

City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 12/2020)

Project Title: 9101 Central Av NW Building Permit #: BP 2022-03953 Hydrology File #: _____
Zone Atlas Page: K9 DRB#: _____ EPC#: _____ Work Order#: _____
Legal Description: Lot 8A Plot of Blocks 4-8 Lands of Cosme Y Leticia
City Address: 9101 Central Av NW

Applicant: Scott Anderson Contact: _____
Address: 4419 4th St NW Albuquerque, NM 87107
Phone#: 505 401 7575 Fax#: _____ E-mail: scott@scarchitects.com

Development Information

Build out/Implementation Year: 2023 Current/Proposed Zoning: MX-M

Project Type: New: 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:

day care, leased office, event center

Days and Hours of Operation (if known): 7:00 AM - 11:59 PM

Facility

Building Size (sq. ft.): 11,970

Number of Residential Units: 0

Number of Commercial Units: 3

Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):* 400

Expected Number of Employees (if known):* 15

Expected Number of Delivery Trucks/Buses per Day (if known):* 1

Trip Generations during PM/AM Peak Hour (if known):* _____

Driveway(s) Located on: Street Name Central

Adjacent Roadway(s) Posted Speed: Street Name Central Posted Speed 55

Street Name _____ Posted Speed _____

ITE land Use #565 Day
Care Center 11,75 Sq Ft
AM peak 130 trips
PM peak 129 trips

* 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/Functional Classification: Arterial
(arterial, collector, local, main street)

Comprehensive Plan Center Designation: none
(urban center, employment center, activity center)

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

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

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

Current/Proposed Sidewalk Infrastructure: _____

Relevant Web-sites for Filling out Roadway Information:

City GIS Information: <http://www.cabq.gov/gis/advanced-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-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 (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 Borderline

Thresholds Met? Yes No

Mitigating Reasons for Not Requiring TIS: _____ Previously Studied:

Notes:

M.P. P.E.

12/12/2022

TRAFFIC ENGINEER

DATE



December 21, 2022

Mr. Scott C. Anderson
Scott C. Anderson & Associates Architects
4419 4th 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 94th 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:

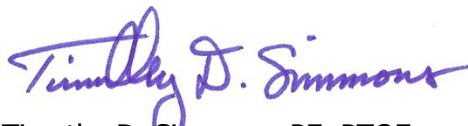
Description	ITE Land Use Code	Units	Quantity	Peak Trips	
				AM	PM
Church*	560	GFA ¹	6,175	2	7
Day Care Center	565	GFA ¹	2,438	27	27
Small Office Building	712	GFA ¹	3,048	5	7
TOTAL			11,661	23	37

¹Gross 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

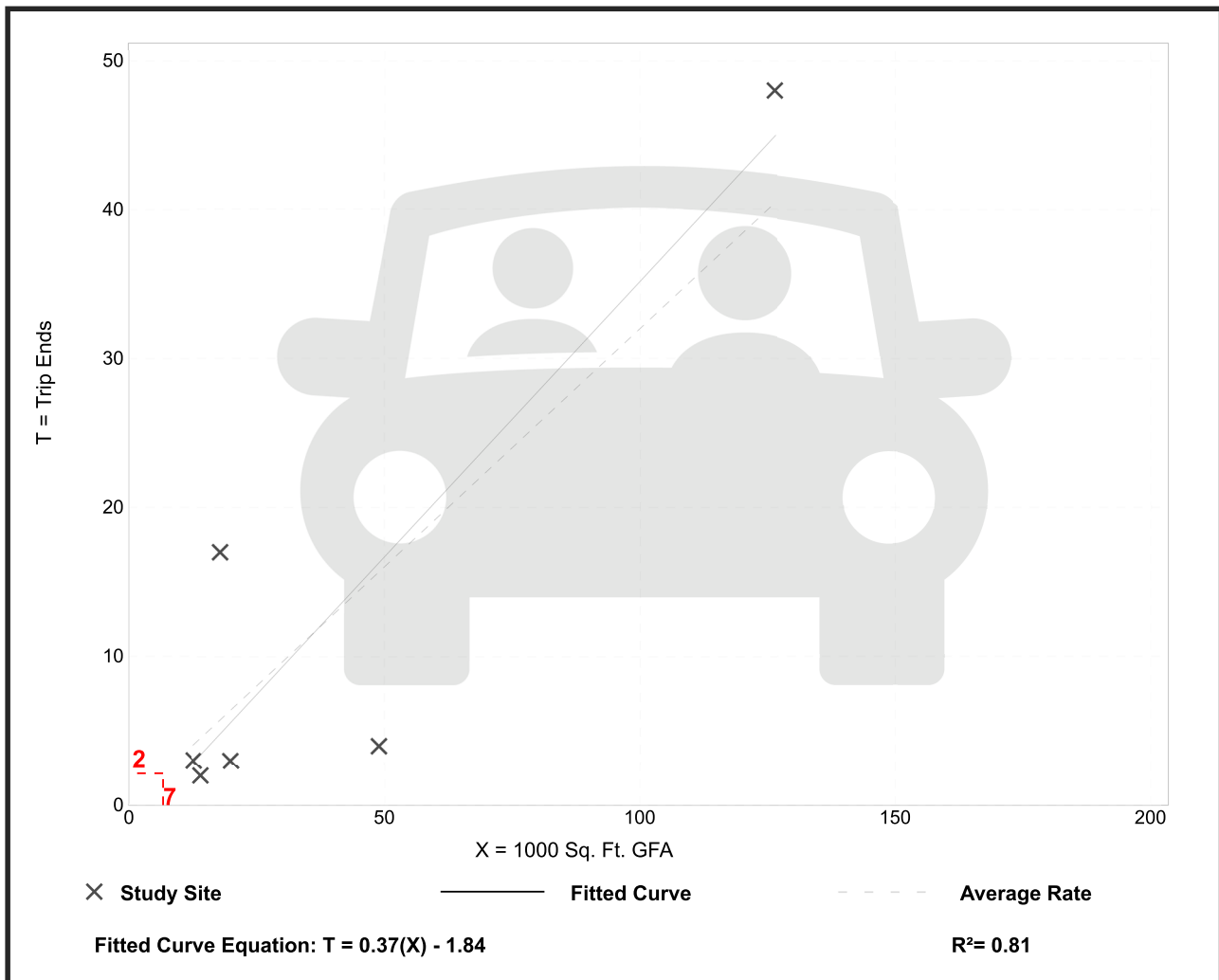
Church (560)

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

Data Plot and Equation



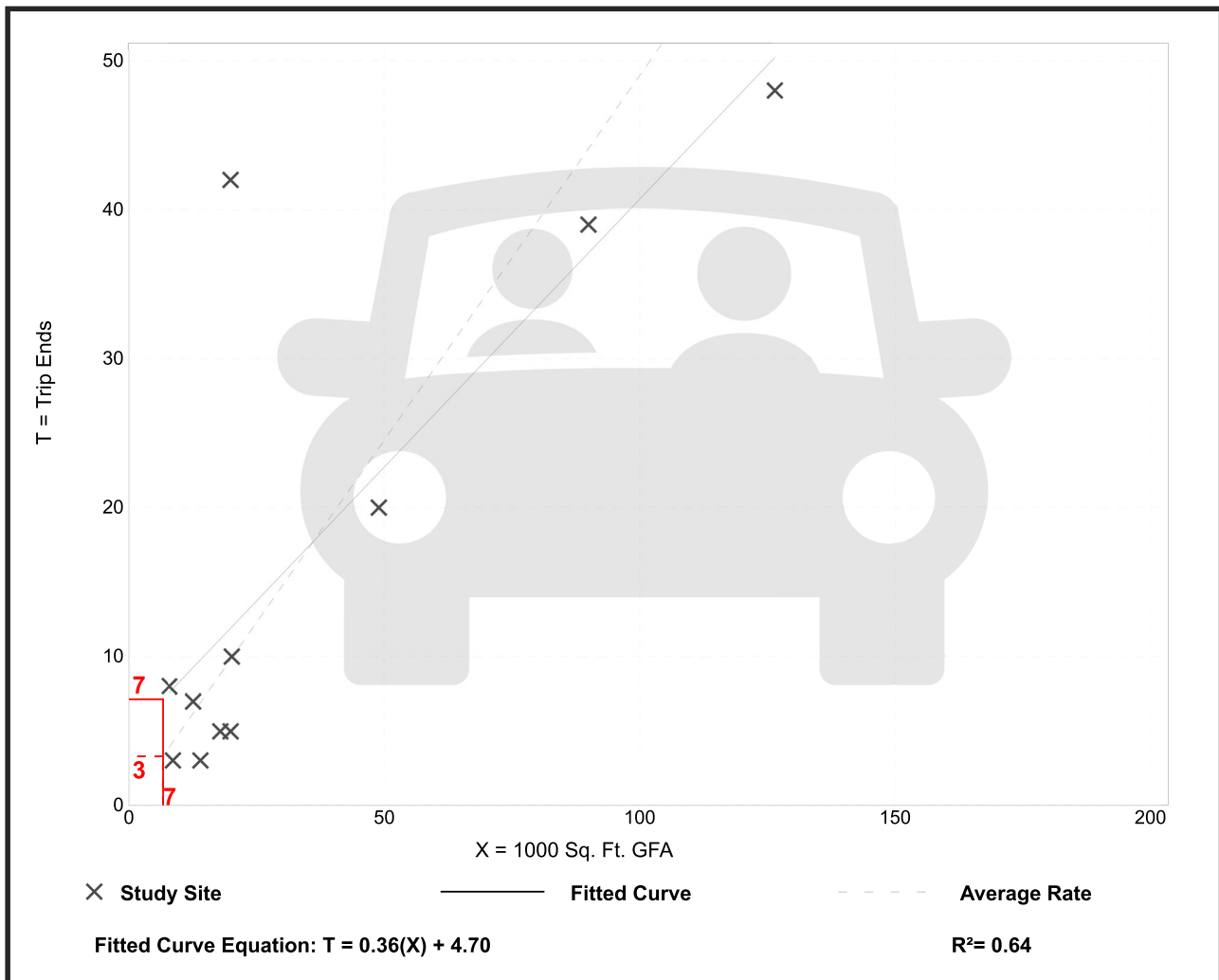
Church (560)

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

Data Plot and Equation



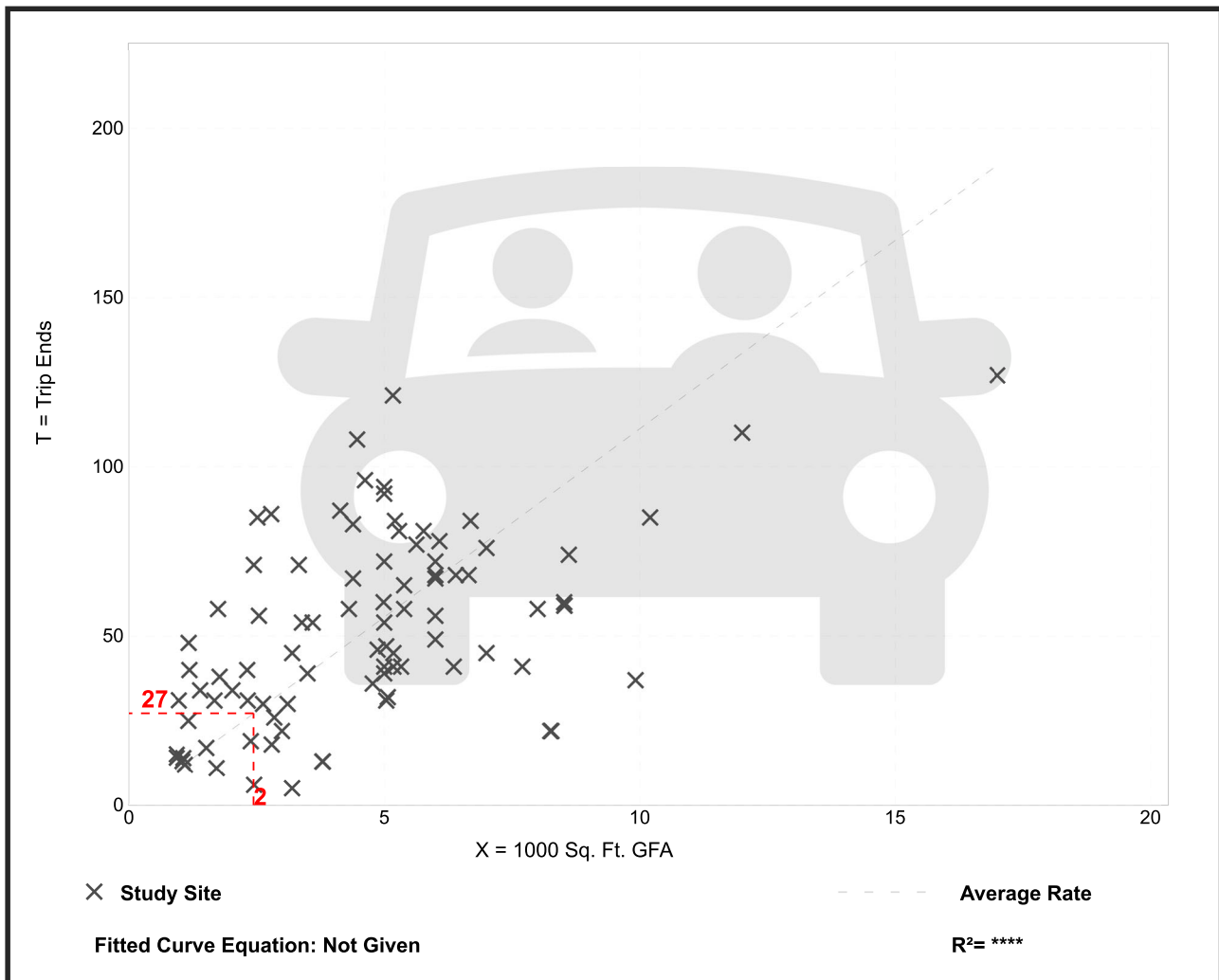
Day Care Center (565)

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

Data Plot and Equation



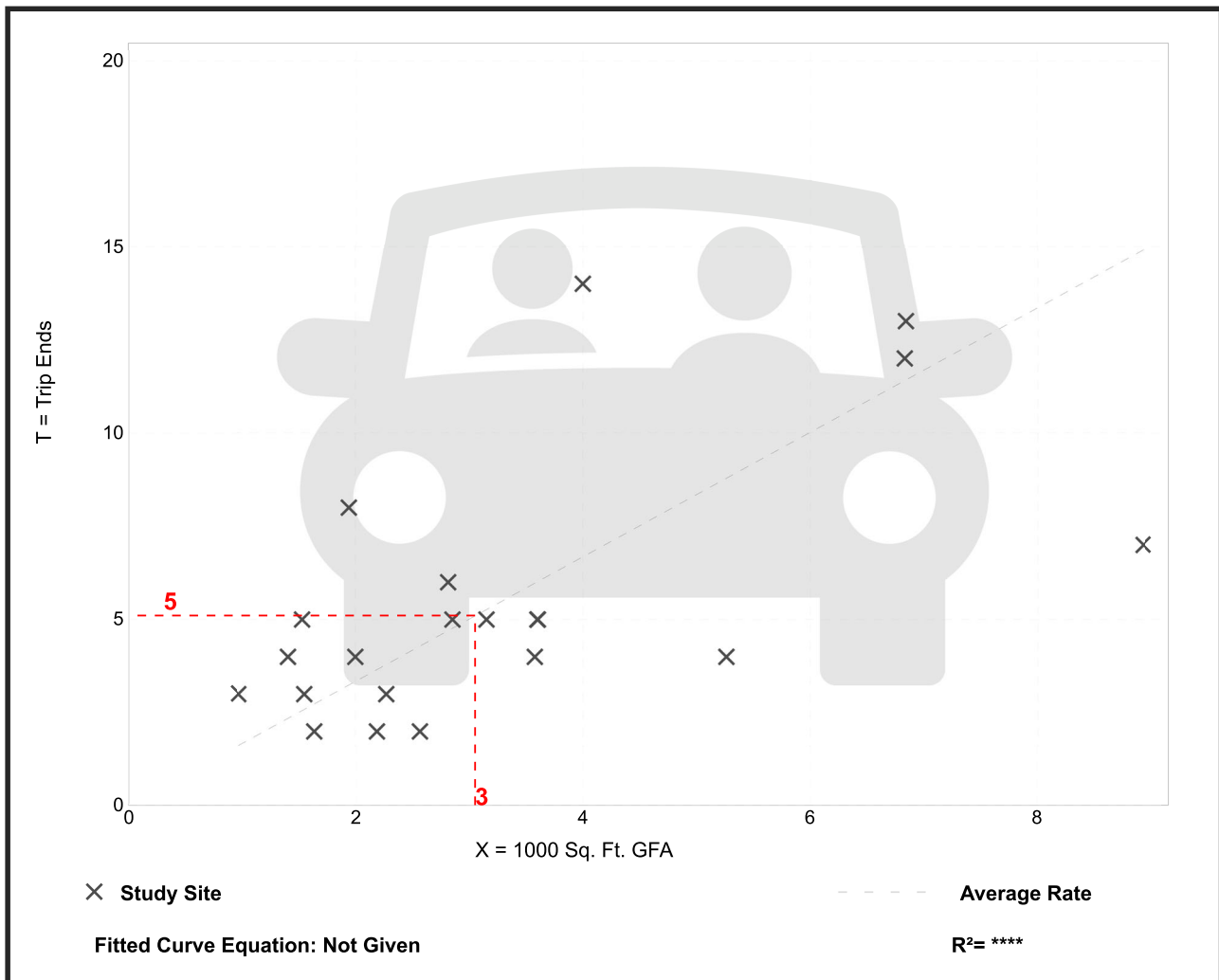
Small Office Building (712)

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

Data Plot and Equation



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

Data Plot and Equation

