

## City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 12/2020)

Project Title: 9101 Cantral Ay NL Building Permit #: BP 202	2- <u>03953</u> Hydrology File #:
Zone Atlas Page: K9 DRB#: EPC#:	Work Order#:
Legal Description: Lot 8A Flot of Blocks 4-8 Land	
City Address: 9101 Central AVNL	
Applicant: Scott Anderson  Address: 4419 4th St NW Albuquerque, NM 8  Phone#: 505 401 7575 Fax#:	Contact:
Address: 4419 4th St NW Albuquerque, NM 8	7107
Phone#: 505 401 7575 Fax#:	E-mail: scarchitects.co
Development Information	
Build out/Implementation Year: 2023 Current/Prop	osed Zoning: MX-M
Project Type: New: (Y) Change of Use: ( ) Same Use/Unchanged: ( )	Same Use/Increased Activity: ( )
Proposed Use (mark all that apply): Residential: ( ) Office: ( ) Retail: (	) Mixed-Use: ()
Describe development and Uses:	
Describe development and Uses:  day care, leased office, event ca	enter
Days and Hours of Operation (if known): 7:00 AM — 11:59 PM	
Facility Page 1997	
Building Size (sq. ft.): 11, 970	
Number of Residential Units:	
Number of Commercial Units: <u>3</u>	
Traffic Considerations	
Expected Number of Daily Visitors/Patrons (if known):*_4-00	ITE land Use #565 Day  Care Center 11,75 Sq Ft
Expected Number of Employees (if known):*15	AM peak 130 trips
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Expected Number of Delivery Trucks/Buses per Day (if known):*	
Trip Generations during PM/AM Peak Hour (if known):*	
Driveway(s) Located on: Street Name antral	
Adjacent Roadway(s) Posted Speed: Street Name Cantral	Posted Speed 55
Street Name	Posted Speed

<sup>\*</sup> 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/Fundarterial, collector, local, main street)	ctional Classification: A-tarial
Comprehensive Plan Center Designation: (urban center, employment center, activity center)	one
Jurisdiction of roadway (NMDOT, City, Count	y):
Adjacent Roadway(s) Traffic Volume:	Volume-to-Capacity Ratio:(if applicable)
Adjacent Transit Service(s):	Nearest Transit Stop(s):
Is site within 660 feet of Premium Transit?: No	<b>&gt;</b>
Current/Proposed Bicycle Infrastructure:(bike lanes, trails)	
Current/Proposed Sidewalk Infrastructure:	
Relevant Web-sites for Filling out Roadway In	nformation:
City GIS Information: http://www.cabq.gov/gis/ac	dvanced-map-viewer
Comprehensive Plan Corridor/Designation: https://	://abc-zone.com/document/abc-comp-plan-chapter-5-land-use (map after Page 5-5)
Road Corridor Classification: https://www.mrcog	g-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-
Traffic Volume and V/C Ratio: https://www.mrco	g-nm.gov/285/Traffic-Counts and https://public.mrcog-nm.gov/taqa/
Bikeways: http://documents.cabq.gov/planning/adog 81)	pted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf (Map Pages 75 to
TIS Determination	
Note: Changes made to development proposals TIS determination.	s / assumptions, from the information provided above, will result in a new
Traffic Impact Study (TIS) Required: Yes	No [ ] Borderline [ ]
Thresholds Met? Yes No [ ]	
Mitigating Reasons for Not Requiring TIS:	Previously Studied: [ ]
Notes:	
MP-P.E.	12/12/2022
TRAFFIC ENGINEER	DATE



Transforming Infrastructure Needs into Sustainable Solutions

December 21, 2022

Mr. Scott C. Anderson Scott C. Anderson & Associates Architects 4419 4<sup>th</sup> St. NW, Suite B Albuquerque, NM 87107

RE: Trip Generation Report for 9101 Central Ave. NW, Albuquerque, NM

Dear Scott:

With reference to your City of Albuquerque Traffic Scoping Form submittal and the response by the City Traffic Engineer, Mr. Matt Grush, P.E., this trip generation report (TGR) has been prepared for the referenced site per the City of Albuquerque Development Process Manual (DPM) requirements. The currently vacant site is located at 9101 Central Ave. NW in Albuquerque (see **Attachment 1**). Central Ave. is categorized as an Urban Principal Arterial roadway. The average weekday traffic (AWDT) volume in 2021 reported on Central Ave. between 94<sup>th</sup> and 90th Streets was 12,887.

The proposed development consists of a commercial building with three (3) proposed uses as shown on **Attachment 2**. *ITE Trip Generation*, *11th Edition*, was utilized to estimate traffic generated by the site (**Attachment 3**) as summarized in the following table:

	ITE Land			Peak	Trips
Description	Use Code	Units	Quantity	AM	РМ
Church*	560	GFA <sup>1</sup>	6,175	2	7
Day Care Center	565	GFA <sup>1</sup>	2,438	27	27
Small Office Building	712	GFA <sup>1</sup>	3,048	5	7
TOTAL			11,661	23	37

<sup>&</sup>lt;sup>1</sup>Gross Floor Area (1,000 sq. ft.)

\*Church was used to estimate traffic for the proposed Event Center given the similar nature of operations.

Because the estimated trips fall well below the City's threshold of 100 peak hour trips that would require a traffic impact study (TIS), it is hereby recommended that any further analysis be waived per §7-5(C)(1) of the DPM. Should you have any further questions, please do not hesitate to contact me. Thank you.

Sincerely,

Timothy D. Simmons, PE, PTOE

President

**Attachments** 

APPLICABLE CODES: 2015 NEW MEXICO STATE UNIFORM CODE SUPPLEMENT 2015 INTERNATIONAL BUILDING CODE 2015 INTERNATIONAL FIRE CODE 2009 ENERGY CONSERVATION CODE BARRIER FREE CODE ANSI A117.1 2015 UNIFORM MECHANICAL CODE (IAPMO) 2015 UNIFORM PLUMBING CODE (IAPMO) 2015 NM PLUMBING & MECHANICAL CODE (IAPMO) 2017 NEW MEXICO ELECTRICAL CODE 2012 NATIONAL ELECTRICAL SAFETY CODE 2014 NFPA 58 2012 NFPA 57. 54 2010 NFPA 52 2011 NFPA 1192

SCOPE OF WORK:

A 11,970 NET SQ. FT. MIXED OCCUPANCY METAL BUILDING

OCCUPANCY CLASSIFICATION: IBC SECTION 303.3

S1, E, A-2

ALLOWABLE BUILDING HEIGHT IN FEET ABOVE GRADE: IBC TABLE 504.3

60 FEET ALLOWED

ALLOWABLE BUILDING FLOORS/LEVELS ABOVE GRADE:

IBC TABLE 504.4

(2) TWO ALLOWED (1) PROVIDED

ALLOWABLE BUILDING AREA:

IBC TABLE 506.2

24.000 SQ. FT. ALLOWED 11,970 SQ. FT. FOR THIS PROJECT

SYMBOL LEGEND

**€**XIT

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BUILDING TYPE OF CONSTRUCTION:

IBC TABLE 601 & SECTION 602.5

CONSTRUCTION TYPE TYPE V- B- S1

FIRE-RESISTIVE REQUIREMENTS PER IBC TABLE 601

STRUCTURAL FRAME 0 HR BEARING WALLS 0 HR NON-BEARING WALLS 0 HR ROOF CONSTRUCTION 0 HR

AREA SEPARATION: IBC TABLE 508.4

B & E = 1HR

OCCUPANT LOAD:

IBC TABLE 1004.1.2

SUITE A: GROUP E: 68 OCCUPANTS SUITE B: GROUP B: 31 OCCUPANTS SUITE C: GROUP A-2: 418 OCCUPANTS

TOTAL OCCUPANT LOAD = 517 OCCUPANTS

AUTOMATIC SPRINKLER SYSTEM:

IBC SECTION 903

PROVIDED

PLUMBING FIXTURE COUNTS:

IBC TABLE 2902.1

GROUP B

MEN= 31OCC/ 25 = 1 WATER CLOSET WOMEN= 31 OCC/25 = 1 WATER CLOSET LAVATORIES = 31OCC /40= 1 EA MEN, WOMEN, UNISEX

GROUP A-2:

MEN= 238 OCC/ 75 = 3 WATER CLOSET WOMEN= 238 OCC/75 = 3 WATER CLOSET LAVATORIES = 476OCC /200= 2 EA MEN, WOMEN, UNISEX

1 FAMILY RESTROOM PROVIDED PER IBC 1109 2 1

NEW PRE-ENGINEERED METAL BUILDING

CONC. SLAB ON GRADE

STUCCO / METAL PANEL FACADE

BUILD OUT OF E OCCUPANCY - PRESCHOOL

BUILD OUT OF B OCCUPANCY - OFFICE

BUILD OUT OF A-2 - BANQUET HALL

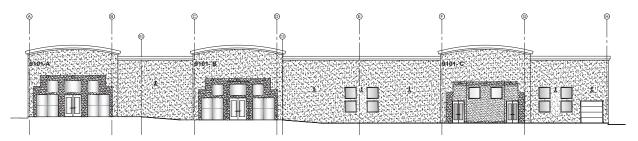
FIRE SPRINKLER SYSTEM

NEW MECHANICAL SYSTEM

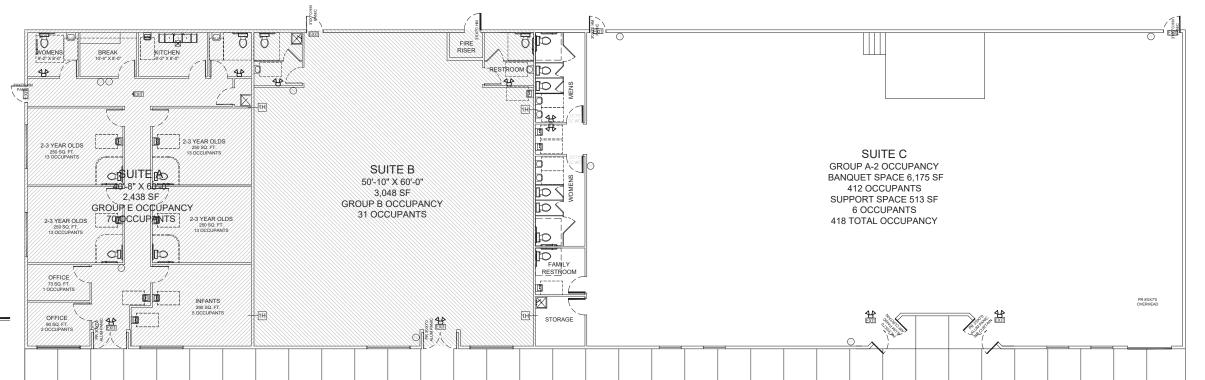
NEW ELECTRICAL SERVICE

PAVING & LANDSCAPING

- SHOP DRAWINGS SHALL BE SUBMITTED TO THE FIRE MARSHAL'S OFFICE FOR REVIEW AND APPROVAL FOR ANY INSTALLATION OR MODIFICATION TO THE FIRE SPRINKLER SYSTEM, FIRE ALARM SYSTEM, OR ANY OTHER FIRE RELATED SYSTEM.
- 2. THE FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED.
- 3. ALL DOORS WITH EXIT SIGN SHALL HAVE PANIC HARDWARE.







CODE ANALYSIS / FIRE 2 PLAN





No. Date Issue / Description

NEW CONSTRUCTION FOR

9101 CENTRAL **AVENUE NW** 

**ALBUQUERQUE NEW MEXICO** 





1020 123rd Avenue NE Lake Stevens, WA 98258 (206) 945-2588 alexfinale@msn.com



Project Contact : Alexander Finale Phone 206-945-2588 Fax: E-Mail alexfinale@msn.com

037793 025305

Code Criteria & FIRE 2

FIRE 2

## Church

(560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

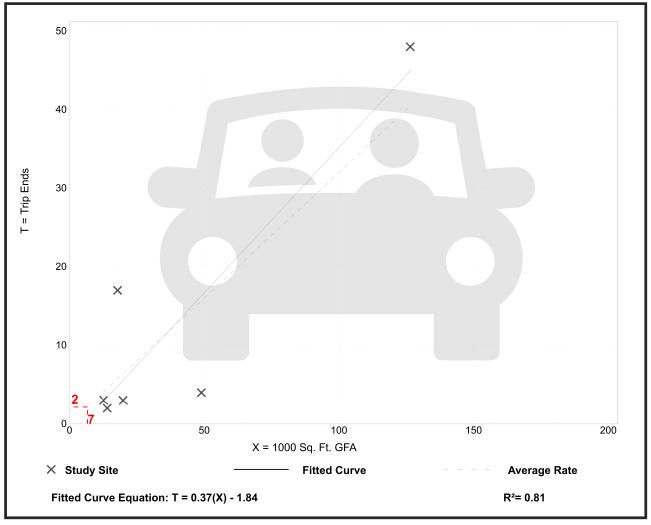
Setting/Location: General Urban/Suburban

Number of Studies: 6 Avg. 1000 Sq. Ft. GFA: 40

Directional Distribution: 62% entering, 38% exiting

#### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.32	0.08 - 0.94	0.24



### Church

(560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

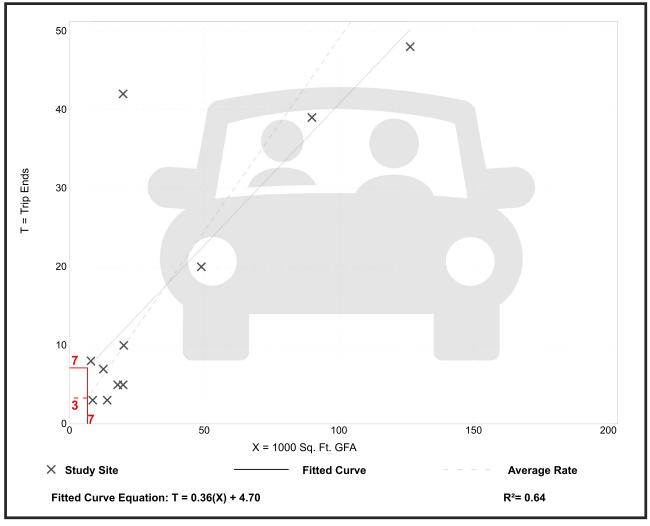
Setting/Location: General Urban/Suburban

Number of Studies: 11 Avg. 1000 Sq. Ft. GFA: 35

Directional Distribution: 44% entering, 56% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.49	0.21 - 2.10	0.41



# Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

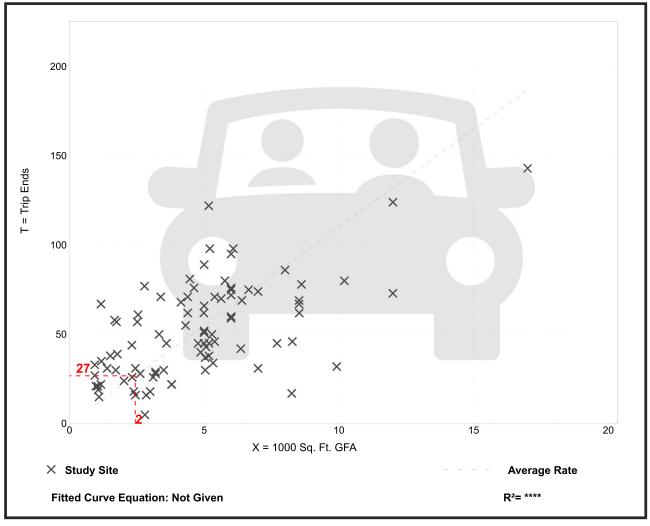
Setting/Location: General Urban/Suburban

Number of Studies: 89 Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 53% entering, 47% exiting

#### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.00	1.79 - 57.02	6.08



# Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

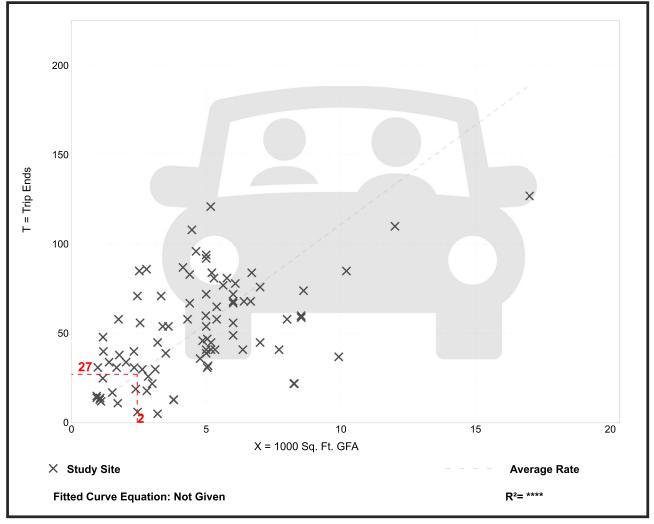
Setting/Location: General Urban/Suburban

Number of Studies: 90 Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 47% entering, 53% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.12	1.56 - 40.85	6.28



## **Small Office Building**

(712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

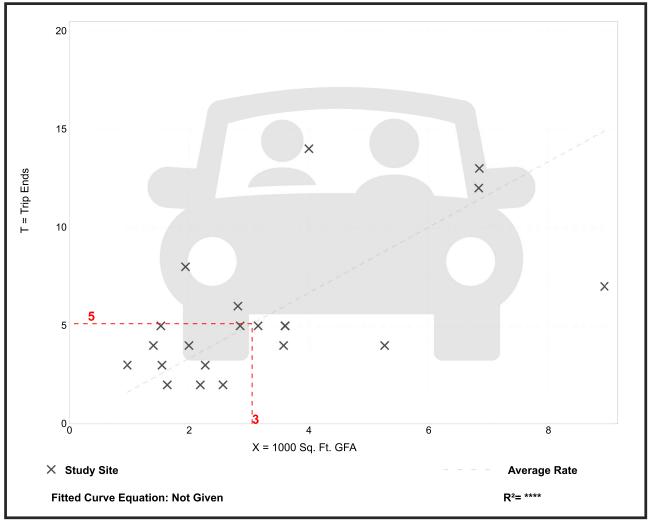
Setting/Location: General Urban/Suburban

Number of Studies: 21 Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 82% entering, 18% exiting

#### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88



## **Small Office Building**

(712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21 Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 34% entering, 66% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

