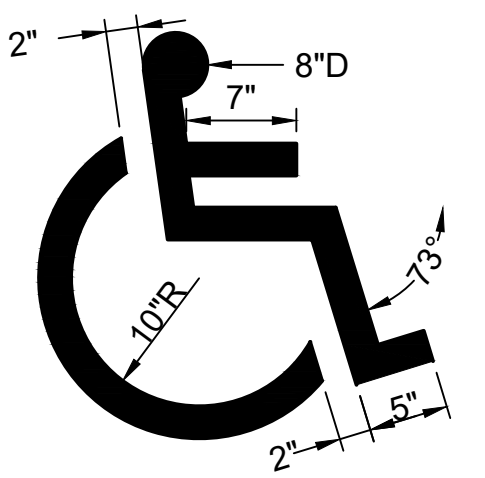


NOTES:

1. SIGN SHALL BE CENTERED AT THE INTERIOR END OF PARKING SPACE.

ADA SIGN

DETAIL NOT TO SCALE C-4401-1-502

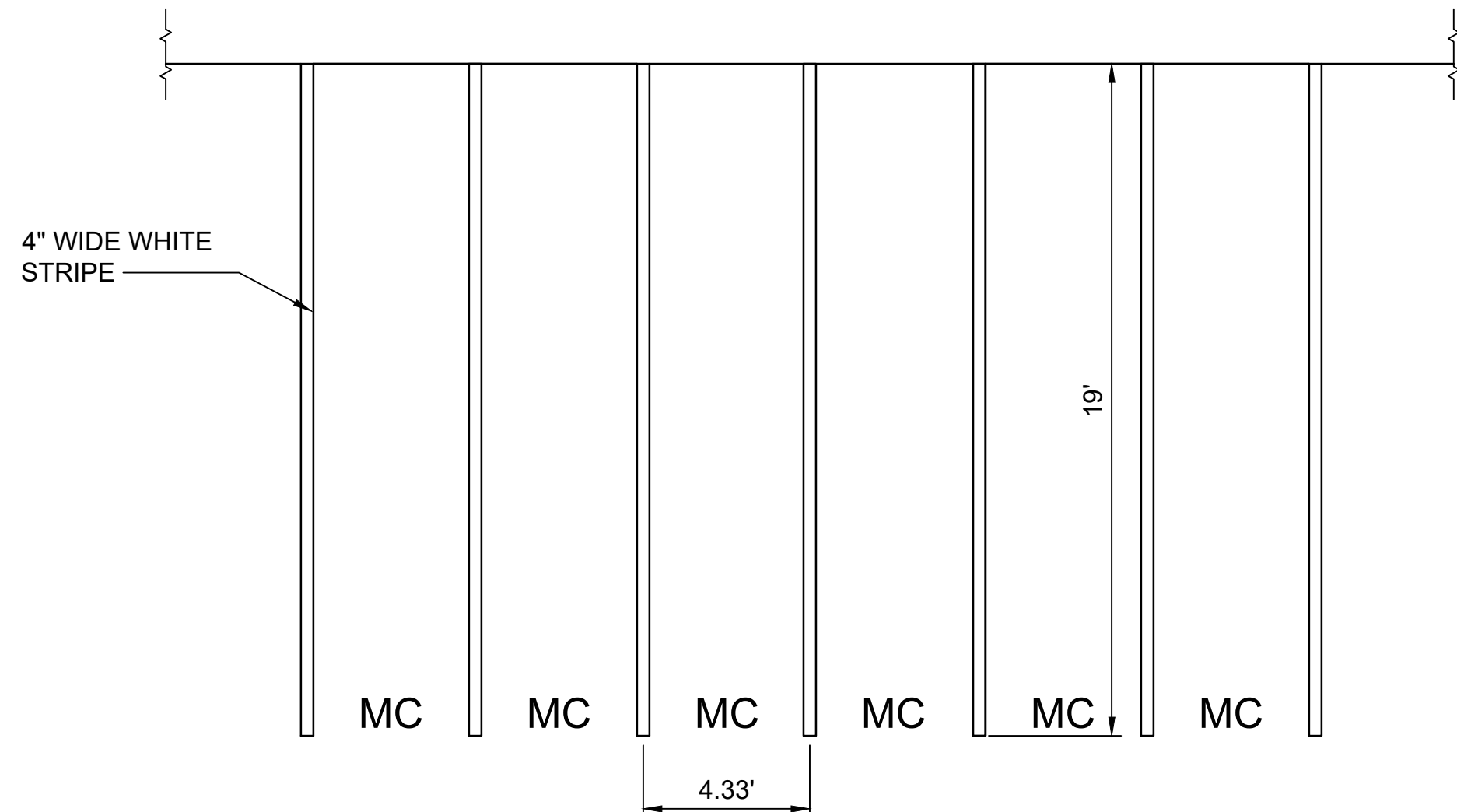


NOTES:

1. SYMBOL SHALL BE PAINTED AT END OF PARKING STALL.

ADA PARKING STALL SYMBOL

DETAIL NOT TO SCALE 4 CS100

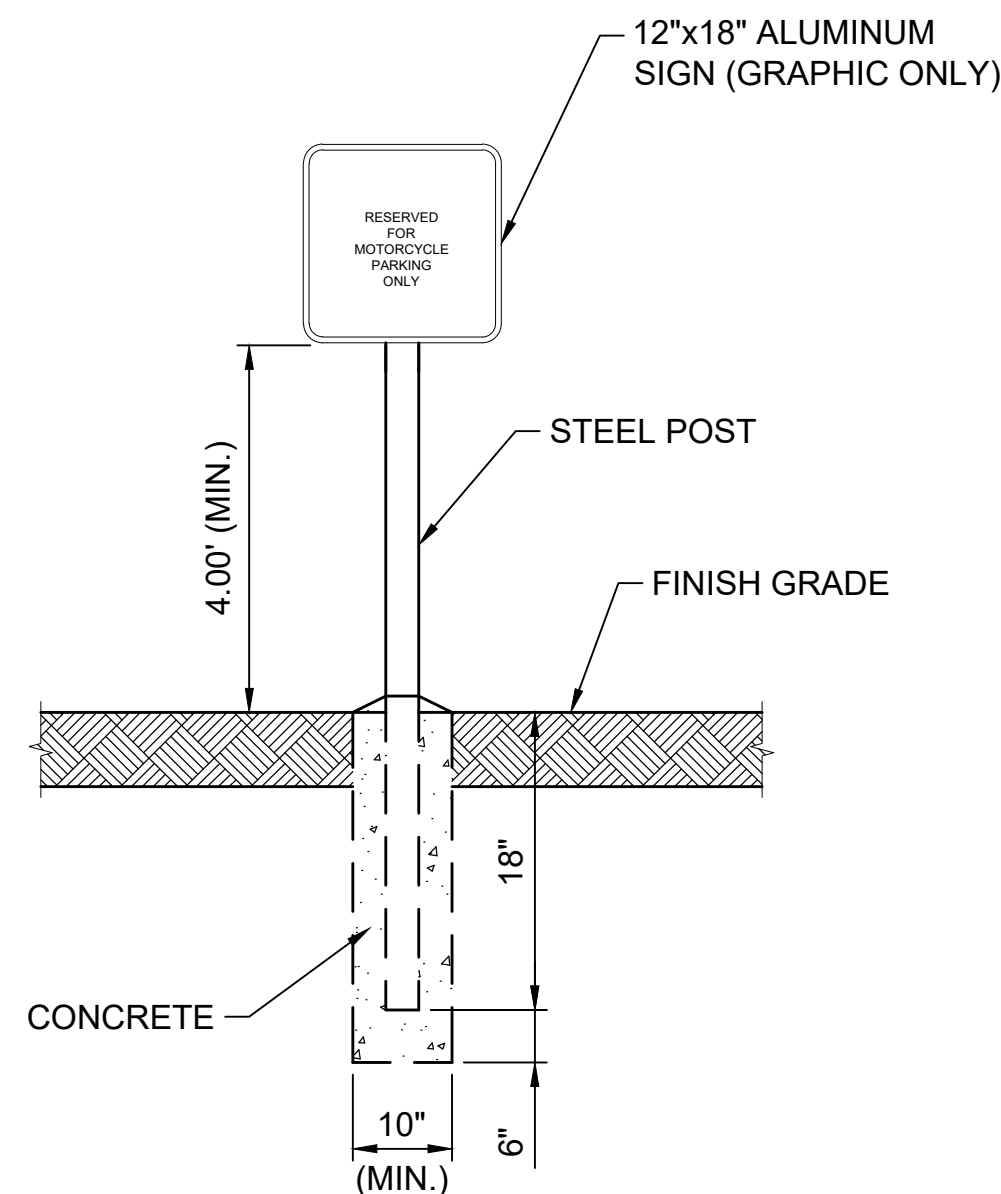


NOTES:

1. MC LETTERING SHALL BE CENTERED WITHIN MOTORCYCLE PARKING STALL.
2. MC LETTERING SHALL NOT BE LESS THAN 1' TALL AND 2' WIDE

MOTORCYCLE PARKING STALL

DETAIL NOT TO SCALE 5 CS100

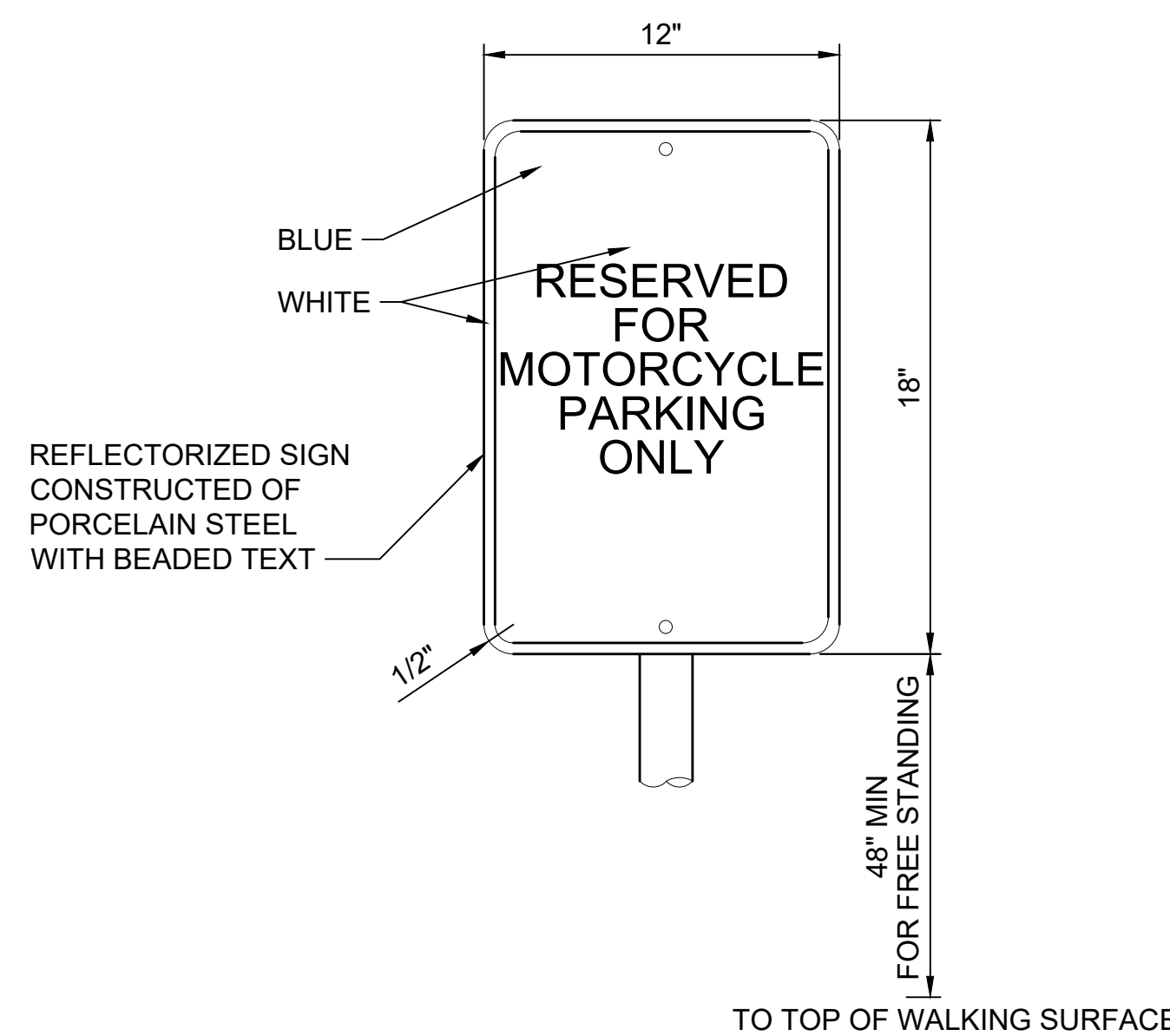


NOTES:

1. SIGN SHALL BE CENTERED AT THE INTERIOR END OF PARKING SPACE.

MOTORCYCLE PARKING STALL SIGN POST

DETAIL NOT TO SCALE 6 CS100

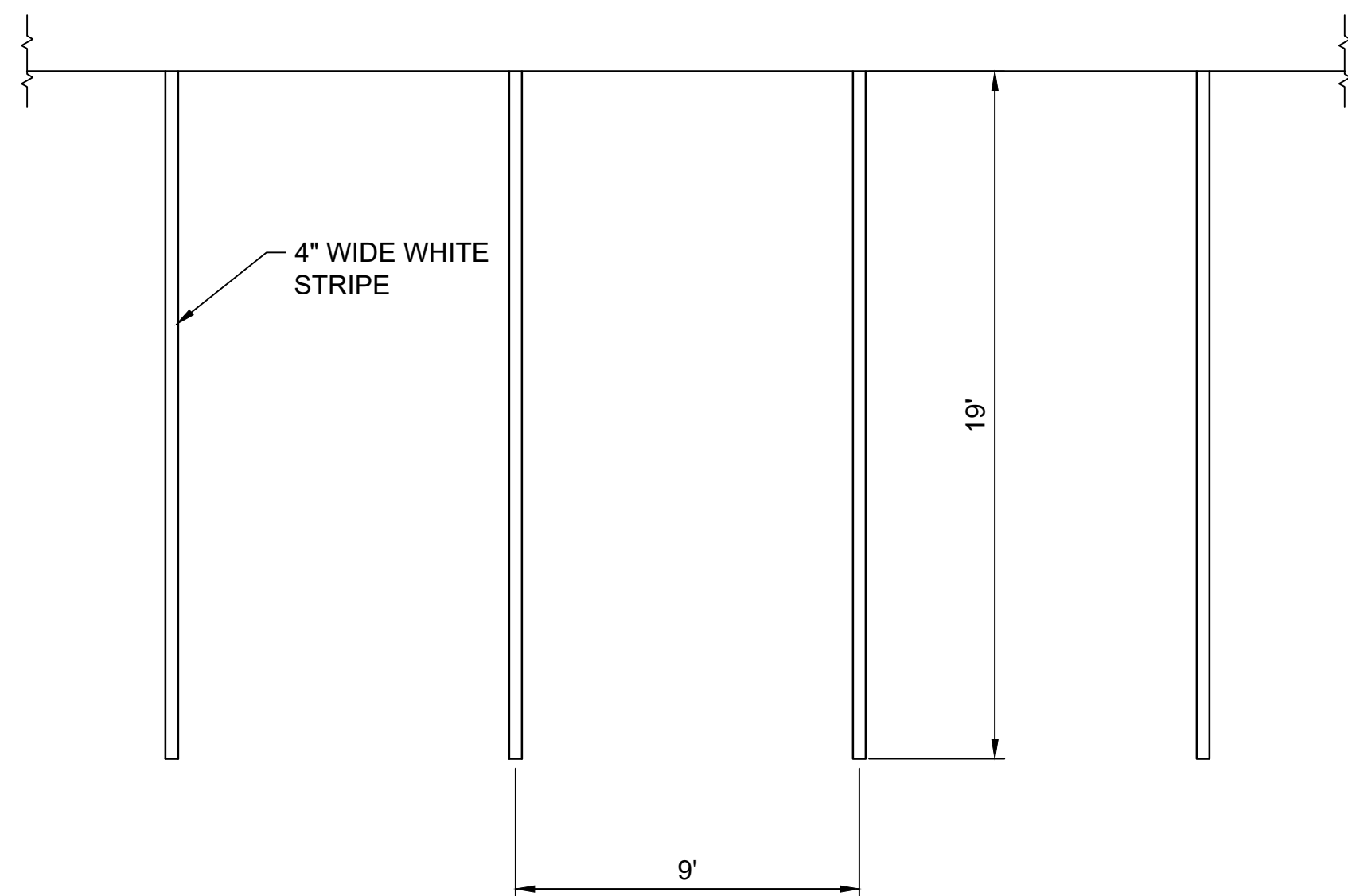


NOTES:

1. SIGN SHALL BE CENTERED AT THE INTERIOR END OF PARKING SPACE.

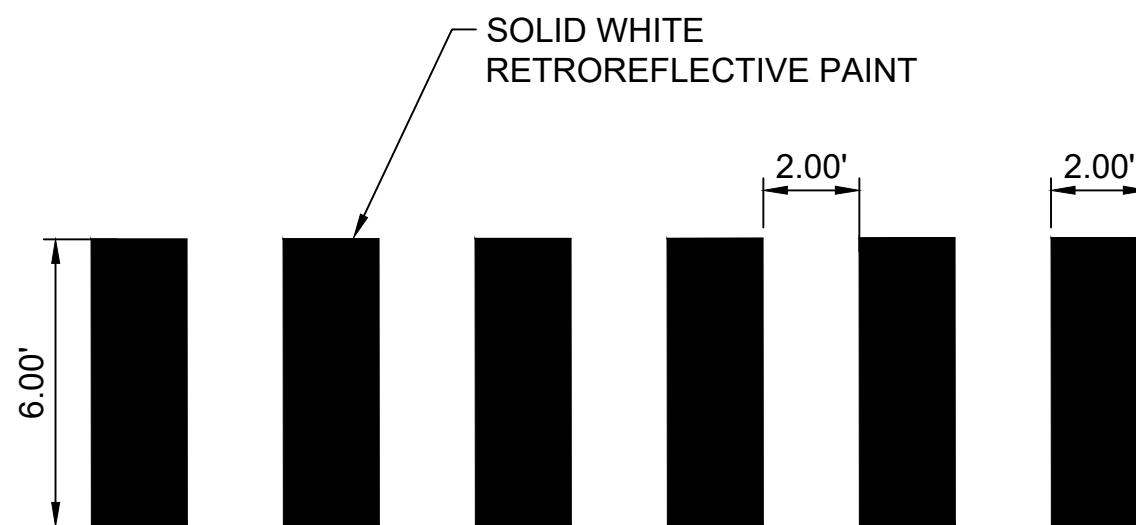
MOTORCYCLE PARKING SIGN

DETAIL NOT TO SCALE C-4401-1-502



STANDARD PARKING STALL

DETAIL NOT TO SCALE 7 CS100



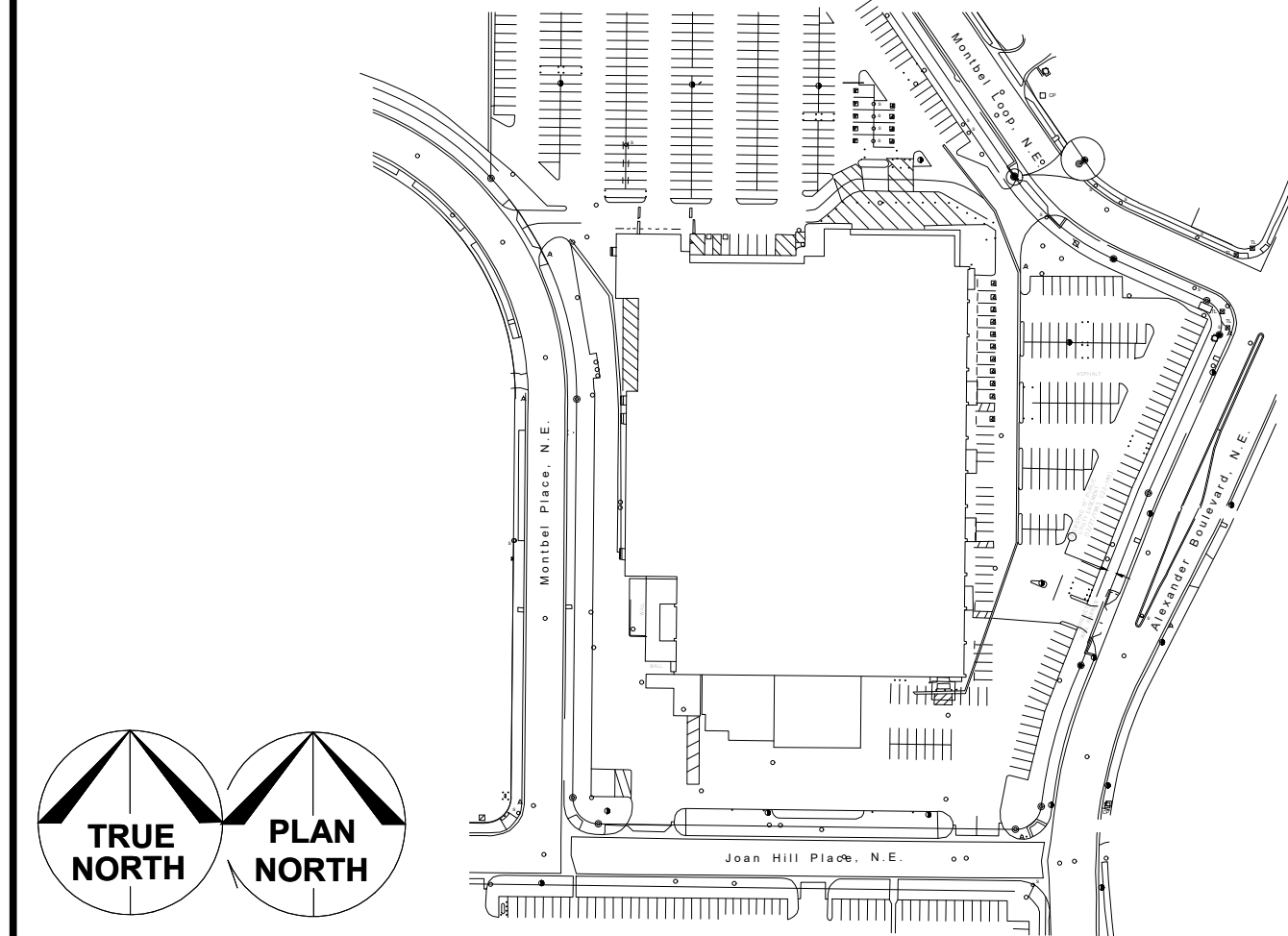
STANDARD PEDESTRIAN CROSSING

DETAIL NOT TO SCALE 8 CS100



Oct 21 2022 12:33 PM

KEY PLAN:



ARCHITECTS/ENGINEERS:

**BURNS MEDONNELL**  
9400 WARD PARKWAY  
KANSAS CITY, MO 64114

PRELIMINARY - NOT FOR CONSTRUCTION

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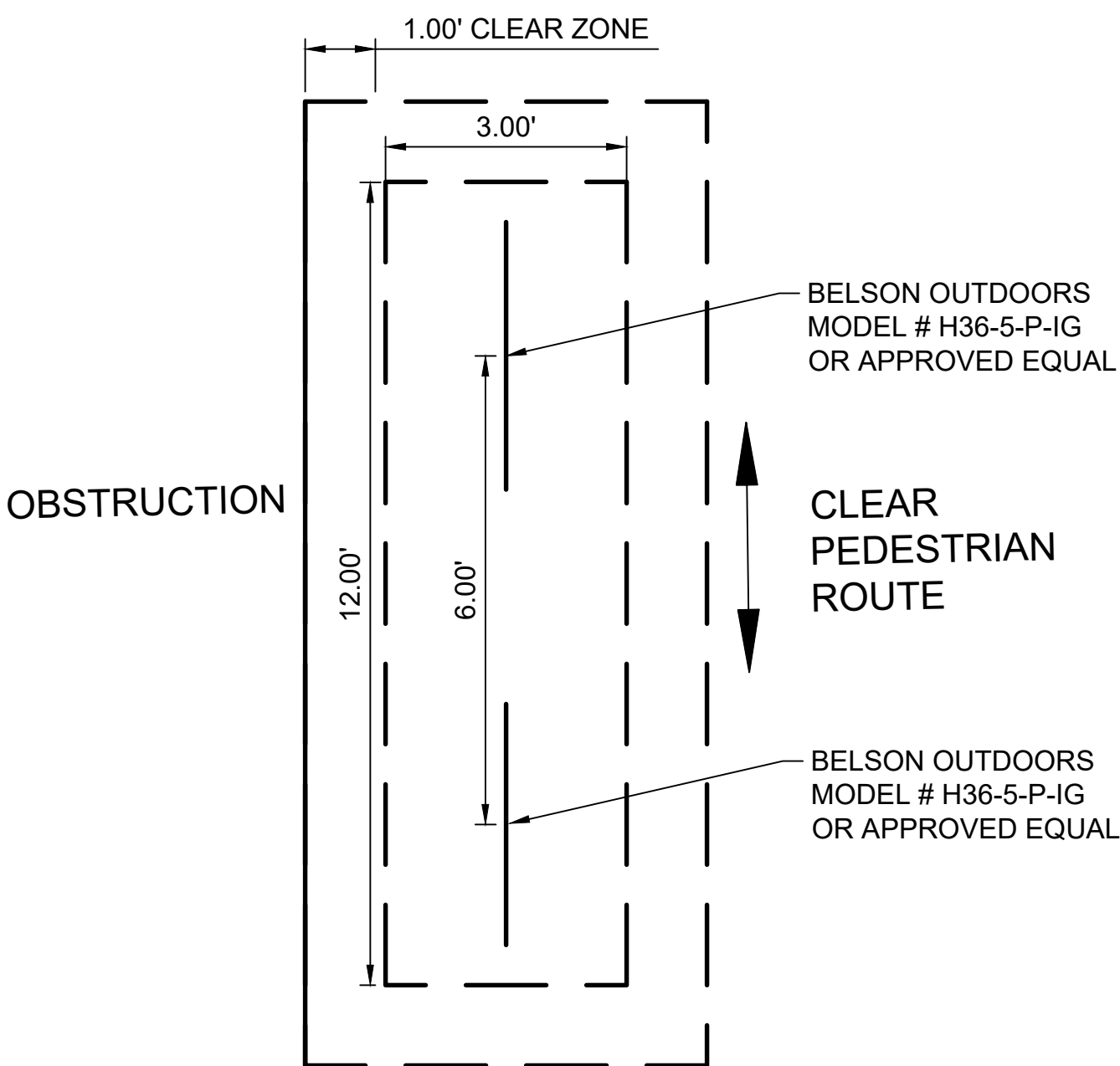


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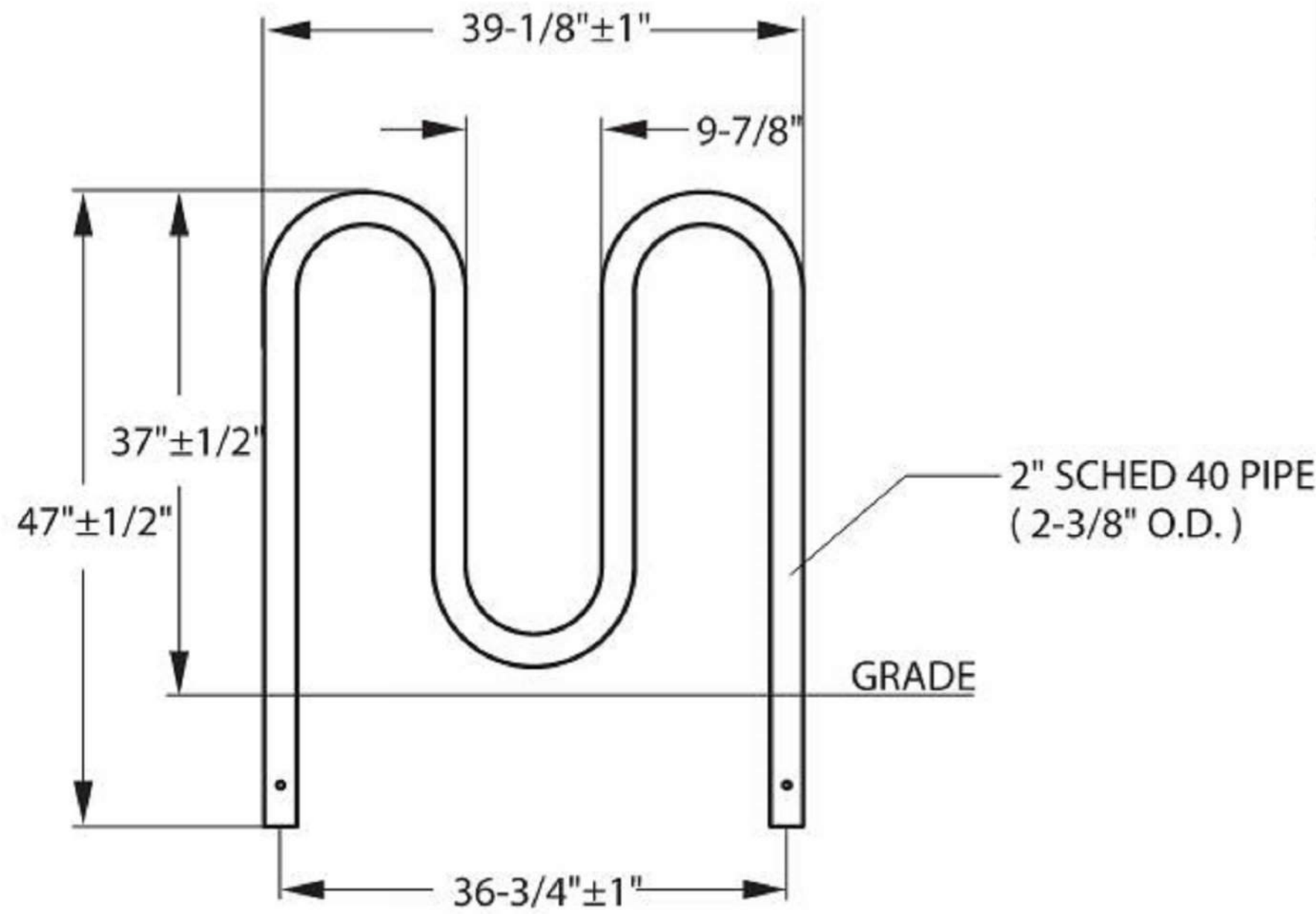
Model # H36-5-P-IG

Dimension Sheet

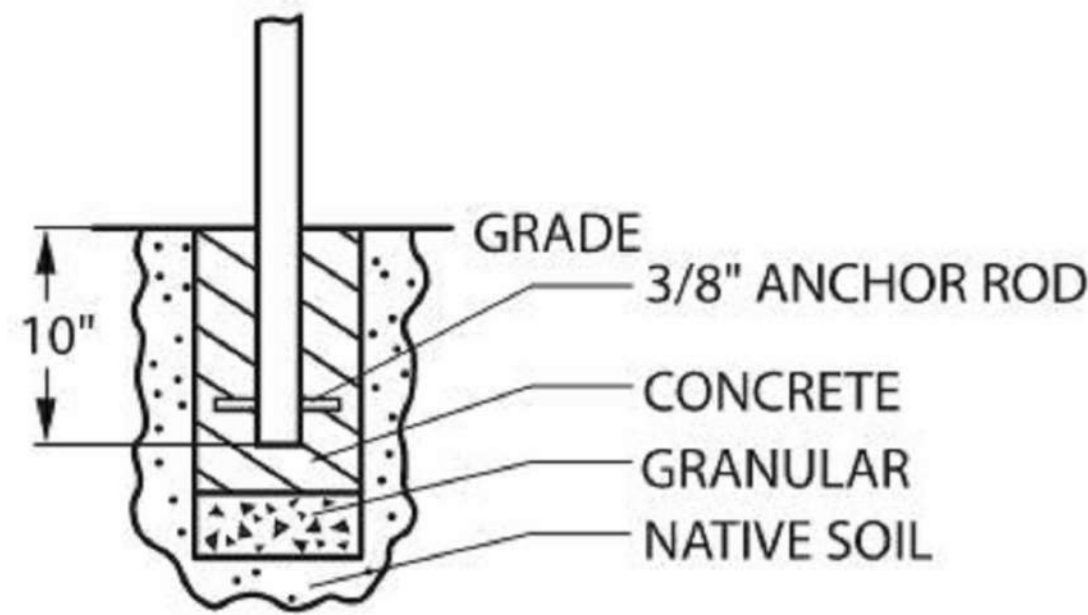
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DETAIL  
NOT TO SCALE  
1  
CS100



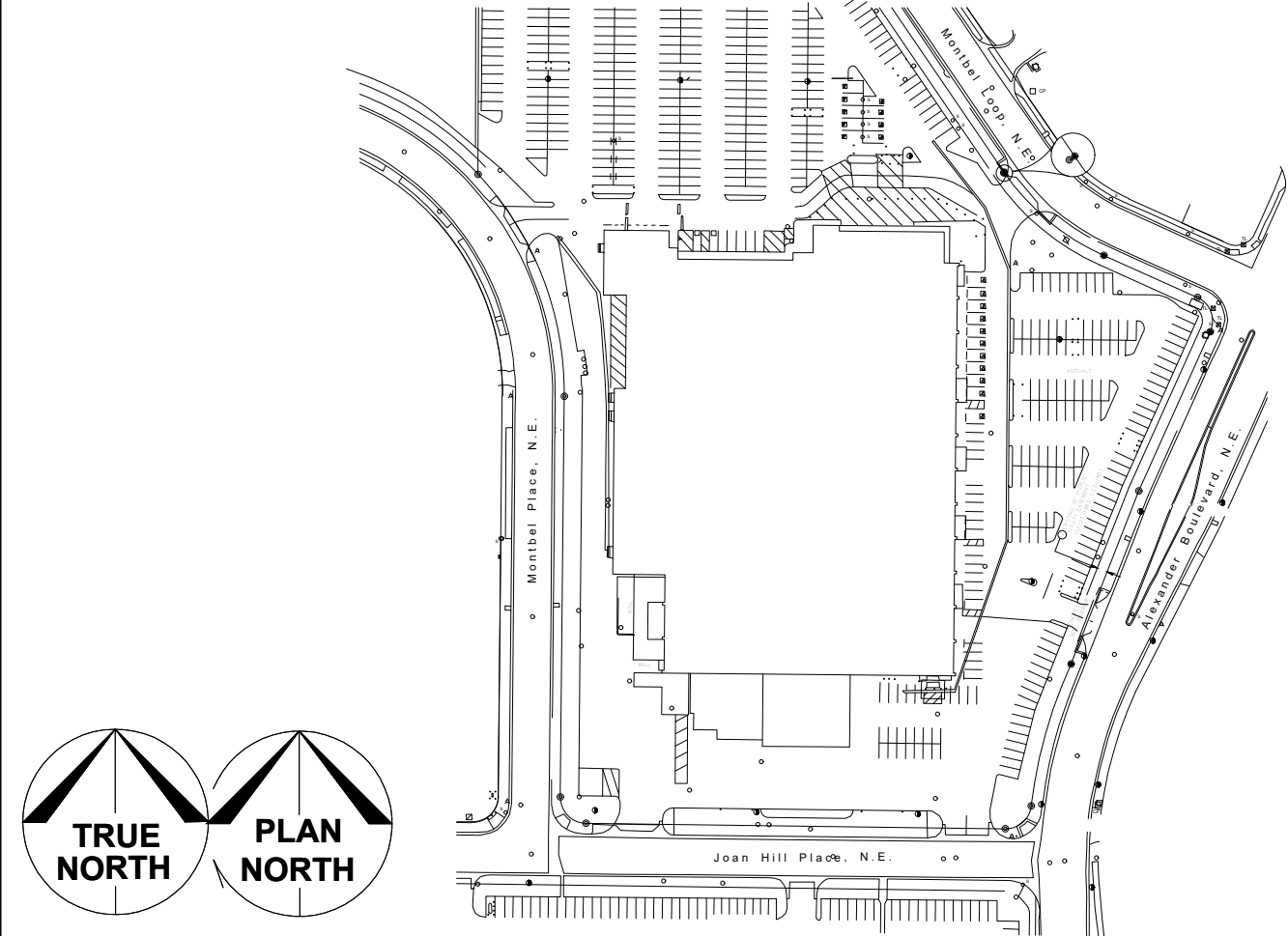
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**BURNS  
MEDONNELL**  
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KANSAS CITY, MO 64114

PRELIMINARY - NOT  
FOR CONSTRUCTION

DESIGNED / DRAWN: S. ENGEMANN	LOCATION:	 4401 ALEXANDER BLVD. NE ALBUQUERQUE, NEW MEXICO, 87109 CIVIL 4401
ENGINEER REVIEW: J. LAVENDER	EQUIPMENT FILE NO.:	
DATE: 10/21/2022	SCALE: NO SCALE	PLOT: 1:1
DRAWING NUMBER: C-4401-1-506	SIZ: E1	<b>BUILDING 4401 CIVIL SITE DETAILS 3</b>

Oct 21 2022 12:34 PM



# City of Albuquerque

Planning Department  
Development Review Services Division

## Traffic Scoping Form (REV 07/2020)

**Project Title:** New Mexico Expansion Project

Building Permit #: \_\_\_\_\_ Hydrology File #: \_\_\_\_\_

Zone Atlas Page: F-16-Z DRB#: 22-113 EPC#: \_\_\_\_\_ Work Order#: \_\_\_\_\_

Legal Description: TR B BLK 5 PLAT OF TRACTS A & B BLK 5 SUNDT'S INDUSTRIALCENTER CONT 11.8662 AC

Development Street Address: 4401 Alexander Blvd. NE 87107

**Applicant:** Curia New Mexico, LLC (f/k/a Oso Biopharmaceuticals Manufacturing, LLC) Contact: Adam Lysiak

Address: 4240 Balloon Park Rd NE, Albuquerque, NM 87109

Phone#: 908-752-9244 Fax#: \_\_\_\_\_

E-mail: Adam.Lysiak@curiaglobal.com

### Development Information

Build out/Implementation Year: 2022

Current/Proposed Zoning: NR-GM

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

Change of Zoning: ( )

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

Describe development and Uses:

Two story expansion that includes aseptic manufacturing, packaging, utility space, and office support.

Days and Hours of Operation (if known): 24 hour, 7 day per week manufacturing facility

### Facility

Building Size (sq. ft.): approx. 60,000 sq. ft. (Two-Story Building)

Number of Residential Units: N/A

Number of Commercial Units: N/A

### Traffic Considerations

ITE Trip Generation Land Use Code 140 Manufacturing

Expected Number of Daily Visitors/Patrons (if known):\* 0-10

Expected Number of Employees (if known):\* 163 Employees 103 Existing, 60 additional

Expected Number of Delivery Trucks/Buses per Day (if known):\* 6 to 10 deliveries per day

Trip Generations during PM/AM Peak Hour (if known):\* 5 to 8 PM/AM Peak Hour Generations

Driveway(s) Located on: Street Name Joan Hill PI NE

ITE Land Use #140 Manufacturing, 163 employees, AM peak 75 trips PM peak 72 trips
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Adjacent Roadway(s) Posted Speed:	Street Name	Alexander Blvd NE	Posted Speed	35 mph
	Street Name	Montbel PI NE	Posted Speed	35 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)** (Alexander Blvd NE)

Comprehensive Plan Corridor Designation/Functional Classification: Major Collector  
(arterial, collector, local, main street)

Comprehensive Plan Center Designation: Employment Center  
(urban center, employment center, activity center, etc.)

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

Adjacent Roadway(s) Traffic Volume: 5222 (daily) Volume-to-Capacity Ratio (v/c): <0.25 AM and PM  
(if applicable)

Adjacent Transit Service(s): No Bus Stops Nearest Transit Stop(s): .25 miles west/east

Is site within 660 feet of Premium Transit?: No

Current/Proposed Bicycle Infrastructure: Proposed Bike Lanes  
(bike lanes, trails)

Current/Proposed Sidewalk Infrastructure: Sidewalk on both right and left side of roadway

**Relevant Web-sites for Filling out Roadway Information:**

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

Comprehensive Plan Corridor/Designation: See GIS map.

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](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 ☒

Thresholds Met? Yes [ ] No ☒

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

Notes:

 P.E.

10/12/2022

TRAFFIC ENGINEER

DATE

**Submittal**