



Courtyard I
7500 Jefferson St. NE
Albuquerque, NM
87109-4335

www.bhinc.com

voice: 505.823.1000
facsimile: 505.798.7988
toll free: 800.877.5332

MEMORANDUM

DATE: August 7, 2020

TO: Attendees

FROM: Eric J. Wrage, P.E., PTOE, Bohannon Huston, Inc.

SUBJECT: Orion Center TIA Scoping Meeting Summary

Selected individuals representing the City of Albuquerque, Bernalillo County, Mid Region Council of Governments (MRCOG), and New Mexico Department of Transportation (NMDOT) were invited to join a project scoping meeting with the project team from Bohannon Huston, Inc. (BHI) to discuss the Orion project. The meeting was held virtually on August 4, 2020.

Project Introduction

Following introductions, Reid Gorman from Group Orion gave a brief project background, providing information on the high-level purpose of the development, emphasizing the needed sensitivity for project confidentiality and the importance of getting the facility construction started as soon as possible.

Entitlements

Bruce Stidworthy from BHI reviewed the expected site plan for Phase 1 of the development. He acknowledged that the site plan has evolved since it was sent to the group as information for phasing and employee numbers has been determined recently.

It was discussed that Phase 1 will consist of the assembly, lab, and office space, in addition to a parking structure and minor ancillary uses intended to serve employees (hotel, food service, etc.). Reid Gorman added that they are hoping to establish the footprint at the Gibson site, but are considering other areas of the city for supplemental structures.

Trip Generation

Eric Wrage from BHI discussed ITE land uses being considered for determining the site trip generation, which includes:

- General Manufacturing (140) – this land use matches the definition most closely with the proposed development.
- General Light Industrial (110) – this land use partly matches the proposed development but does not include office. Office will need to be included as an additional land use.

- It was suggested that Industrial Park (130) be considered as a potential land use. This land use goes up to 2,500 employees while General Light Industrial only goes up to 500 employees. Determining trip generation by employee would be best. Trip generation using the ITE Industrial Park land use category is included in the updated trip generation table attached.

Other discussion items surrounding trip generation included the following:

- The need for information on shift times. The trip generation presented and included as an attachment reflect modification of the ITE Trip Generation to reflect shift traffic. This was done to reflect that the PM shift is actually entering traffic in the PM peak hour and the night shift is actually exiting traffic in the AM peak hour.
- Timeline for the phases. Phase 1 is scheduled to begin operation in 2023, with the number of employees gradually increasing to full operational capacity by 2025. Future phases, if they occur, would come thereafter.
- Consideration for impacts of construction traffic. The NMDOT requested further discussion of construction activity to determine if construction traffic should also be evaluated.
- Potential comparison of a similar facility. Bruce explained that we can't get trip generation data from a similar facility because although other facilities with similar purposes exist, none are anywhere near as large, and those that exist are operated by companies that are direct competitors who may not be willing to provide trip generation data for their facilities.
- While future phases will need to be studied in the future, it would be beneficial to identify the impacts of the full development now to provide a comprehensive understanding.
- Plan the construction of offsite improvements in Phase 1 in a way that considers the needs of future phases.
- The City and DOT commented that there is a need to provide some assumptions for future phases (even though the development team explained that employee counts, building sizes and uses for future potential phases are unknown at this time) without holding up entitlements process and the start of construction.
- Need to consider the Gibson interchange reconstruction, the westbound direction in the PM in particular. Evaluating the full development will be necessary to understand the needs of the new interchange. Even though the Gibson interchange reconstruction project is not currently on the TIP, analysis of the new Gibson interchange as a mitigation may be needed as it is likely the existing configuration of the interchange will not result in acceptable level of service.
- The study should assume the Sunport interchange and extension to 2nd Street be included in the 2025, 2030, and 2040 scenarios as the interchange and extension are expected to be complete by 2025.
- The area of the city in which the site is located was identified for future growth of this type by MRCOG.

- There may be a possibility for a public private partnership agreement for the offsite improvements.

Traffic Counts

Given the difficulty with obtaining accurate traffic counts at this time, Eric discussed the recent traffic counts collected in the area. These include 2013 counts from the ACE study and 2019 counts from the EUL study. The proposed methodology for adjusting the counts is to compare the common intersections from the 2013 and 2019 counts and apply the difference to all other intersections. MRCOG also has data available to help make adjustments.

Availability of traffic counts at other locations where current or recent turning movement counts are not available, and the development of traffic counts for use in the study will be developed in coordination with the City of Albuquerque, NMDOT, and Bernalillo County.

TIA Requirements

Representatives from the NMDOT and the City of Albuquerque suggested the following study requirements:

- The analysis will include 2020 existing conditions, Phase 1 in 2025 (No Build and Build), Full Buildout in 2030 (No Build and Build) and Build plus 10 years (2040) (No Build and Build).
- Perform a freeway facility analysis from the segment south of Sunport to the segment North of Gibson, including the ramps. NMDOT is requesting unsaturated conditions in the first and last analysis time periods. The possibility of this may need to be discussed further to determine if traffic count data is available.
- Transit reductions will be minimal, with transit likely unavailable for morning and night trips if the day and night shift will begin or end at 6am.
- Safety Analysis for the previous three (3) years of the Gibson Corridor Study area and the I-25 Study area.

The study trip distribution will utilize a modified gravity model that considers the Albuquerque Metropolitan Planning Area as the boundaries of the trip distribution.

Intersections to be studied include:

- Site driveways
- Gibson and San Mateo
- Gibson and Truman
- Gibson and Quincy
- Gibson and Maxwell
- Gibson and Carlisle
- Gibson and Girard
- Gibson and Yale
- Gibson and University
- Gibson/I-25 SB

Eric J. Wrage, P.E., PTOE
Bohannon Huston, Inc.
August 7, 2020
Page 4

- Gibson/I-25 NB
- Girard/Miles
- Sunport/I-25 SB
- Sunport/I-25 NB
- Sunport Broadway
- Sunport/2nd Street

Lastly the group discussed the upcoming schedule and review expectations. The EPC submittal is late September with comments for the TIA expected about 6 weeks after. Additional follow-up meetings were requested.

Attachments:

Agenda

Attendees

Trip Generation

Preliminary Site Plan

AGENDA

Orion Center TIA Scoping Meeting

Date: August 4, 2020

Time: 1:30 – 2:30pm

Location: Digital via Teams -

Attendees: Group Orion: Reid Gorman
FIP: Bill Hardy, Hal Chait
BHI: Eric Wrage, Carl Vermillion, Melanie Bishop, Bruce Stidworthy, Jeff Mulbery, Glenn Broughton, Bert Thomas
City: Jeanne Wolfenbarger, Matt Grush, Debbie Bauman, John MacKenzie, Lawrence Kline, Tim Brown
County: Julie Luna,
NMDOT: Margaret Haynes, Nancy Perea, Brad Julian
MRCOG: Nathan Masek

1:30 – 1:40	Introductions – All
--------------------	----------------------------

1:40 – 1:50	Project Introduction – Reid G.
--------------------	---------------------------------------

1:50 – 2:00	Entitlements Scope Phase 1 Only – Future Uses, Square Footages and Employee Counts are Unknown
--------------------	--

2:00 – 2:10	Trip Generation <ul style="list-style-type: none">• ITE Land Use• Shiftwork• Build Year
--------------------	--

2:10 – 2:30	TIA Requirements <ul style="list-style-type: none">• Counts• Intersections• City Wide Distribution• Transit Reduction• Review Time & Schedule
--------------------	--

**Orion Center TIA Scoping Meeting
August 4, 2020
Virtual Meeting**

Attendees:

Reid Gorman, Orion Group
Shahab Biazar, COA
Jeanne Wolfenbarger, COA
Matt Grush, COA
Lawrence Kline, COA
John MacKenzie, COA
Margaret Haynes, NMDOT
Brad Julian, NMDOT
Julie Luna, Bernalillo County
Nathan Masek, MRCOG
Melanie Bishop, BHI
Carl Vermillion, BHI
Bruce Stidworthy, BHI
Jeff Mulbery, BHI
Eric Wrage, BHI

Not Attending:

Debbie Baumann, COA
Tim Brown, COA
Nancy Perea, NMDOT
Bert Thomas, BHI
Glen Broughton, BHI
Bill Hardy, FIP Construction
Hal Chait, FIP Construction

ITE Land Use - 2025 Phase 1									
Industrial Park	Day Shift	1,450	4,220	549	89	122	487	638	609
	Evening Shift*	850	2,770	0	0	322	52	0	374
	Night Shift**	275	1,286	32	130	0	0	162	0
		2,575	8,276	581	219	444	539	800	983
		# Employees	Daily	AMN	AMX	PMN	PMX	AM	PM
Manufacturing	Day Shift	1,450	3,582	397	140	187	292	537	479
	Evening Shift*	850	2,194	0	0	233	82	0	315
	Night Shift**	275	803	36	57	0	0	93	0
		2,575	6,579	433	197	420	374	630	794
		# Employees	Daily	AMN	AMX	PMN	PMX	AM	PM
General Light Industrial	Day Shift	700	2,135	312	64	82	292	376	374
	Evening Shift*	700	2,135	0	0	312	64	0	376
	Night Shift**	275	839	30	105	0	0	135	0
Office	Day Shift	750	2,460	230	48	60	240	278	300
	Evening Shift*	150	678	0	0	54	11	0	65
		2,575	8,247	572	217	508	607	789	1,115
Day Shift - typical trip gen - enter in AM and exit in PM									
*Evening Shift - use AM for PM as that is when that shift enters									
**Night Shift - use PM as AM as that is when the shift exits									

