



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

Project Title: KED Plasma Center

Zone Atlas Page: K-14-Z DFT/DHO #: _____ BP #: _____

Development Street Address: 707 1ST ST SW ALBUQUERQUE NM 87102 4116

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

Applicant: Stough Development Corporation Contact: Scott King, Andrew Beiting

Address: 1128 Main St, Cincinnati, OH 45202

Phone#: 513-842-1833 E-mail: sking@stoughgroup.com

Development Information

Build out/Implementation Year: 2026

Existing Use: Medical Office / Dental Clinic (Commercial Services)

Describe Proposed Development and Uses:

The existing building is undergoing a Tenant Improvement and the parking lot is being reconfigured for more efficient circulation.

This is site rehabilitation of an existing building for the use already approved by an existing CUP as determined by the COA ZEO.

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): 10,501

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):* AM (26/6) PM (12/27); ITE Land Use # 630 (Clinic)

Driveway(s) Located on: Street Name 2nd Street SW and Stover Ave SW

Adjacent Roadway(s) Posted Speed: Street Name 2nd Street SW (Major Collector Road) Speed 25 MPH

Street Name Stover Ave SW Speed N/A

** 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): N/A
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

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

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

Jurisdiction of roadway (NMDOT, City, County): City (City Council District 2)

Adjacent Roadway(s):

Name: 2nd St SW Traffic Volume: 2,546 (cogid 25892) Volume-to-Capacity Ratio (v/c): 0.65

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): None Nearest Transit Stop(s): None
<https://www.cabq.gov/gis/advanced-map-viewer>

Is site within 660 feet of Premium Transit?: No
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Current/Proposed Bicycle Infrastructure: Bike Route exists along 2nd St SW between Avenida CC SW & Central Ave SW
Bikeways: <https://mrcog-nm.gov/544/Long-Range-System-maps>

Current/Proposed Sidewalk and buffer Infrastructure: No changes are being proposed.
Sidewalk and buffer width : DPM Table 7.2.29 West side-13' sidewalk, 7.5' on-street parking; East Side-11.5' sidewalk, 3.5' landscaping.

Submit by email to Traffic Engineer Curtis Cherne: 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.

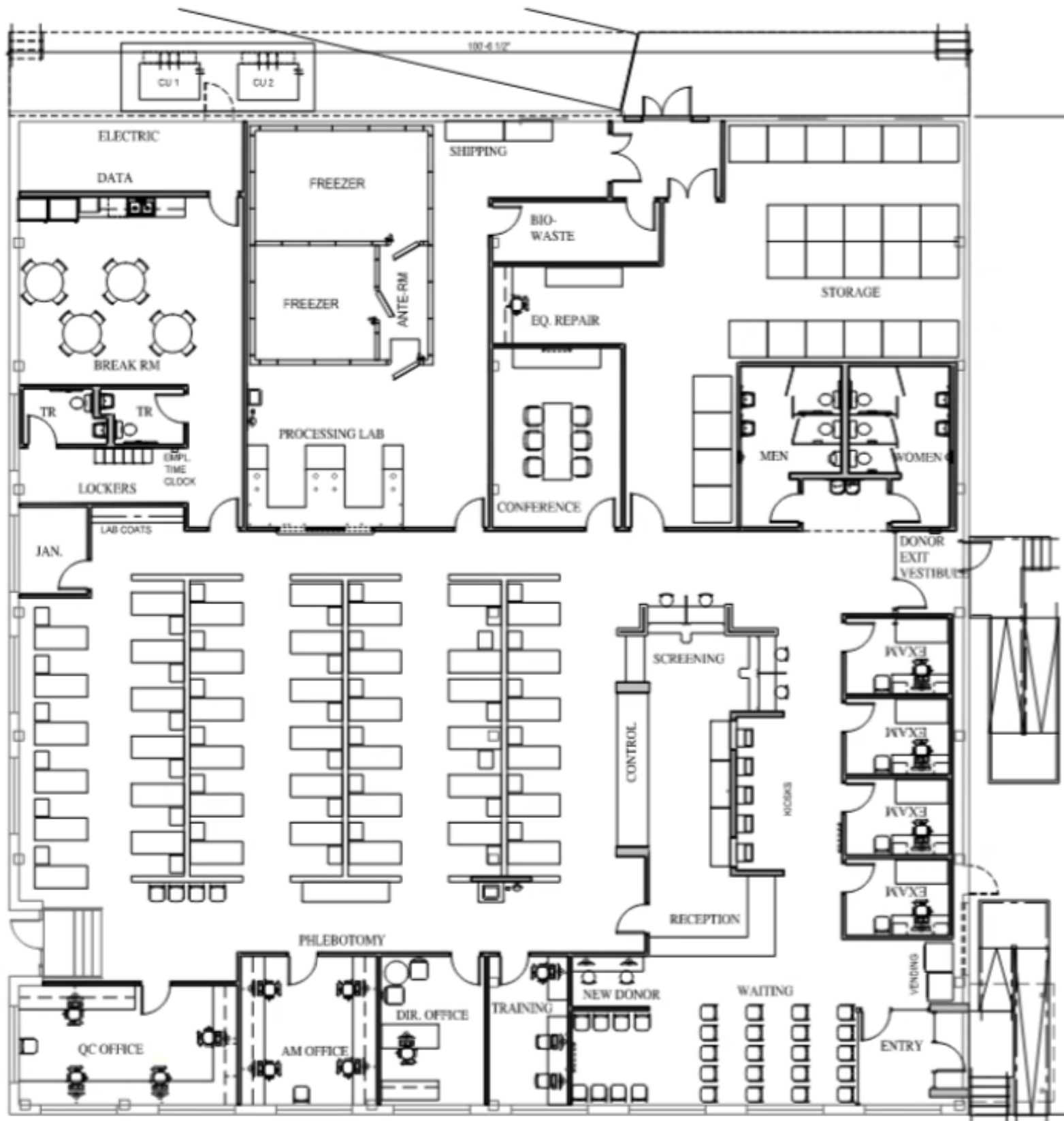
Traffic Impact Study (TIS) Required: Yes [☐] No [☒]

Thresholds Met? Yes [☐] No [☒]

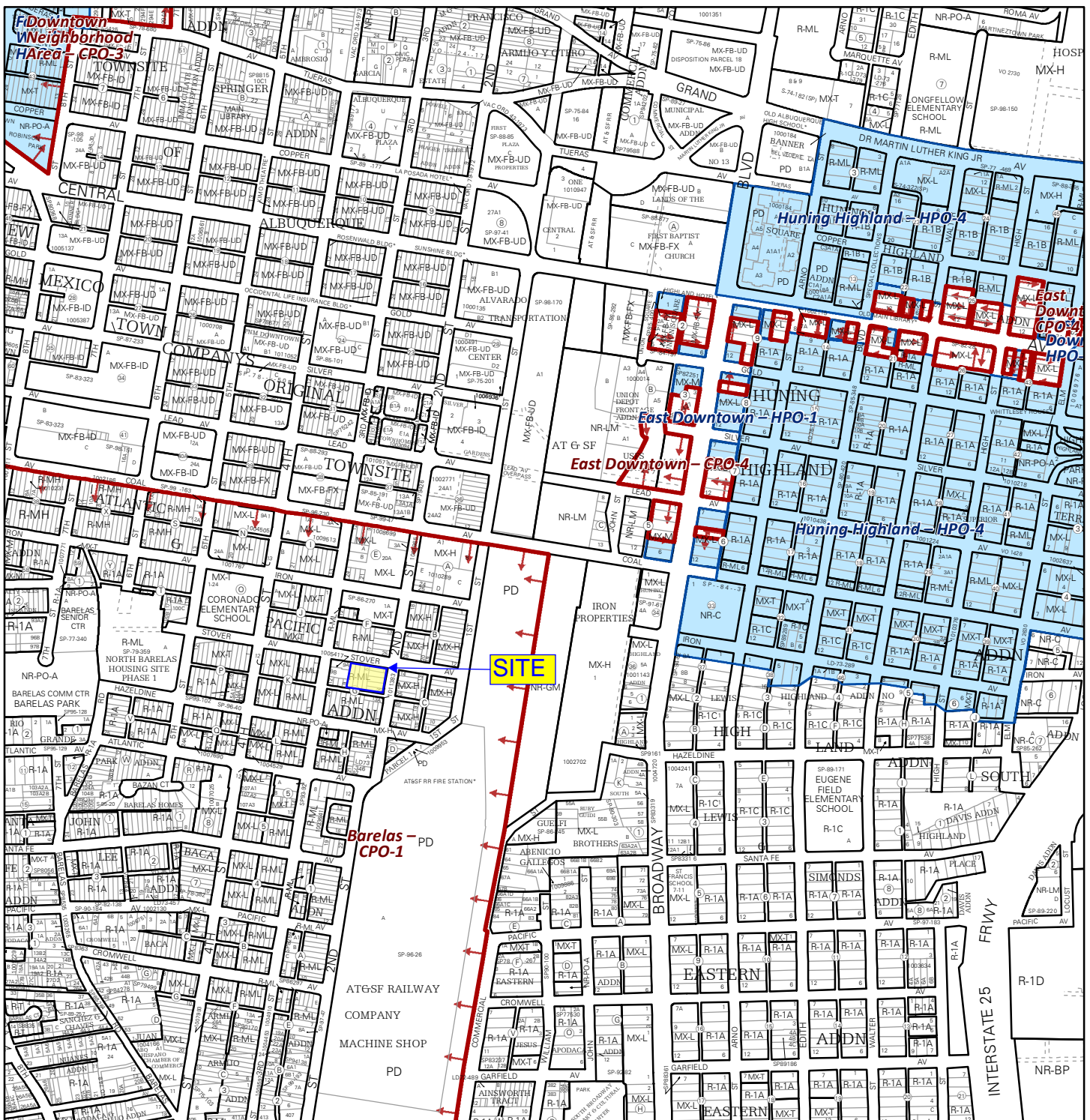
Mitigating Reasons for Not Requiring TIS and/or Notes:

Ernest Armijo
TRAFFIC ENGINEER

08/08/2025
DATE

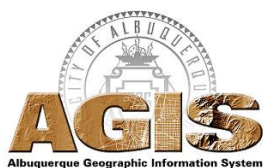


PLASMA CENTER
 42 BEDS - 10,501 SF +/-

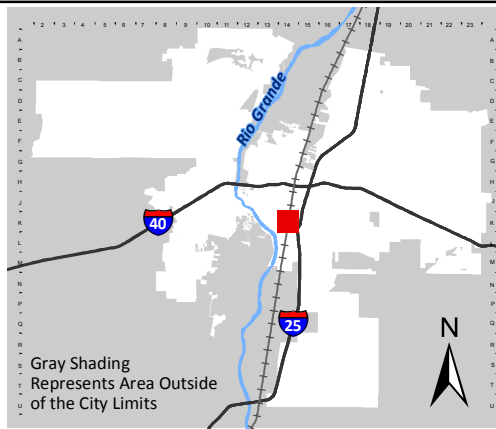


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018



IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).



Zone Atlas Page: K-14-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

0 250 500 1,000 Feet

2024093 KED PLASMA, Albuquerque, NM
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
Clinic (630)	395	26	6	12	27

Units
10.50
 1,000 S.F.

ITE Trip Generation Equations:

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

$$T = \begin{matrix} 37.6 & (X) & + & 0 \\ 50\% & \text{Enter,} & & 50\% \text{Exit} \end{matrix}$$

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

$$T = \begin{matrix} 2.19 & (X) & + & 8.68 \\ 81\% & \text{Enter,} & & 19\% \text{Exit} \end{matrix}$$

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

$$T = \begin{matrix} 3.69 & (X) & + & 0 \\ 30\% & \text{Enter,} & & 70\% \text{Exit} \end{matrix}$$

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

Land Use: 630

Clinic

Description

A clinic is a facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. A clinic may have a lab facility and supporting pharmacy but typically does not have the equipment and medical personnel available at an urgent care site. A clinic typically offers a wide range of services which makes it distinct from a medical office building that typically houses specialized or individual physicians. Hospital (Land Use 610), free-standing emergency room (Land Use 650), and medical-dental office building (Land Use 720) are related uses.

Specialized Land Use

Data collected at a single methadone clinic in New Hampshire in 2021 indicate the likelihood of different trip generation rates than for a general medical clinic. The site gross floor area is 4,300 square feet. The vehicle trip counts are as follows:

- Weekday—283
- Weekday, AM peak hour of adjacent street—39
- Weekday, AM peak hour of generator—45
- Weekday, PM peak hour of adjacent street—1
- Saturday—189
- Saturday, peak hour of generator—64
- Sunday—167
- Sunday, peak hour of generator—56

The methadone clinic generates significantly more trips than a clinic during the morning peak periods and significantly fewer trips during the afternoon adjacent street peak period.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.4 during Weekday, AM Peak Hour of Generator
- 1.7 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Minnesota, New Hampshire, Texas, Vermont, and West Virginia.

Source Numbers

440, 734, 878, 926, 972, 1049, 1062, 1073

Clinic (630)

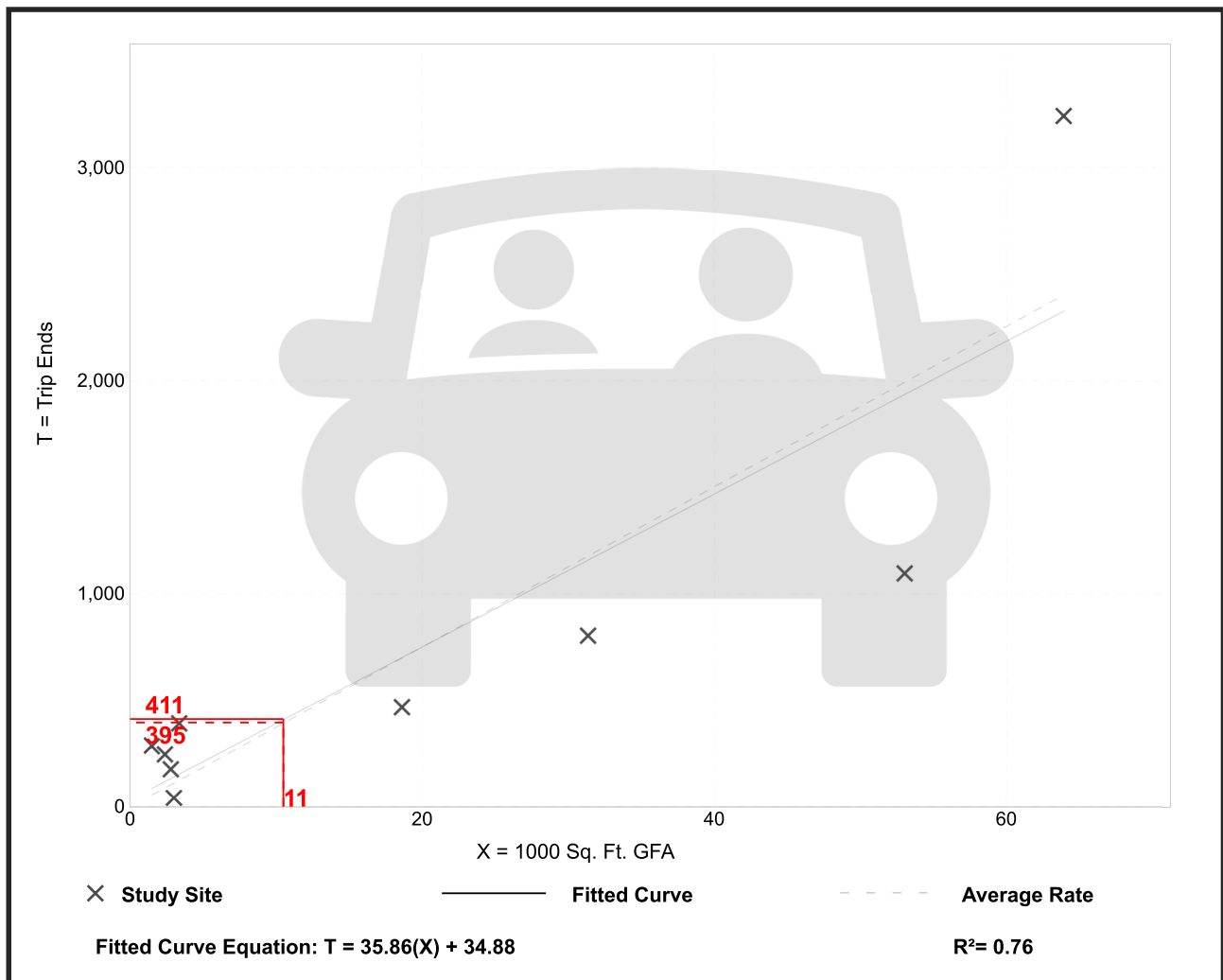
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 20
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
37.60	13.96 - 191.33	25.52

Data Plot and Equation



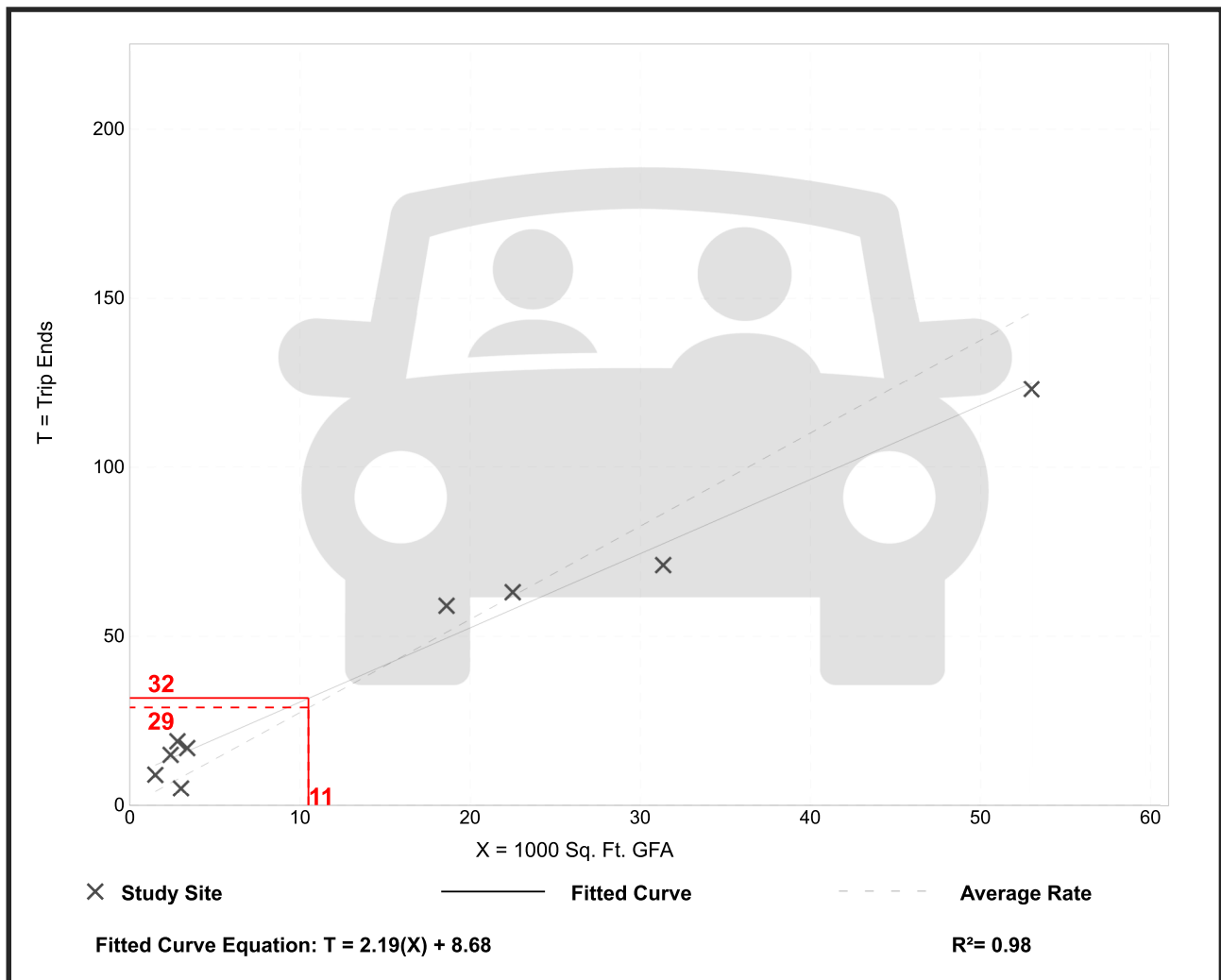
Clinic (630)

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: 9
 Avg. 1000 Sq. Ft. GFA: 15
 Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.75	1.66 - 6.79	1.04

Data Plot and Equation



Clinic (630)

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: 19
 Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.69	0.33 - 22.67	3.00

Data Plot and Equation

