



# City of Albuquerque

Planning Department  
Development Review Services Division

## Traffic Scoping Form (REV 05/2024)

**Project Title:** \_\_\_\_\_

Zone Atlas Page: \_\_\_\_\_ DFT/DHO #: \_\_\_\_\_ BP #: \_\_\_\_\_

Development Street Address: \_\_\_\_\_

(If no City Address include a Vicinity Map with site highlighted and legible street names)

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

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

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

### Development Information

Build out/Implementation Year: \_\_\_\_\_

Existing Use: \_\_\_\_\_

Describe Proposed Development and Uses:

\_\_\_\_\_  
\_\_\_\_\_

Days and Hours of Operation (if known): \_\_\_\_\_

### Facility

Building Size (sq. ft.): \_\_\_\_\_

Number of Residential Units: \_\_\_\_\_

Number of Commercial Units: \_\_\_\_\_

### Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):\* \_\_\_\_\_

Expected Number of Employees (if known):\* \_\_\_\_\_

Expected Number of Delivery Trucks/Buses per Day (if known):\* \_\_\_\_\_

Trip Generations during PM/AM Peak Hour and ITE # (if known):\* \_\_\_\_\_

Driveway(s) Located on: Street Name \_\_\_\_\_

Adjacent Roadway(s) Posted Speed: Street Name \_\_\_\_\_ Speed \_\_\_\_\_

Street Name \_\_\_\_\_ Speed \_\_\_\_\_

*\* 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)

Comprehensive Plan Corridor Designation (e.g. Main Street, Major Transit, N/A): \_\_\_\_\_  
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Comprehensive Plan Center Designation (e.g. urban center, Downtown, N/A): \_\_\_\_\_  
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Street Functional Classification (e.g. Principal Arterial, Collector) : \_\_\_\_\_  
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

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

Adjacent Roadway(s):

Name: \_\_\_\_\_ Traffic Volume: \_\_\_\_\_ Volume-to-Capacity Ratio (v/c): \_\_\_\_\_

Name: \_\_\_\_\_ Traffic Volume: \_\_\_\_\_ Volume-to-Capacity Ratio (v/c): \_\_\_\_\_

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/623/Traffic-Flow-Maps-and-Busiest-Intersecti> and <https://mrcog-nm.gov/574/Transportation-Analysis-and-Querying-App>

Adjacent Transit Service(s) : \_\_\_\_\_ Nearest Transit Stop(s): \_\_\_\_\_  
<https://www.cabq.gov/gis/advanced-map-viewer>

Is site within 660 feet of Premium Transit?: \_\_\_\_\_  
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Current/Proposed Bicycle Infrastructure : \_\_\_\_\_

Bikeways: <https://mrcog-nm.gov/544/Long-Range-System-maps>

Current/Proposed Sidewalk and buffer Infrastructure: \_\_\_\_\_

Sidewalk and buffer width : DPM Table 7.2.29

Submit by email to Traffic Engineer Curtis Cherne: [ccherne@cabq.gov](mailto:ccherne@cabq.gov). Email or call 505-924-3986 for information.

## **For City Personnel Use:**

### 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 [ X ] No [ ]**

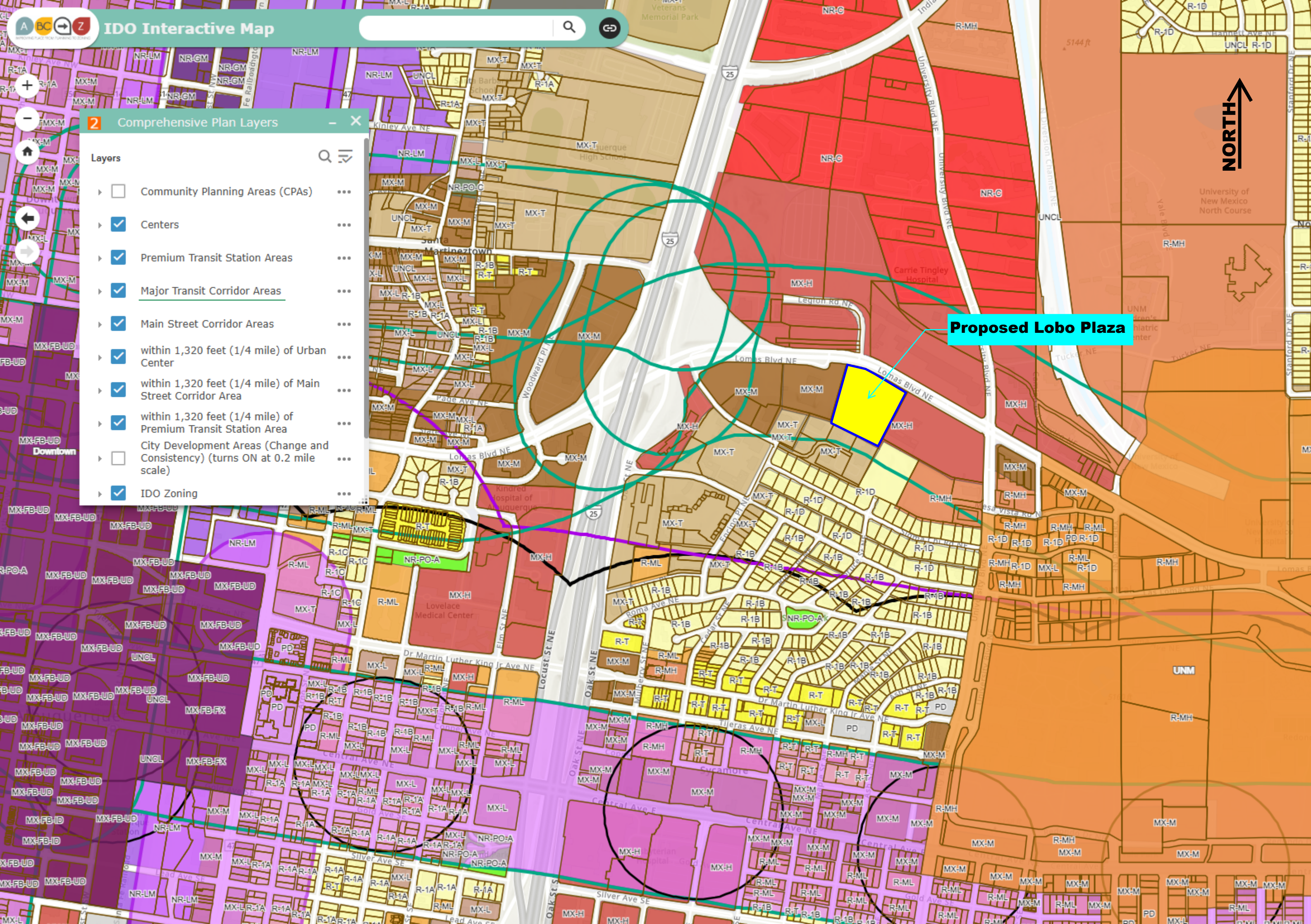
Thresholds Met? Yes [ X ] No [ ]

Mitigating Reasons for Not Requiring TIS and/or Notes:

Ernest Armijo  
TRAFFIC ENGINEER

\_\_\_\_\_  
DATE





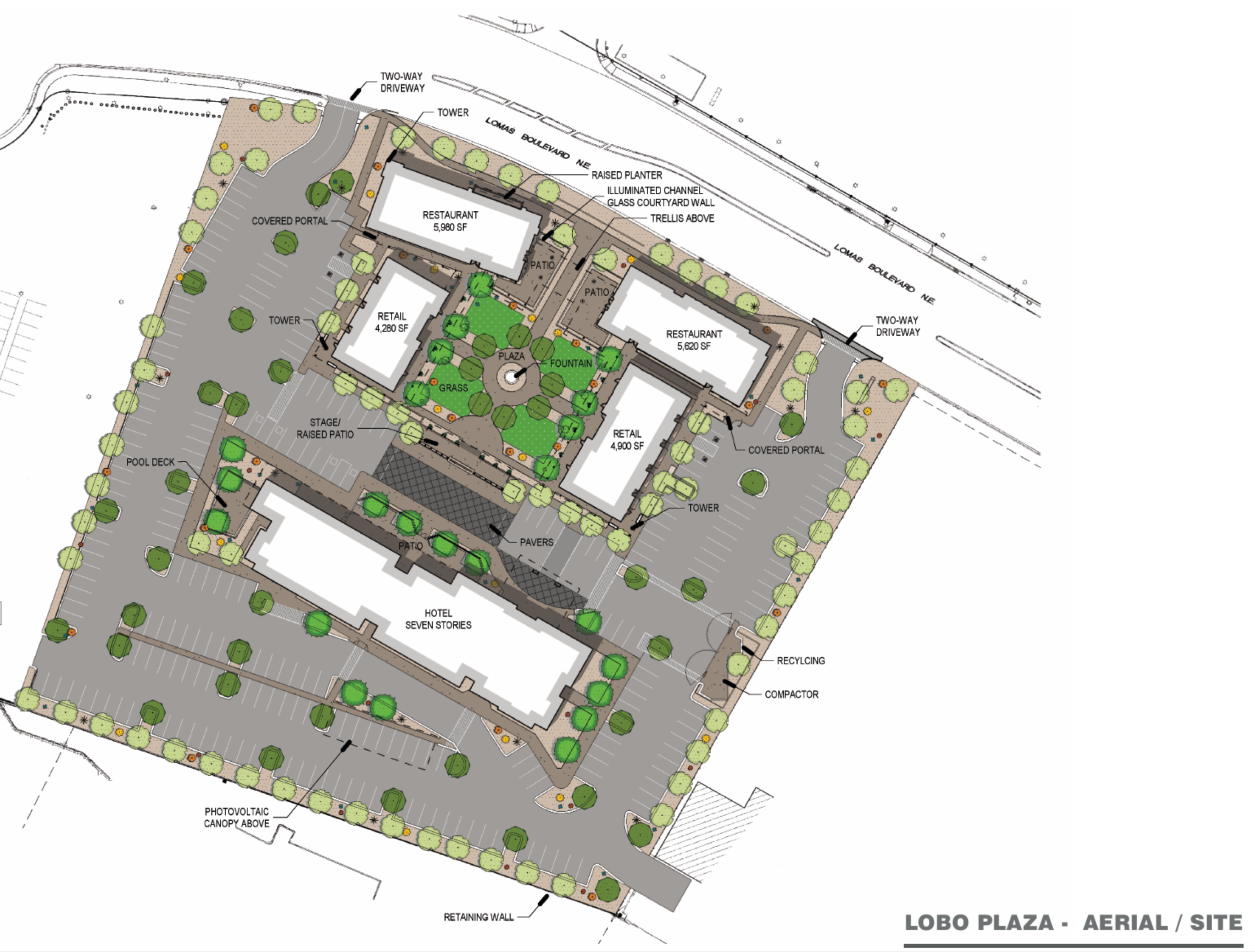
## 2 Comprehensive Plan Layers

### Layers

- ☐ Community Planning Areas (CPAs) ...
- ☒ Centers ...
- ☒ Premium Transit Station Areas ...
- ☒ Major Transit Corridor Areas ...
- ☒ Main Street Corridor Areas ...
- ☒ within 1,320 feet (1/4 mile) of Urban Center ...
- ☒ within 1,320 feet (1/4 mile) of Main Street Corridor Area ...
- ☒ within 1,320 feet (1/4 mile) of Premium Transit Station Area ...
- ☐ City Development Areas (Change and Consistency) (turns ON at 0.2 mile scale) ...
- ☒ IDO Zoning ...

Proposed Lobo Plaza





PHOTOVOLTAIC  
CANOPY ABOVE

RETAINING WALL

RECYCLING

COMPACTOR

TOWER

RESTAURANT  
5,620 SF

TRELLIS ABOVE

ILLUMINATED CHANNEL  
GLASS COURTYARD WALL

RAISED PLANTER

LOMAS BOULEVARD NE

RESTAURANT  
5,980 SF

RETAIL  
4,280 SF

RETAIL  
4,900 SF

FOUNTAIN

PLAZA

GRASS

STAGE/  
RAISED PATIO

COVERED PORTAL

TWO-WAY  
DRIVEWAY

LOMAS BOULEVARD NE

TWO-WAY  
DRIVEWAY

HOTEL  
SEVEN STORIES

PATIO

PAVERS

COVERED PORTAL

*Lobo Plaza (Lomas Blvd. / University Blvd.)*  
**Trip Generation Data (ITE Trip Generation Manual - 11th Edition)**

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet		Units					
	High Turnover (Sit-Down) Restaurant (932)	11.60	1,244	61	50	64	41
	Strip Retail Plaza <40K - Equation (822)	9.18	617	16	11	37	37
	Hotel (310)	140	1,094	35	28	39	37
	Subtotal		2,955	112	89	140	115
	Retail Uses		1,861	77	61	101	78
	Pass-By Trips	33%		-25	-20	-33	-26
	Total Primary Commercial Trips			164	130	208	167
	Hotel Trips			35	28	39	37

*Lobo Plaza (Lomas Blvd. / University Blvd.)*  
*Trip Generation Data (ITE Trip Generation Manual - 11th Edition)*

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

Units

**High Turnover (Sit-Down) Restaurant (932)****11.60**

1,000 S.F.

1,244	61	50	64	41
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**ITE Trip Generation Equations:**

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

$$T = \frac{107.2}{50\%} (X) + \frac{0}{50\%} \text{ Exit}$$

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

$$T = \frac{9.57}{55\%} (X) + \frac{0}{45\%} \text{ Exit}$$

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

$$T = \frac{9.05}{61\%} (X) + \frac{0}{39\%} \text{ Exit}$$

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

*Lobo Plaza (Lomas Blvd. / University Blvd.)*  
*Trip Generation Data (ITE Trip Generation Manual - 11th Edition)*

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

Units

**Strip Retail Plaza <40K - Equation (822)****9.18**

1,000 S.F.

617	16	11	37	37
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**ITE Trip Generation Equations:**

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

$$T = \frac{42.2}{50\%} (X) + \frac{229.68}{50\% \text{ Exit}}$$

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

$$\ln(T) = \frac{0.66}{60\% \text{ Enter}} \ln(X) + \frac{1.84}{40\% \text{ Exit}}$$

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

$$\ln(T) = \frac{0.71}{50\% \text{ Enter}} \ln(X) + \frac{2.72}{50\% \text{ Exit}}$$

Comments:

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*Lobo Plaza (Lomas Blvd. / University Blvd.)*  
*Trip Generation Data (ITE Trip Generation Manual - 11th Edition)*

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

Units

**Hotel (310)****140**

1,094	35	28	39	37
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Rooms

**ITE Trip Generation Equations:**

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

$$T = \frac{10.84}{50\%} (X) + \frac{-423.51}{50\% \text{ Exit}}$$

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

$$T = \frac{0.5}{56\%} (X) + \frac{-7.45}{44\% \text{ Exit}}$$

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

$$T = \frac{0.74}{51\%} (X) + \frac{-27.89}{49\% \text{ Exit}}$$

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition