

City of Albuquerque

Planning Department Development Review Services Division

Traffic Scoping Form (REV 07/2020)

Project Title: Uptown Hotel	
Building Permit #: Hydro	ology File #:
H-18-2 Zone Atlas Page: <u>H-19-7</u> DRB#:	_ EPC#: Work Order#:
Legal Description: 001 C Louisiana Sub Repl	at
Development Street Address: 2444 Louisiana N	<u>E</u>
Applicant: Isaacson & Arfman, Inc.	Contact: Genny Donart
Address: 128 Monroe St NE	
Phone#: 505-268-8828 Fax#:	
E-mail: gennyd@lacivil.com	
Development Information	
Build out/Implementation Year: 2025	Current/Proposed Zoning: MX-H
Project Type: New: () Change of Use: () Same	Use/Unchanged: (X) Same Use/Increased Activity: ()
Change of Zoning: ()	
Proposed Use (mark all that apply): Residential: ()	Office: () Retail: () Mixed-Use: (X)
Describe development and Uses:	
Development includes Demolition of an existin associated parking & paving	g building, construction of the proposed hotel with
Days and Hours of Operation (if known): <u>TBD</u>	
<u>Facility</u>	
Building Size (sq. ft.): 90,225 sf	
Number of Residential Units: <u>150</u>	
Number of Commercial Units:	
Traffic Considerations	
ITE Trip Generation Land Use Code 310	
Expected Number of Daily Visitors/Patrons (if known)	*TBD
Expected Number of Employees (if known):*_TBD	
Expected Number of Delivery Trucks/Buses per Day (i	f known):*TBD
Trip Generations during PM/AM Peak Hour (if known)	:* AM - 68 Trips/ PM - 83 Trips, See attached below.
Driveway(s) Located on: Street Name Prospect PI, and L	_ouisiana Blvd

Adjacent Roadway(s) Posted Speed:	Street Name Prospect PI	Posted Speed 30
	Street Name Louisiana Blvd	Posted Speed 35
* If these values are not kn	own, assumptions will be made by City staff. Dep	pending on the assumptions, a full TIS may be required.)
Roadway Information (adjacent	<u>t to site)</u>	
Comprehensive Plan Corridor Design (arterial, collecdtor, local, main street)	nation/Functional Classification:Urban	Principle Arterial
Comprehensive Plan Center Designa (urban center, employment center, activity center,)	tion: Uptown Urban Center	

Jurisdiction of roadway (NMDOT, City, County): <u>City of Albuquerque</u>

Adjacent Roadway(s) Traffic Volume: <u>12,718</u>	Volume-to-Capacity Ratio (v/c): 0.169
Louisiana & Prospect	(if applicable)
Adjacent Transit Service(s): Bus Stop	Nearest Transit Stop(s): 200 ft
Is site within 660 feet of Premium Transit?: Yes	

Current/Proposed Bicycle Infrastructure: <u>None/None</u> (bike lanes, trails)

Current/Proposed Sidewalk Infrastructure: Existing sidewalk along Louisiana & Prospect to be removed & replaced

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: <u>https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-PDF?bidId</u>=

Traffic Volume and V/C Ratio: https://www.mrcog-nm.gov/285/Traffic-Counts and https://public.mrcog-nm.gov/taqa/

Bikeways: <u>http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf</u> (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 M

Thresholds Met? Yes [] No [

Mitigating Reasons for Not Requiring TIS:

Previously Studied: []

Notes:

Ernest Ormijo TRAFFIC ENGINEER

DATE

4/30/2025

<u>Submittal</u>

The Scoping Form must be submitted as part of a Traffic Circulation Layout submittal, DRB application for site plan approval, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to <u>plndrs@cabq.gov</u> and to the City Traffic Engineer mgrush@cabq.gov. Call 924-3362 for information.

Site Plan/Traffic Scoping Checklist

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

- 1. Access -- location and width of driveways
- 2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
- 3. Bike Lanes (check for designated bike routes, long range bikeway system) <u>(check MRCOG Bikeways and Trails in the</u> <u>2040 MTP map)</u>
- 4. Location of nearby multi-use trails, if applicable (check MRCOG Bikeways and Trails in the 2040 MTP map)
- 5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
- 6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
- 7. Distance from access point(s) to nearest adjacent driveways/intersections.
- 8. Note if site is within a Center and more specifically if it is within an Urban Center.
- 9. Note if site is adjacent to a Main Street.
- 10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify volume to capacity (v/c) ratio on this form.

Hotel (310)		
	Vehicle Trip Ends vs: On a:	Rooms Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
	Setting/Location:	General Urban/Suburban
Calculated Trip Ends: Average Rate: 69 (Total), 39 (Entry), 30 (Exit) Fitted Curve: 68 (Total), 38 (Entry), 30 (Exit)	Number of Studies: Avg. Num. of Rooms: Directional Distribution:	28 182 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



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H (3	otel 10)	
Vehicle Trip Ends vs: On a:	Rooms Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
Setting/Location:	General Urban/Suburban	
Number of Studies:	31	
Avg. Num. of Rooms: Directional Distribution:	186 51% entering, 49% exiting	
	Ho (3 Vehicle Trip Ends vs: On a: Setting/Location: Number of Studies: Avg. Num. of Rooms: Directional Distribution:	Hotel (310)Vehicle Trip Ends vs:RoomsOn a:Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.Setting/Location:General Urban/SuburbanNumber of Studies:31Avg. Num. of Rooms:186Directional Distribution:51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



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