City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

Project Title: Rio Grande Academy of Fine Arts

Zone Atlas Page: H9, H10, J9, J10 DFT/DHO #: PA-2025-00068. BP #:

Development Street Address: 1700 Unser Blvd NW, Albuquerque, NM 87120

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

Applicant: Bohannan Huston Contact: Kelly Klein

Address: 7500 Jefferson St NE, Albuquerque, NM 87109

Phone#: 505-823-1000 E-mail: kklein@bhinc.com

Traffic Engineer: Jonathon Kruse, Lee Engineering

Development Information

Build out/Implementation Year: 2026

Existing Use: Vacant

Describe Proposed Development and Uses:
Charter School (K-12) with 1100 Students

Days and Hours of Operation (if known):

Facility

Building Size (sq. ft.): 73000 - 95000 SF

Number of Residential Units: 0

Number of Commercial Units: 0

Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):* 1100 Students

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):* ITE 538 - 1034(AM) / 803(PM)

Driveway(s) Located on: Street Name Unser Blvd, Market St, Hanover Rd

Adjacent Roadway(s) Posted Speed: Street Name Unser Blvd Speed 45 mph

Street Name Market St Speed 30 mph

** 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) : Regional Principal Arterial
https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b

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

Adjacent Roadway(s):

Name: Unser Blvd Traffic Volume: 18467 Volume-to-Capacity Ratio (v/c): 0.32/0.52

Name: Market St Traffic Volume: N/A 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) : N/A Nearest Transit Stop(s): Central & Unser
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 : Existing bike lanes on Unser Blvd and Ladera Dr
Bikeways: https://mrcog-nm.gov/544/Long-Range-System-maps

Current/Proposed Sidewalk and buffer Infrastructure: 6' SW, 6-8' Buffer
Sidewalk and buffer width : DPM Table 7.2.29

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

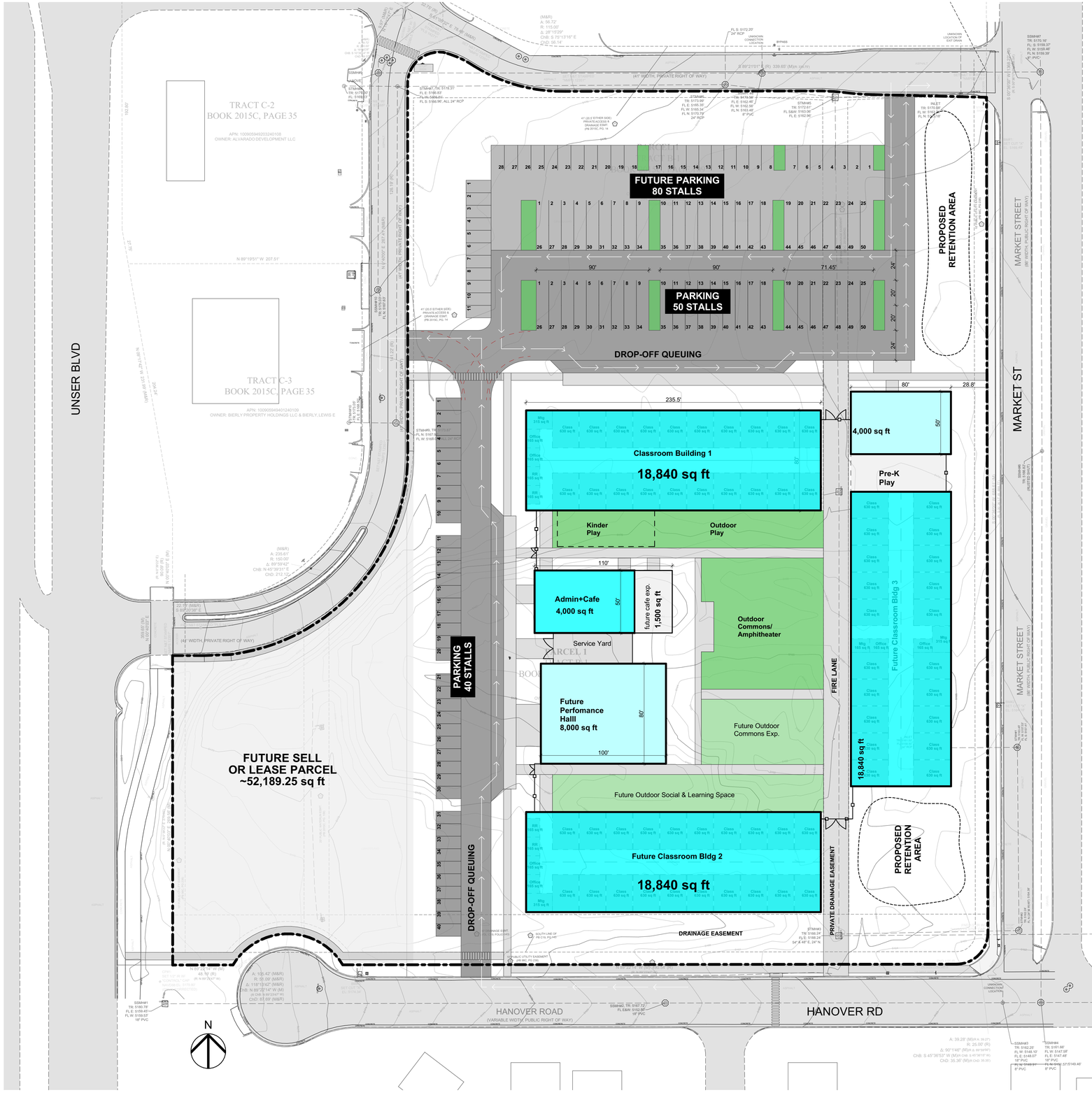
Note: Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

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

Thresholds Met? Yes [ ] No [ ]

Mitigating Reasons for Not Requiring TIS and/or Notes:

TRAFFIC ENGINEER DATE



PRELIMINARY SITE PLAN

SCALE: 1" = 40'

0 20' 40' 80'

PROJECT DATA

APN: 100905952600140105
394,165 SF / 9.048 ACRES
ZONING: MX-L
SPECIAL USE: HERITAGE MARKETPLACE

APPROX. BUILDING AREAS:

ADMIN BLDG	4,500 SF
CLASSROOM BLDG 1	18,500 SF
FUTURE PERFORMANCE HALL	8,000 SF
FUTURE CLASSROOM BLDG 2	18,500 SF
FUTURE CLASSROOM BLDG 3	18,500 SF
FUTURE ADMIN EXPANSION	1,500 SF
FUTRE PRE-K	4,000 SF
TOTAL BLDG SF	**73,500 - 90,000 SF**

PROJECT DESCRIPTION

A new charter school campus for Rio Grande Academy of Fine Arts to house up to 1100 students from grades Pre-K to 12th.

The initial construction will support their current K-8 students and will consist of an approximately 18,500sf classroom building with approximately 20 classrooms and a second 4,500sf building to house the administrative, kitchen, and cafeteria needs for the students.

The campus is designed to be able to grow over time as the student enrollment increases each year. Eventually adding a dedicated middle school building, high school building, and performance hall.

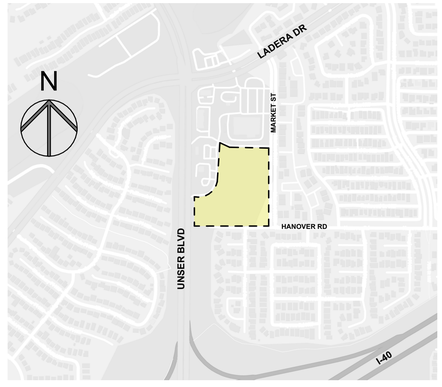
PARKING CALCULATIONS

ALBUQUERQUE, NM / 5-5(C) Minimum Off-street Parking
IDO PARKING REQ. - K-8 School / 2 stalls per Classroom
IDO PARKING REQ. - High School / 1 stall per 4 Occ. in Assembly

K-8 School
Classrooms - 40
Required Parking Estimate - 80 stalls
Provided Parking - 90 stalls

High School
Assembly Seating Capacity - 400
Required Parking Estimate - 100 stalls
Provided Parking - 100 stalls

Total Estimated Required Parking: 180 Stalls
TOTAL PARKING PROVIDED: 180 Stalls



VICINITY MAP

FFKR ARCHITECTS
58 S RIVER DR #380, TEMPE, AZ 85288
O 480.362.1361 • FFKR.COM
WALTZ

Rio Grande Academy of Fine Arts

1700 Unser Blvd NW Albuquerque, NM 87120

22 Beacon / RioGAFA

DATE
4/3/2025

LAYOUT
PRELIMINARY SITE PLAN

AS-101

Rio Grande Academy Fine Arts NIA
ITE Trip Generation Manual 12th Edition
Jonathon Kruse, PE PTOE
Lee Engineering

Trip Generation

Use	Units		Weekday AM Peak Hour					Weekday PM Peak Hour				
			Total	Enter	Exit	In	Out	Total	Enter	Exit	In	Out
ITE 538 - Charter School (K-12)	1100	Students	1034	53%	47%	548	486	803	50%	50%	401	402

4/10/2025

Land Use: 538
Charter School (K-12)

Description

A charter school (K-12) is a school that is publicly funded and privately managed. The school serves students attending kindergarten through the 12th grade. The school may also offer extended care and day care. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), high school (Land Use 525), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), private high school (Land Use 534), and charter elementary school (Land Use 536) are related uses.

Additional Data

The sites were surveyed in the 2010s in Minnesota and Nevada.

Source Numbers

1039, 1047

Charter School (K-12)
(538)

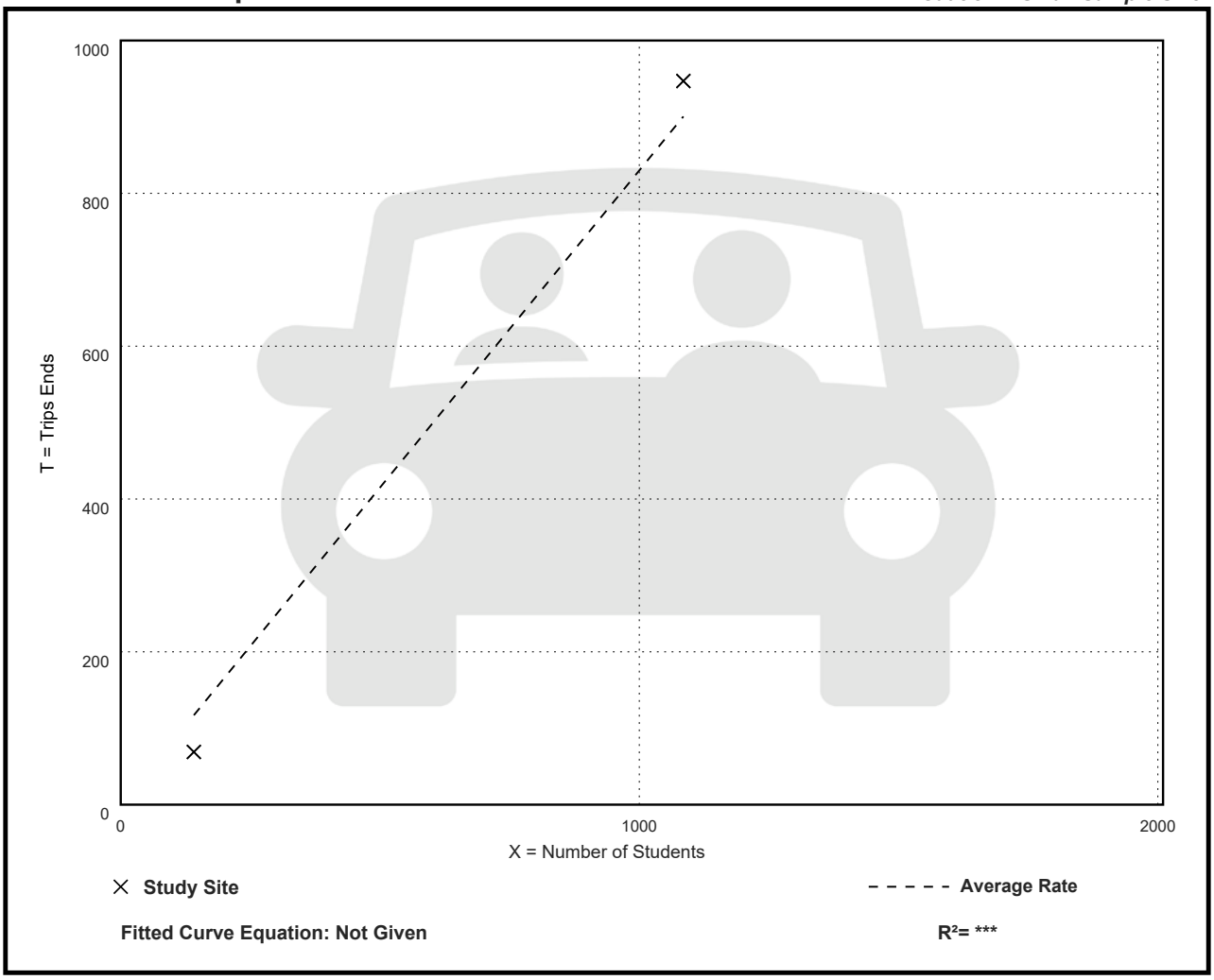
Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Students: 613
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.83	0.49 - 0.87	***

Data Plot and Equation

Caution – Small Sample Size



Charter School (K-12)
(538)

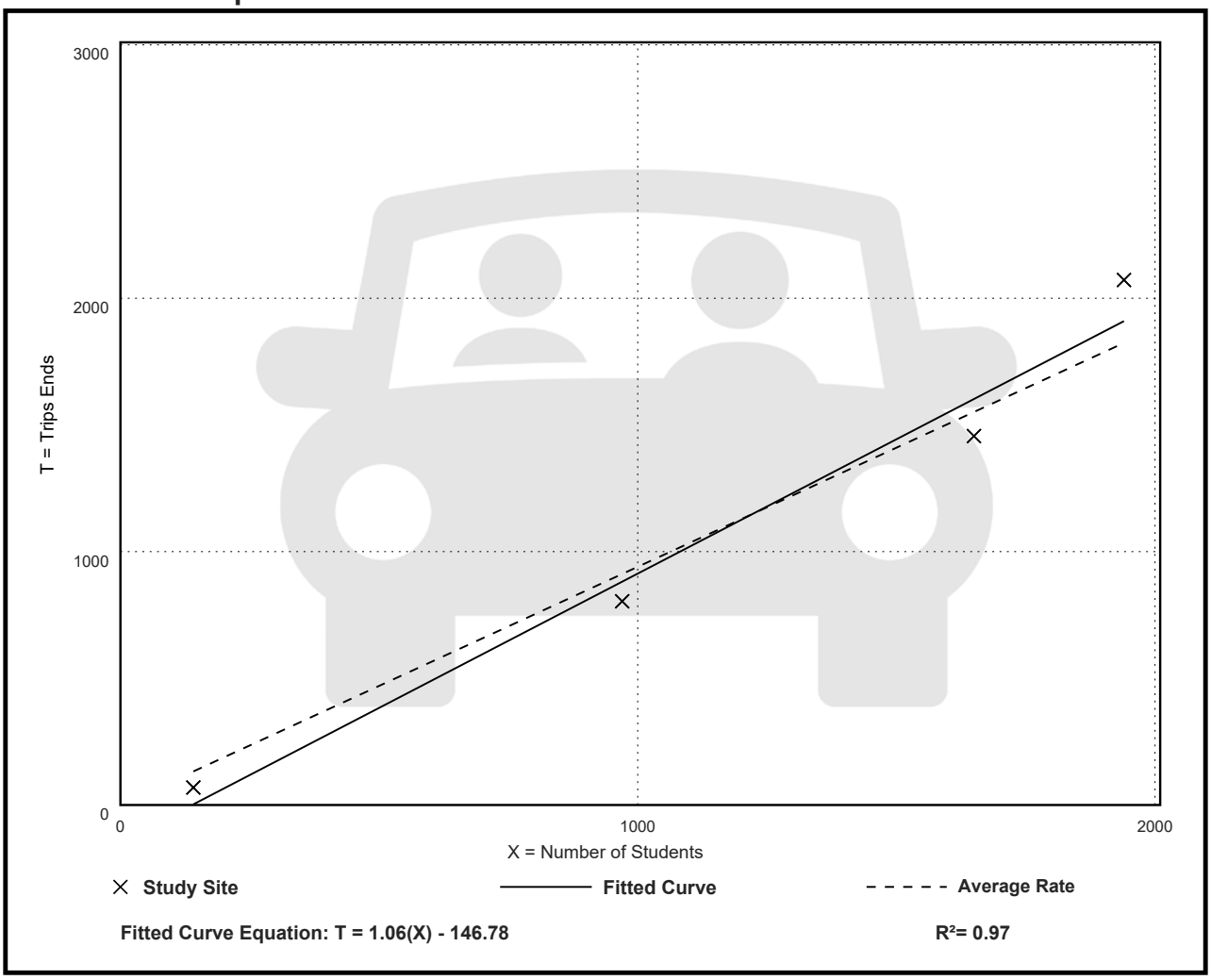
Vehicle Trip Ends vs: Students
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Students: 1175
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.94	0.49 - 1.07	0.15

Data Plot and Equation



Fitted Curve Equation: T = 1.06(X) - 146.78

R^2= 0.97

Charter School (K-12)
(538)

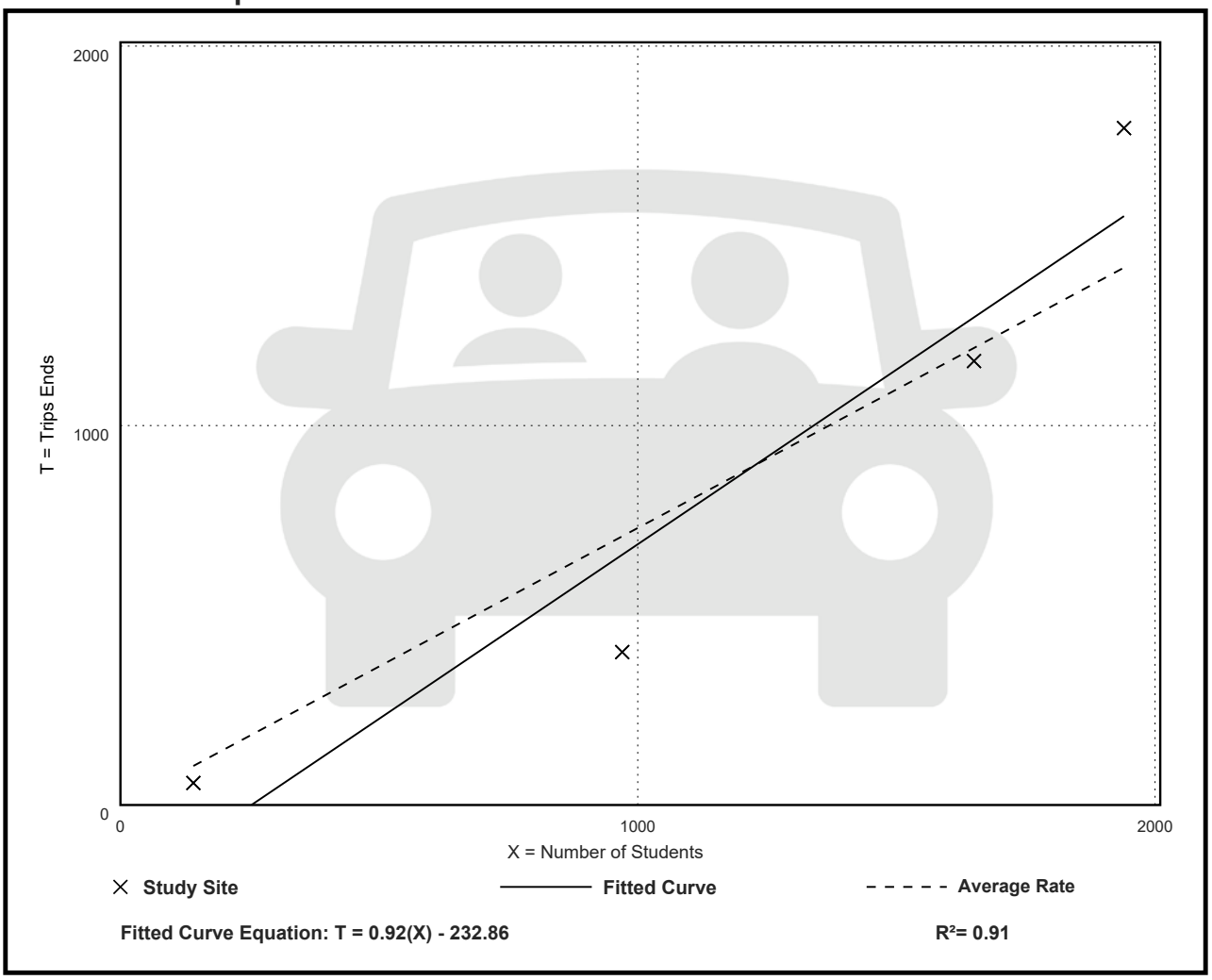
Vehicle Trip Ends vs: Students
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Students: 1175
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.73	0.41 - 0.92	0.23

Data Plot and Equation



Fitted Curve Equation: T = 0.92(X) - 232.86

R^2= 0.91

Charter School (K-12)
(538)

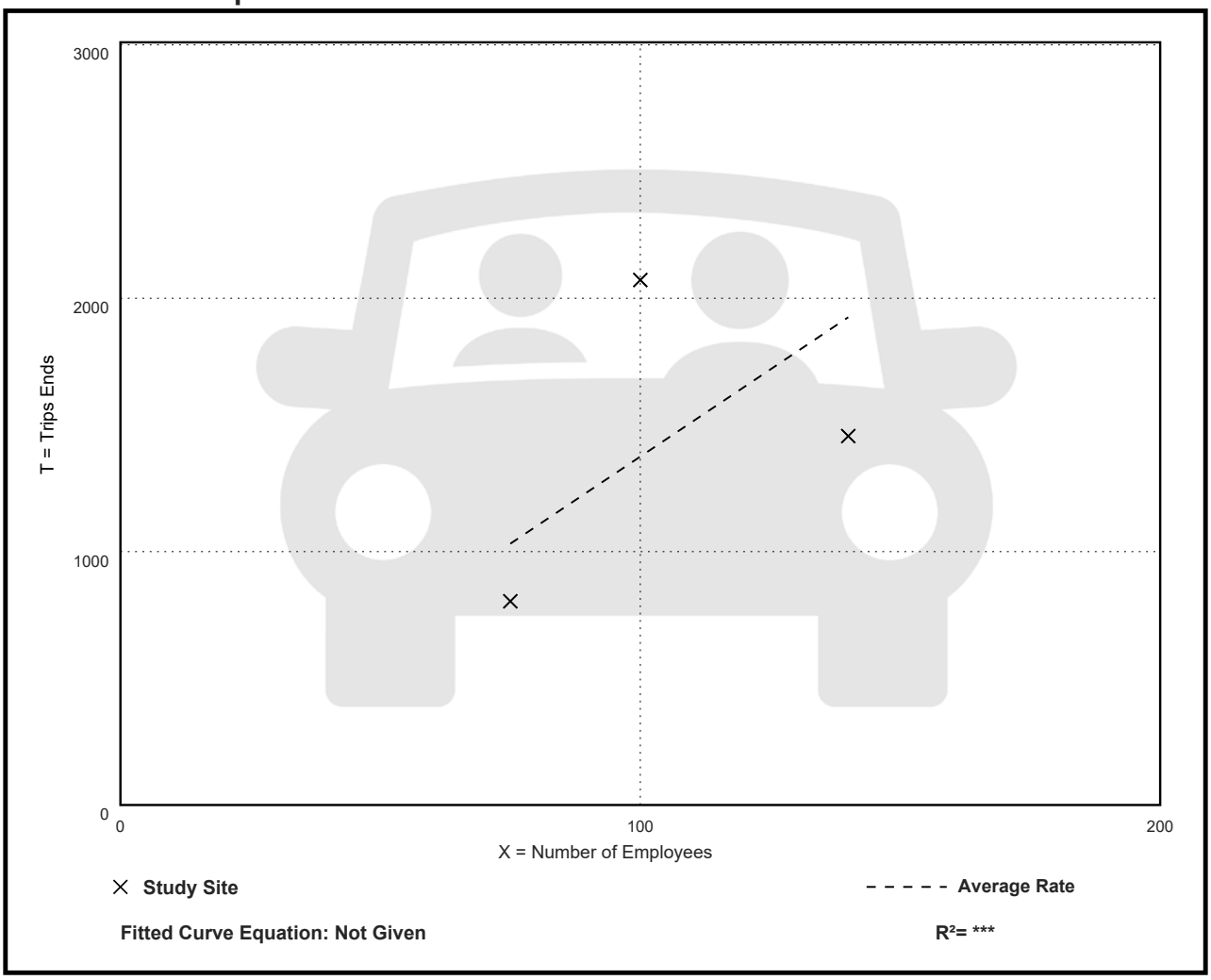
Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Employees: 105
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
13.75	10.40 - 20.72	5.82

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Charter School (K-12)
(538)

Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Employees: 105
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
10.66	5.37 - 17.84	6.17

Data Plot and Equation