

## Appendix A: Scoping Meeting Notes

## SCOPE OF TRAFFIC IMPACT STUDY (TIS)

**TO:** Chris Phipps  
Mountain Classic Real Estate  
461 East 200 South Suite 102  
Salt Lake City, UT 84111

**MEETING DATE:** (505) 242-2851, (505) 338-0988

**ATTENDEES:** Jon Kruse - Lee Engineering; Mathew Grush - CABQ

**PROJECT:** San Mateo Central Apartments, K-8

**REQUESTED CITY ACTION:** ☐ Zone Change ☒ Site Development Plan

☐ Subdivision ☐ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment

☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation ☐ Site Plan Amendment

**ASSOCIATED APPLICATION:** Existing building at 5301 Central will remain as office with residential penthouse. Existing office building at 300 San Mateo will be converted to multifamily. Two new fast-food restaurant pads will be built along San Mateo.

### SCOPE OF REPORT:

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 10th Edition.

ITE 221 – Multifamily Housing (Mid Rise)

AM Peak: 11 ingress; 31 egress

PM Peak: 31 ingress; 21 egress

ITE 934 – Fast Food Restaurant with Drive-Through Window

AM Peak: 117 ingress; 108 egress

PM Peak: 115 ingress; 112 egress

2. Appropriate study area:

Signalized Intersections;

- a. Copper Ave/San Mateo Blvd
- b. Central Ave/San Mateo Blvd

Unsignalized Intersections;

- a. Madeira Dr/Copper Ave
- b. Madeira Dr/Central Ave

Driveway Intersections:

- a. San Mateo Blvd North Access
- b. San Mateo Blvd South Access
- c. Madeira Dr North Site Access

- d. Madeira Dr South Access
- 3. Intersection turning movement counts
  - Study Time – 9-hour turning movement counts from
  - Morning: 6:00 AM-9:00 AM
  - Mid-day: 11:00 AM-2:00 PM
  - Evening: 3:00 PM-6:00 PM
- 4. Type of intersection progression and factors to be used.  
San Mateo Blvd and Central Ave will be used in coordination with a CABQ provided 2018 traffic count at the same location to determine an adjustment factor to account for reduced traffic volumes during COVID 19 pandemic.
- 5. Boundaries of area to be used for trip distribution:
  - Copper Ave & San Mateo Blvd
  - Central Ave & San Mateo Blvd
  - Madeira Dr & San Mateo Blvd
  - Madeira Dr & Central Ave
- 6. Basis for trip distribution:  
Distribution, and assignment of site trips will be based on turning movement counts, peak hour traffic volumes, and the review of current and future regional traffic models.
- 7. Traffic Assignment. Logical routing on the major street system.
- 8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:  
None at this time
- 9. Method of intersection capacity analysis –Highway Capacity Software (HCS) software for all signal and stop controls.  
Implementation Year: 2021
- 10. Traffic conditions for analysis:
  - a. Existing analysis x yes \_\_\_ no - year (2021)
  - b. Project completion year without proposed development – 20221
  - c. Project completion year with proposed development – 2021
  - d. Horizon Year – 20XX
- 11. Background traffic growth.  
Method: Growth based on standard data of study roadways from the 2016 and 2040 MRCOG Models (Peak Hour Load). Minimum growth rate to be used is 1%.
- 12. Planned (programmed) traffic improvements.  
List planned CIP improvements in study area and projected project implementation year:
  - a. (Office building) Apartment Conversion– 300 San Mateo Blvd, Albuquerque, NM (Implementation Year 2021)
- 13. Items to be included in the study:

- a. Intersection capacity analysis.
  - b. Recommended street, intersection, and signal improvements.
  - c. Site analysis design features such as auxiliary lanes, queuing requirements, threshold analysis, and on-site and access circulation, including intersection spacing.
  - d. If required, mitigated measures.
  - e. Accident analyses ☒ yes ☐ no; Location(s): study intersections
  - f. Weaving analyses ☐ yes ☒ no; Location(s):
14. Report documenting study procedures, assumptions, analyses, conclusions, and recommendations.

#### **SUBMITTAL REQUIREMENTS:**

- 1. Number of copies of report required
  - a. 1 paper copy
  - b. 1 digital copy
- 2. Submittal Fee – \$1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3991.

\_\_\_\_\_  
 Matt Grush, P.E., PTOE  
 Senior Engineer  
 City of Albuquerque, Planning  
 Transportation Development Section

\_\_\_\_\_  
 Date

via: email

C: TIS Task Force Attendees, file

#### **Additional Info for NIA:**

Due to the request for access for a **new school**, and Bill No. O-13-61, a Neighborhood Impact Assessment (NIA) needs to be prepared. The required information for the NIA is shown below in the scope of report. Refer to Bill No. O-13-61 for additional criteria.

- 1. NIA Requirements – The following sections need to be included to satisfy the NIA ordinance requirements.
  - a. Baseline Community Data – identifying existing conditions with respect to adjacent land uses, traffic patterns, traffic turning movements and volumes, nearby multimodal transportation options, area pedestrian movements, and any other relevant information as determined
  - b. Analysis of the neighborhood impacts, including but not limited to:

- 1) Impacts on pedestrian and bicycle circulation, and pedestrian and bicycle routes
- 2) Automobile and pedestrian conflict points
- 3) Noise and air quality impacts resulting from stacking of idling vehicles or vehicle circulation
- 4) Consistency with existing or planned transit routes and stops
- 5) Other potential impacts as determined



# City of Albuquerque

Planning Department  
Development Review Services Division

## Traffic Scoping Form (REV 12/2020)

Project Title: District 505 Building Permit #: \_\_\_\_\_ Hydrology File #: \_\_\_\_\_

Zone Atlas Page: K18 DRB#: \_\_\_\_\_ EPC#: \_\_\_\_\_ Work Order#: \_\_\_\_\_

Legal Description: See included

City Address: 5301 Central and 300 San Mateo NE

Applicant: Equiterria Regenerative Design Contact: Delcie Dobrovolny

Address: 302 Central Ave SE; Albuquerque, NM 87102

Phone#: 505-242-2851 Fax#: \_\_\_\_\_ E-mail: delcie@equiterria.design

### Development Information

Build out/Implementation Year: 2021 Current/Proposed Zoning: MX-M, MX-L, MX-H - no

Project Type: New: (X) Change of Use: (X) Same Use/Unchanged: ( ) Same Use/Increased Activity: ( )  
proposed changes

Proposed Use (mark all that apply): Residential: (X) Office: (X) Retail: ( ) Mixed-Use: (X)

Describe development and Uses:

Existing building at 5301 Central will remain as office with residential penthouse. Existing office building at 300 San Mateo will be converted to multifamily. Two new fast-food restaurant pads will be built along San Mateo

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

### Facility

Building Size (sq. ft.): Two new restaurants - 2200 sf each; multifamily at 300 San Mateo - 130,000 sf

Number of Residential Units: 125

Number of Commercial Units: Two restaurants

### Traffic Considerations

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

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

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

Trip Generations during PM/AM Peak Hour (if known):\* 279/ 267

Driveway(s) Located on: Street Name San Mateo Blvd NE, Copper Ave NE, Madiera Dr. NE

Adjacent Roadway(s) Posted Speed: Street Name San Mateo Posted Speed 40

Street Name Copper Posted Speed 25

Madiera ??

## Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation/Functional Classification: Major transit corridor  
(arterial, collector, local, main street)

Comprehensive Plan Center Designation: Highland Center - Activity  
(urban center, employment center, activity center)

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

Adjacent Roadway(s) Traffic Volume: San Mateo - 28800 Volume-to-Capacity Ratio: San Mateo 0.54 PM  
(if applicable)  
Routes 66, 766, 777,

Adjacent Transit Service(s): 140 & 141 Nearest Transit Stop(s): Central @ San Mateo/San Mateo @  
Central/San Mateo @ Copper

Is site within 660 feet of Premium Transit?: Yes

Current/Proposed Bicycle Infrastructure: Nothing currently exists. Referenced map shows no requirements, but  
(bike lanes, trails) PRT notes indicate needing to add a bike lane. Need clarification.

Current/Proposed Sidewalk Infrastructure: No proposed changes to existing.

No bicycle facilities planned on Central or San Mateo in this vicinity. Nearest is Copper Ave. Bicycle Blvd.

## 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](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:

 P.E.

4/20/2021

TRAFFIC ENGINEER

DATE

## **Submittal**

The Scoping Form must be submitted as part of any building permit application, DRB application, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to the City Traffic Engineer [mgrush@cabq.gov](mailto: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) ([\*check MRCOG Bikeways and Trails in the 2040 MTP map\*](#))
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 v/c ratio on this form.