



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

B13D002D

Project Title: Pitre Kia Albuquerque Dealership Renovations

Zone Atlas Page: B-13-Z DFT/DHO #: _____ BP #: _____

Development Street Address: 9640 Eagle Ranch Rd. NW, Albuquerque, NM 87114

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

Applicant: Pitre Kia Contact: Scott Simkins

Address: 9640 Eagle Ranch Rd. NW, Albuquerque, NM 87114

Phone#: 505-899-4848 E-mail: ssimkims@pitrenm.com

Development Information

Build out/Implementation Year: 2025

Existing Use: Car/Truck Dealership

Describe Proposed Development and Uses:

New 5700 square foot automotive service addition with 12-bays on the southeast side of the existing facility, expand parking capacity, and make improvements to the existing on-site grading and drainage infrastructure.

Days and Hours of Operation (if known): Monday thru Saturday, 9am-6pm

Facility

Building Size (sq. ft.): 5700 square feet

Number of Residential Units: 0

Number of Commercial Units: 1

Traffic Considerations

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

Expected Number of Employees (if known):* Unknown

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

Trip Generations during PM/AM Peak Hour and ITE # (if known):* AM=12 Trips, PM=25 Trips - ITE 942 Auto. Care

Driveway(s) Located on: Street Name 1 Exist. on Westside Dr. and 1 Exist. on Eagle Ranch Rd.

Adjacent Roadway(s) Posted Speed: Street Name Westside Drive Speed 25

Street Name Eagle Ranch Rd. Speed 35

** 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): Eagle Ranch Rd. Minor Arterial & Westside Dr. Local Rd.
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

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

Adjacent Roadway(s):

Name: Westside Drive Traffic Volume: Unknown Volume-to-Capacity Ratio (v/c): Unknown

Name: Eagle Ranch Rd. Traffic Volume: 15,817 AWDT Volume-to-Capacity Ratio (v/c): <0.5

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): City Bus RT 94 Nearest Transit Stop(s): 2
<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: Proposed bike path and existing bike Lane on Eagle Ranch Rd.
Bikeways: <https://mrcog-nm.gov/544/Long-Range-System-maps>

Current/Proposed Sidewalk and buffer Infrastructure: Exist. sidewalks Eagle Ranch & Westside
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 [X]

Thresholds Met? Yes [] No [X]

Mitigating Reasons for Not Requiring TIS and/or Notes:

The City concurs with the trips generated: ITE 942
AM Trips 12
PM Trips 25

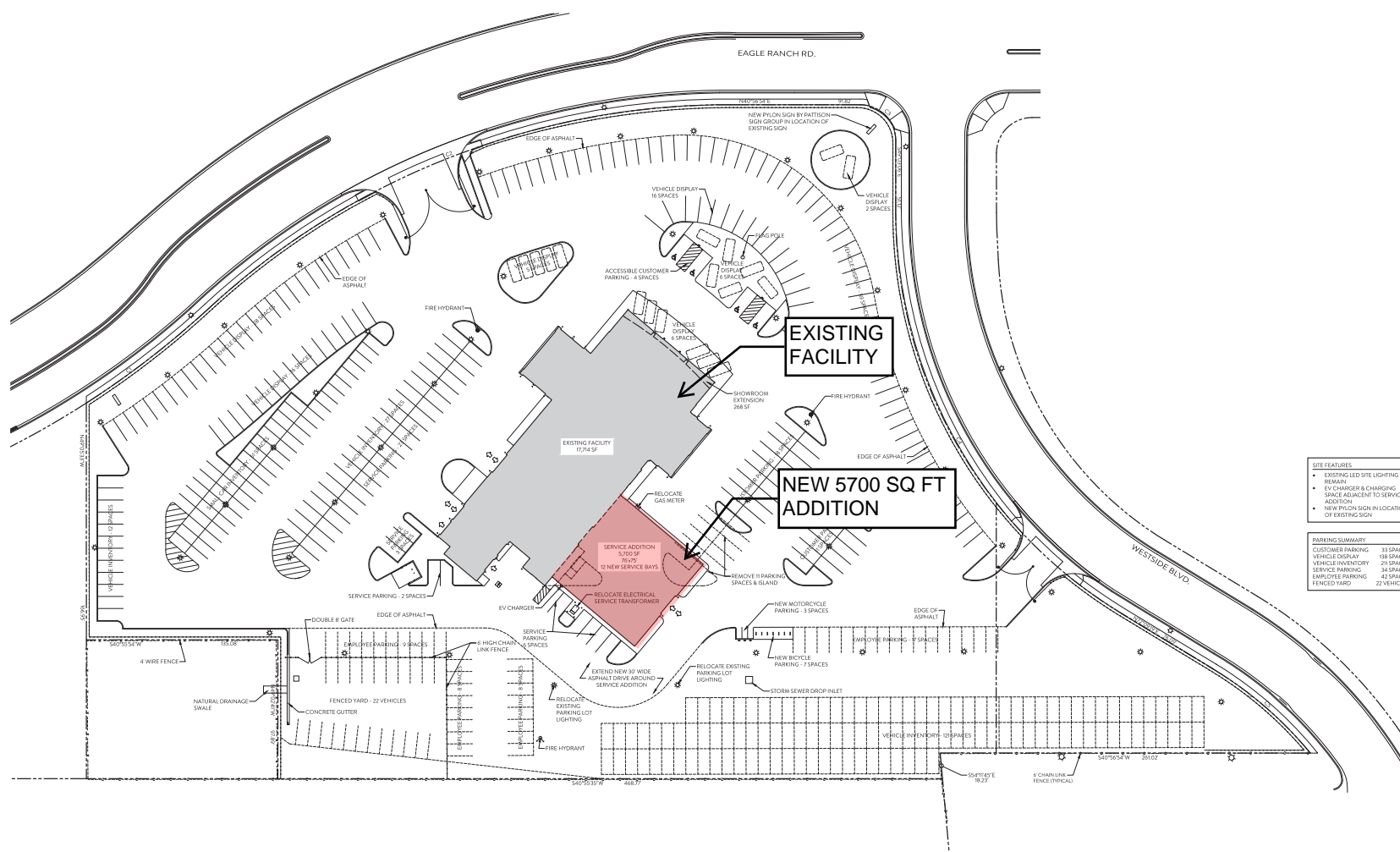
ATTACHMENTS:
SITE PLAN
ITE TRIP GENERATION TABLE 7 EQUATIONS
ITE LAND USE 942 DESCRIPTION

Curtis A Cherne

TRAFFIC ENGINEER

9-13-24

DATE



Pitre Kia Albuquerque Dealership Renovations
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
Automobile Care Center (942)	Units 5.70 1,000 S.F.	-	8	4	12
			13		

ITE Trip Generation Equations:

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

$$T = \frac{0}{50\%} (X) + \frac{0}{50\%} \text{ Exit}$$

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

$$T = \frac{2.25}{66\%} (X) + \frac{0}{34\%} \text{ Exit}$$

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

$$T = \frac{2.41}{48\%} (X) + \frac{11.83}{52\%} \text{ Exit}$$

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

Land Use: 942

Automobile Care Center

Description

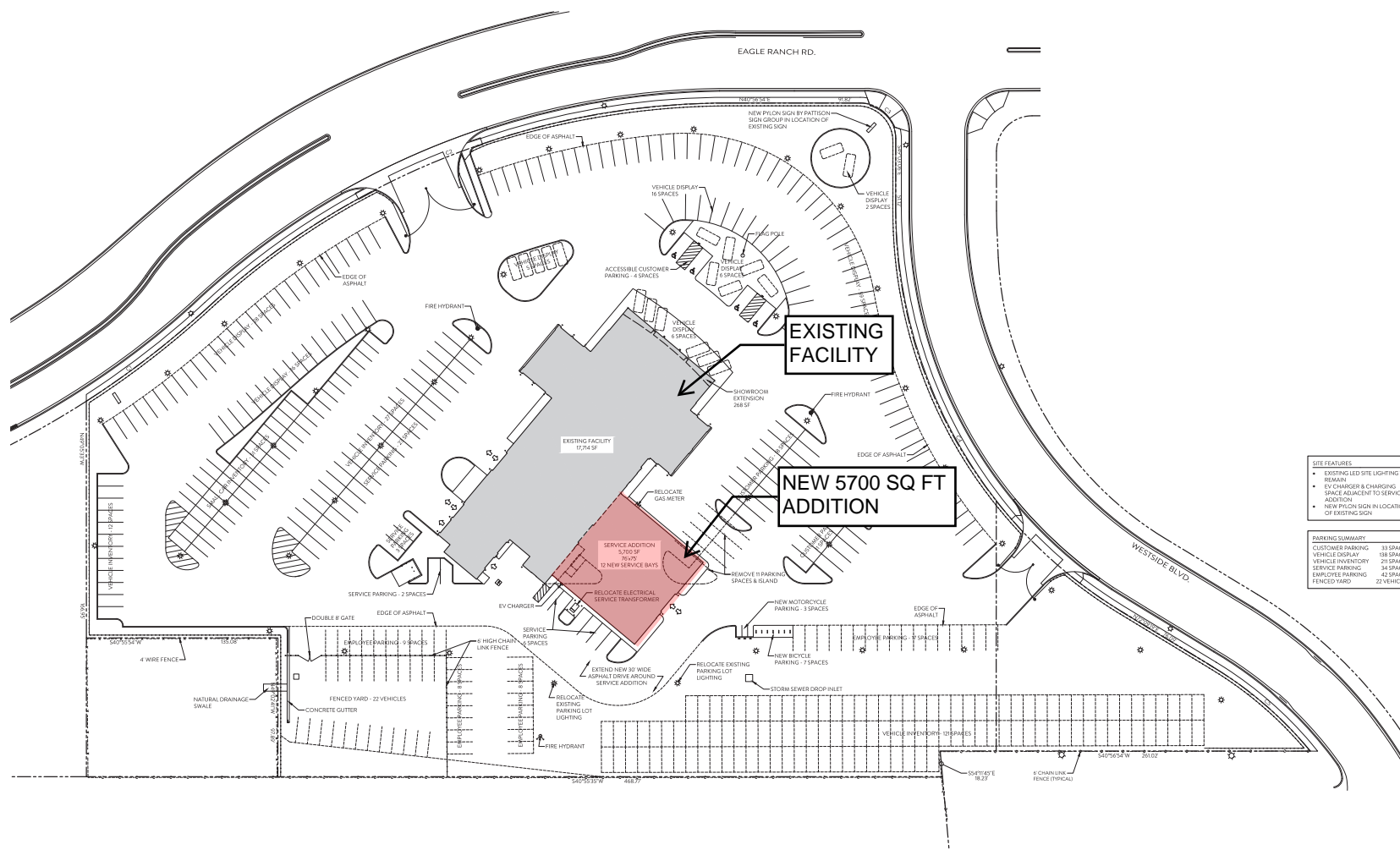
An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation, and seat cover upholstery. Quick lubrication vehicle shop (Land Use 941) and automobile parts and service center (Land Use 943) are related uses.

Additional Data

The sites were surveyed in the 1980s and the 1990s in California and Florida.

Source Numbers

267, 273, 439, 715



Pitre Kia Albuquerque Dealership Renovations
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

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$$T = \frac{2.25}{66\%} (X) + \frac{0}{34\%} \text{ Exit}$$

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

$$T = \frac{2.41}{48\%} (X) + \frac{11.83}{52\%} \text{ Exit}$$

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

Land Use: 942

Automobile Care Center

Description

An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation, and seat cover upholstery. Quick lubrication vehicle shop (Land Use 941) and automobile parts and service center (Land Use 943) are related uses.

Additional Data

The sites were surveyed in the 1980s and the 1990s in California and Florida.

Source Numbers

267, 273, 439, 715

Automobile Care Center (942)

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

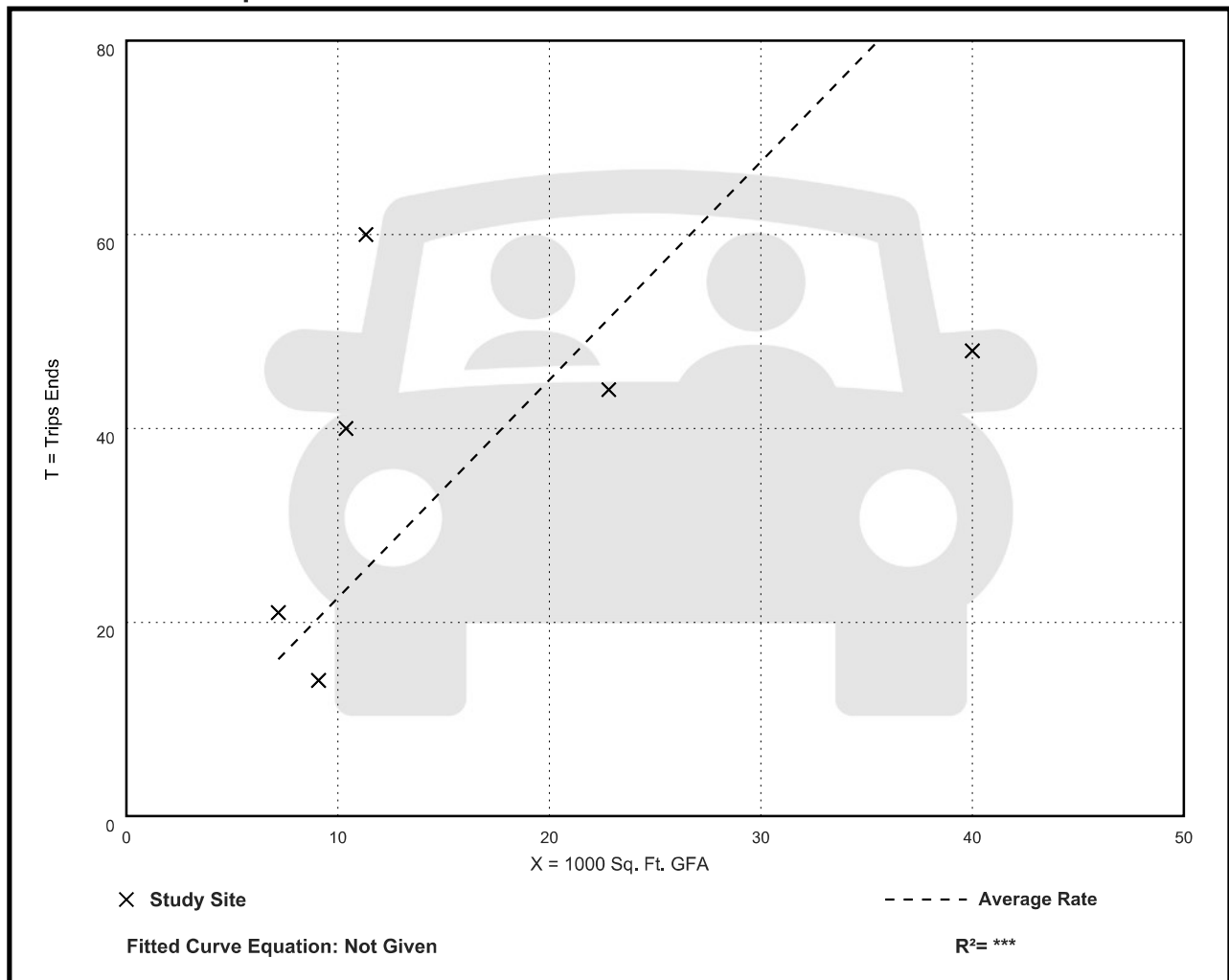
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.25	1.20 - 5.30	1.49

Data Plot and Equation



Automobile Care Center (942)

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: 6

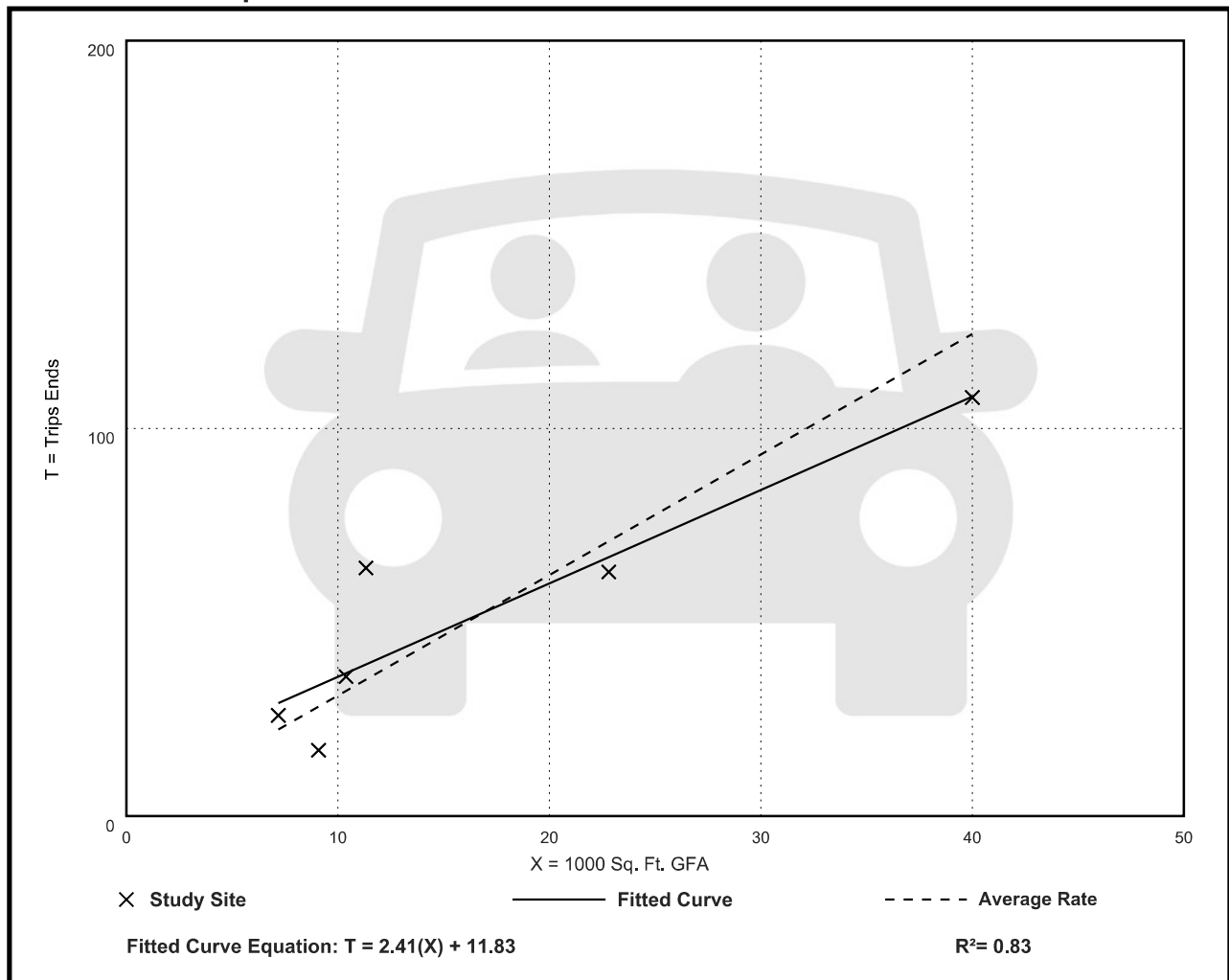
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.11	1.87 - 5.65	1.09

Data Plot and Equation



Automobile Care Center (942)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

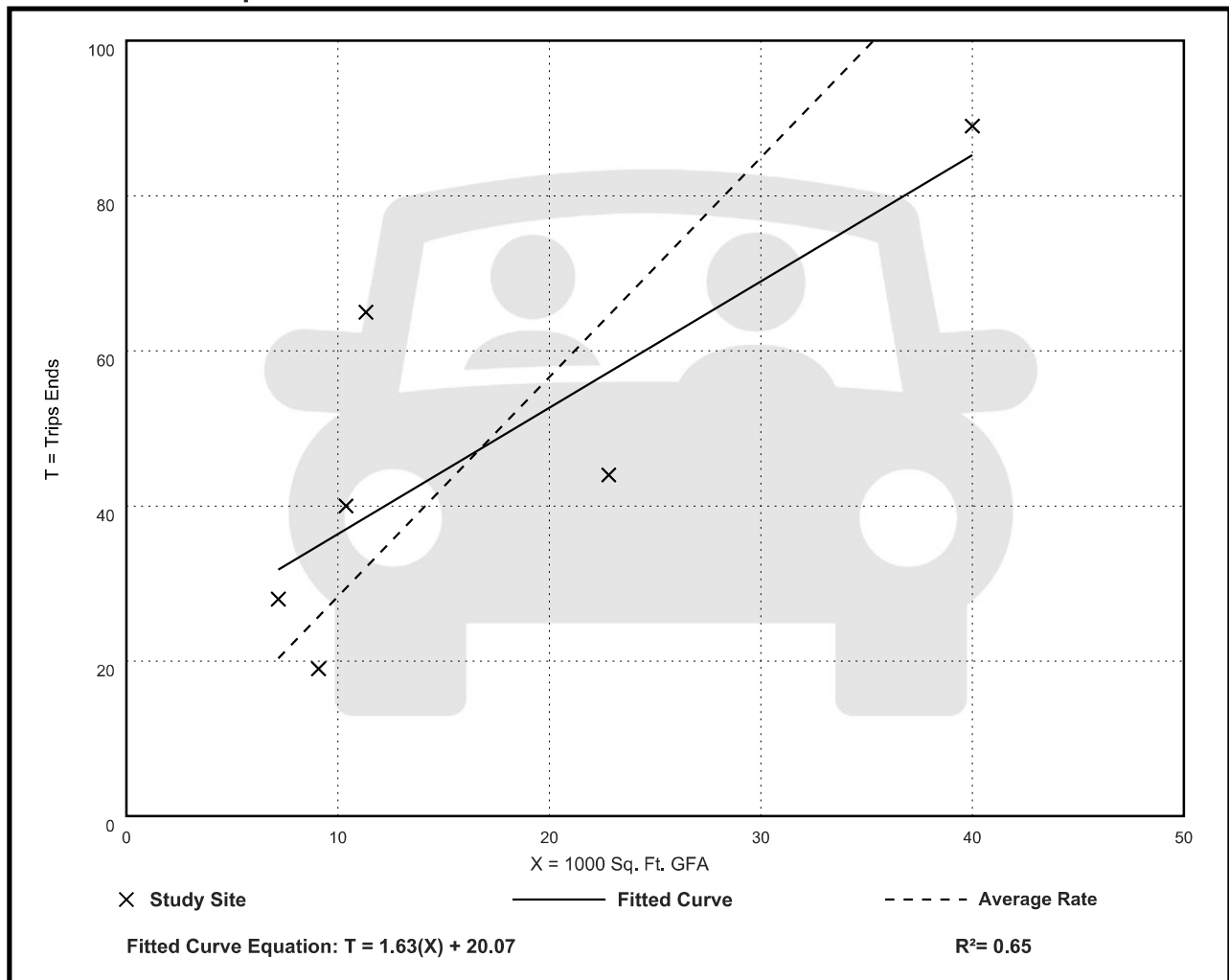
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.83	1.93 - 5.74	1.35

Data Plot and Equation



Automobile Care Center (942)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

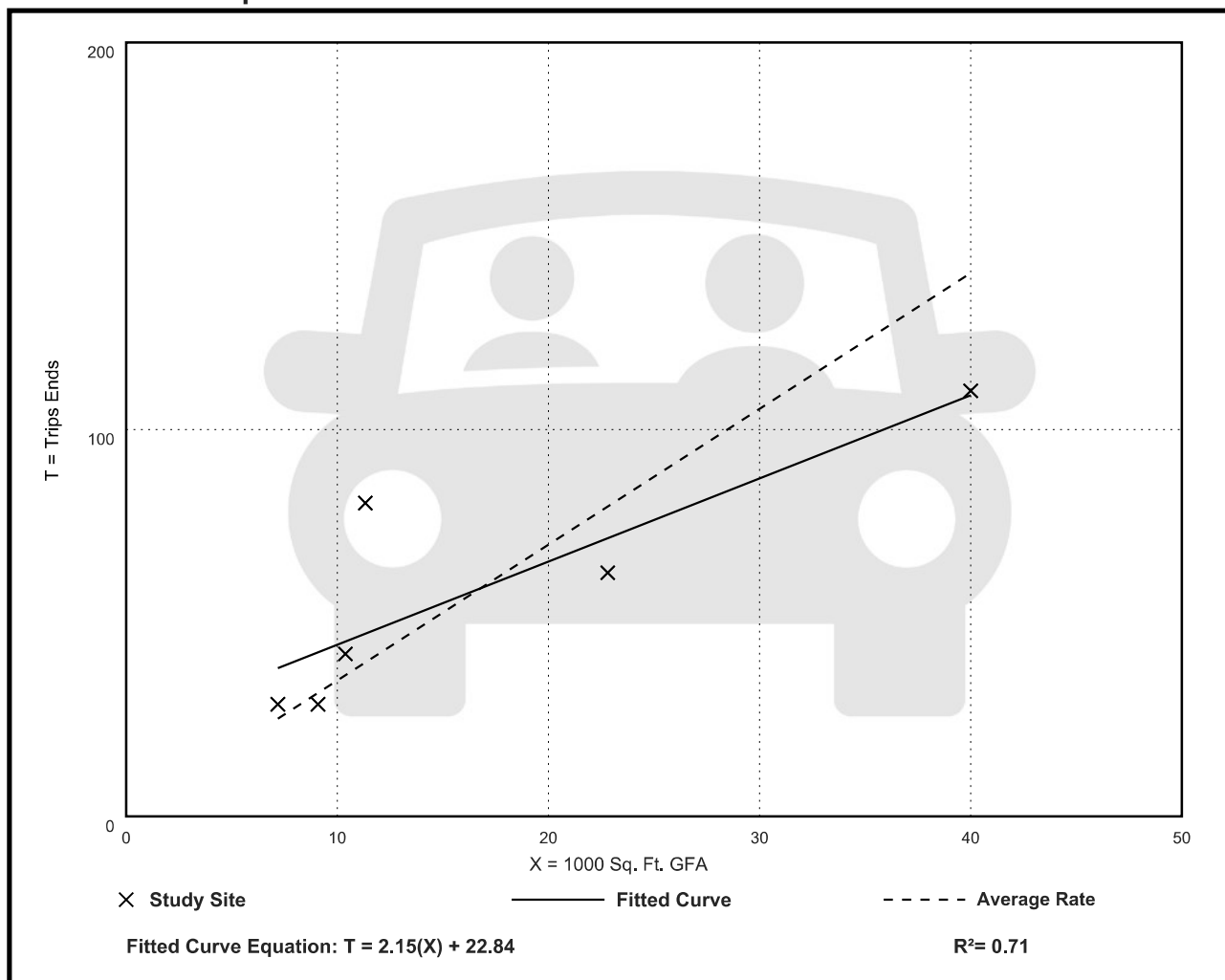
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.51	2.75 - 7.15	1.51

Data Plot and Equation



Automobile Care Center (942)

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

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 31

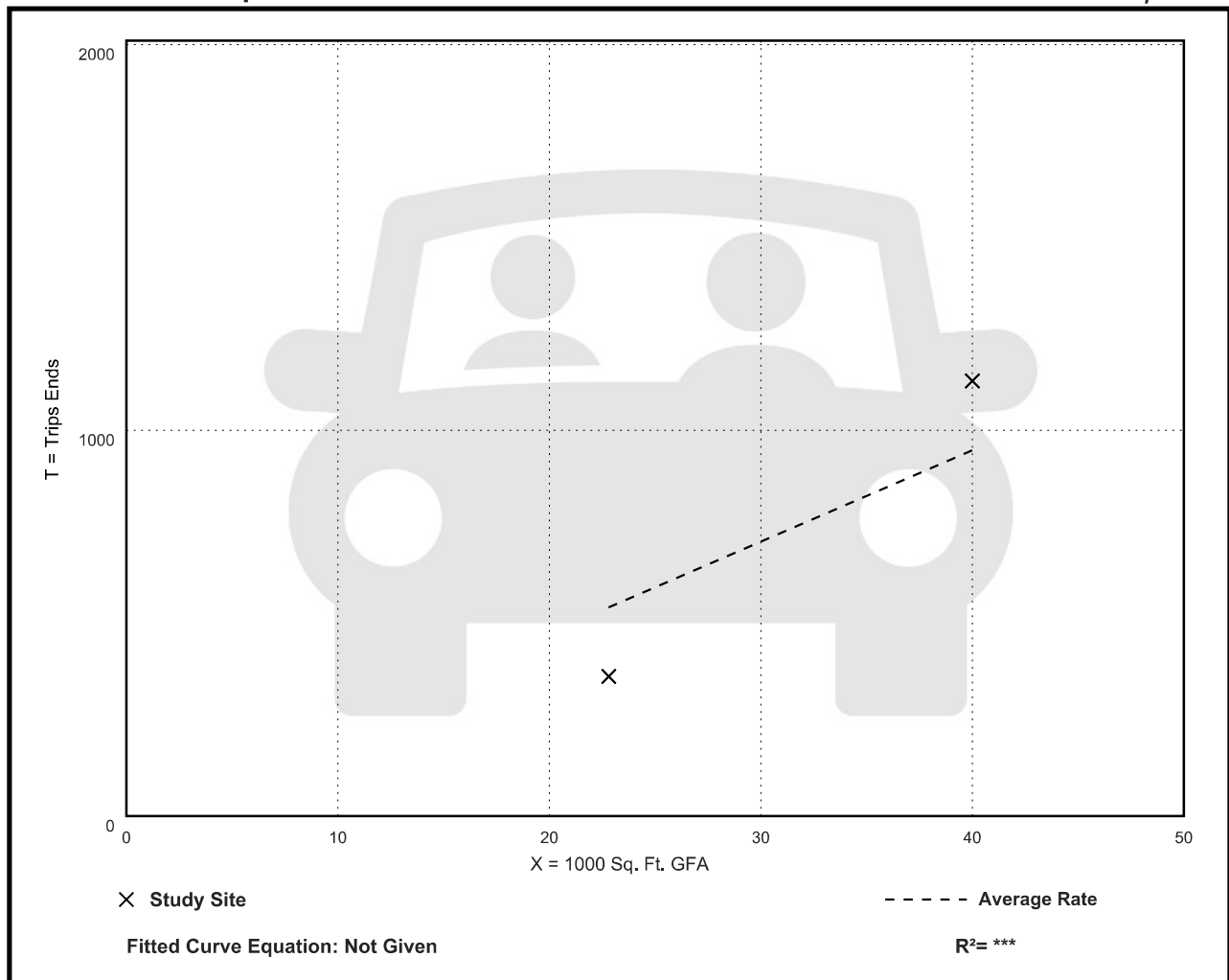
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
23.72	15.87 - 28.20	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

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

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 31

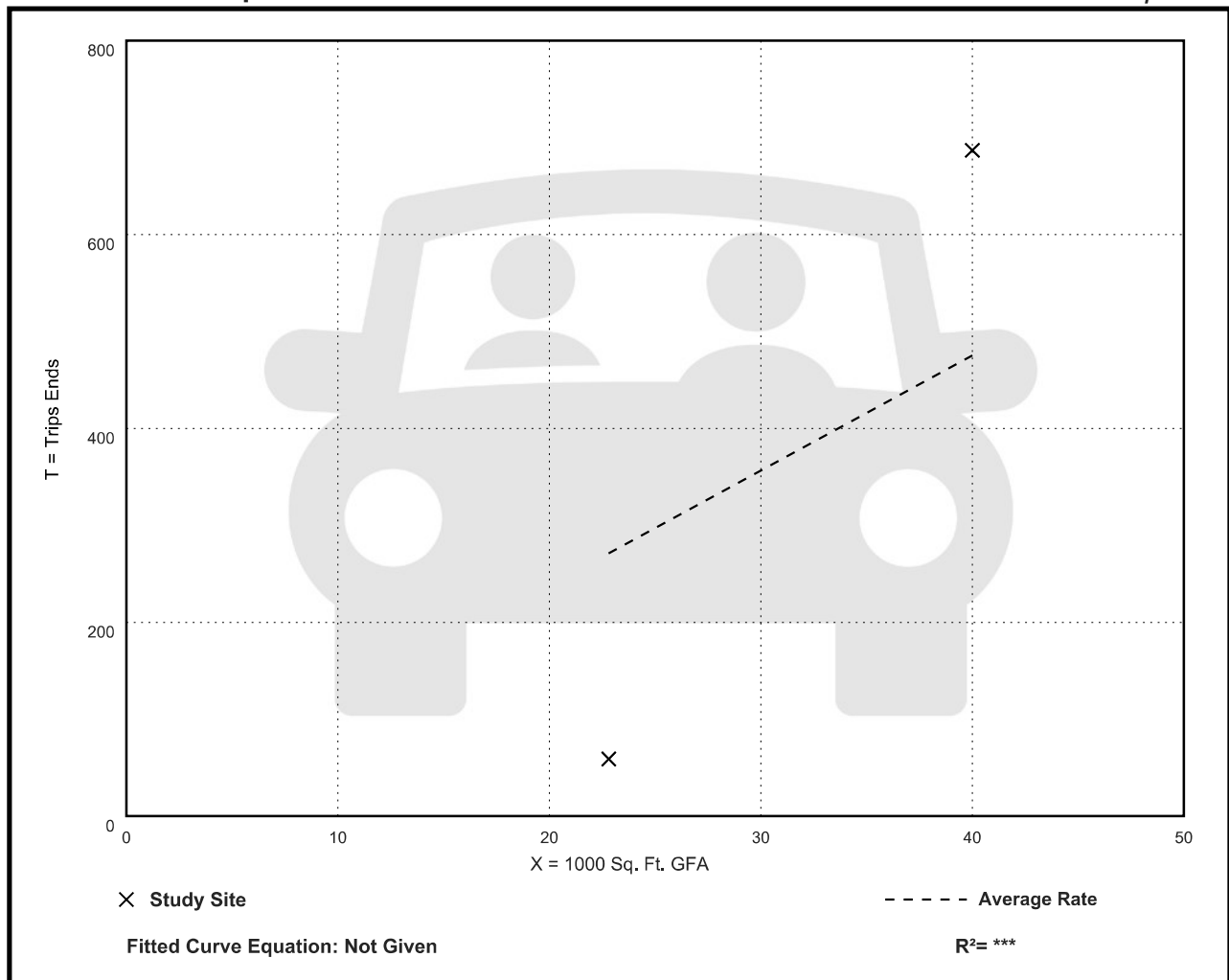
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.88	2.59 - 17.18	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays

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: 1

Avg. Num. of Service Bays: 29

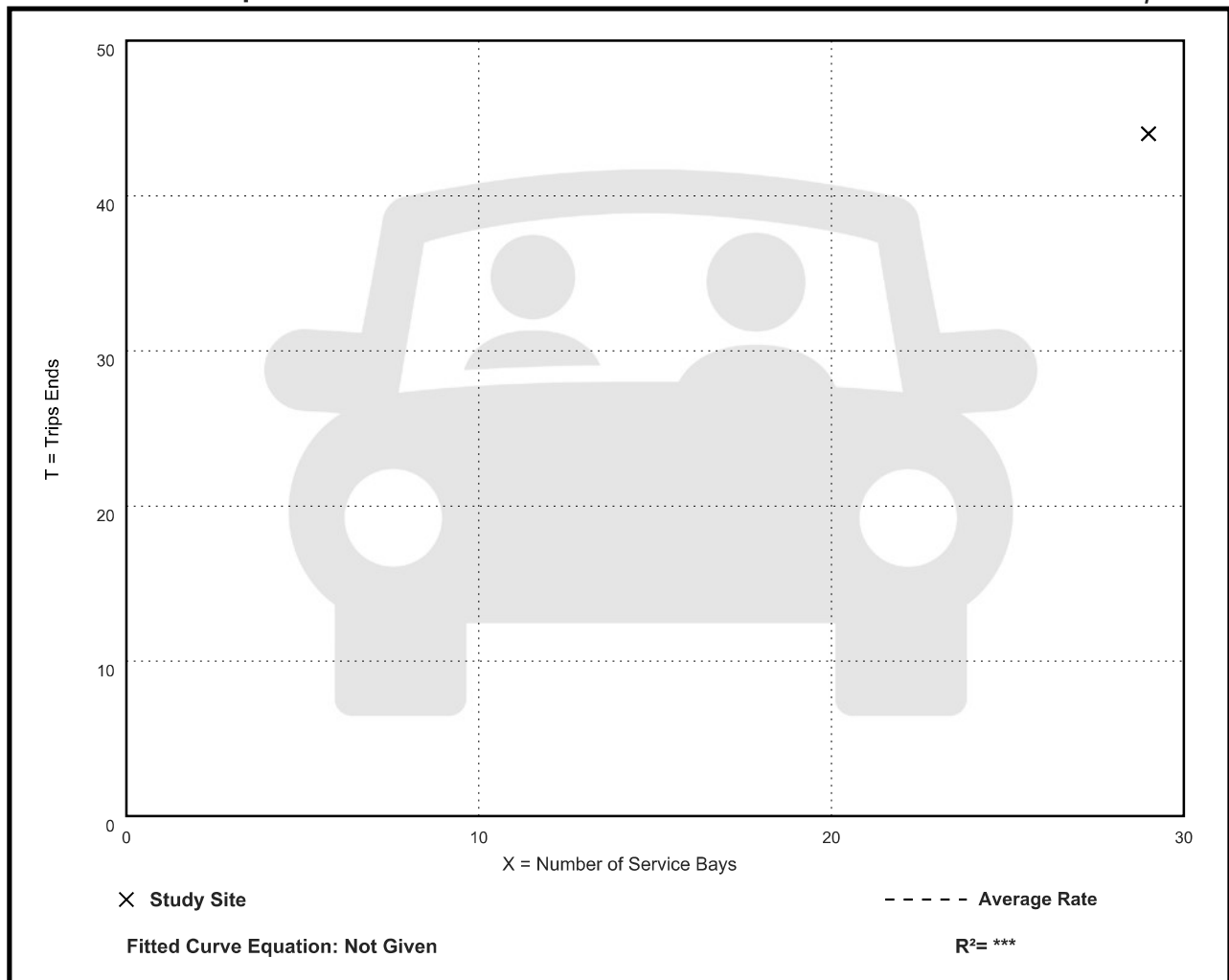
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
1.52	1.52 - 1.52	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays

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: 1

Avg. Num. of Service Bays: 29

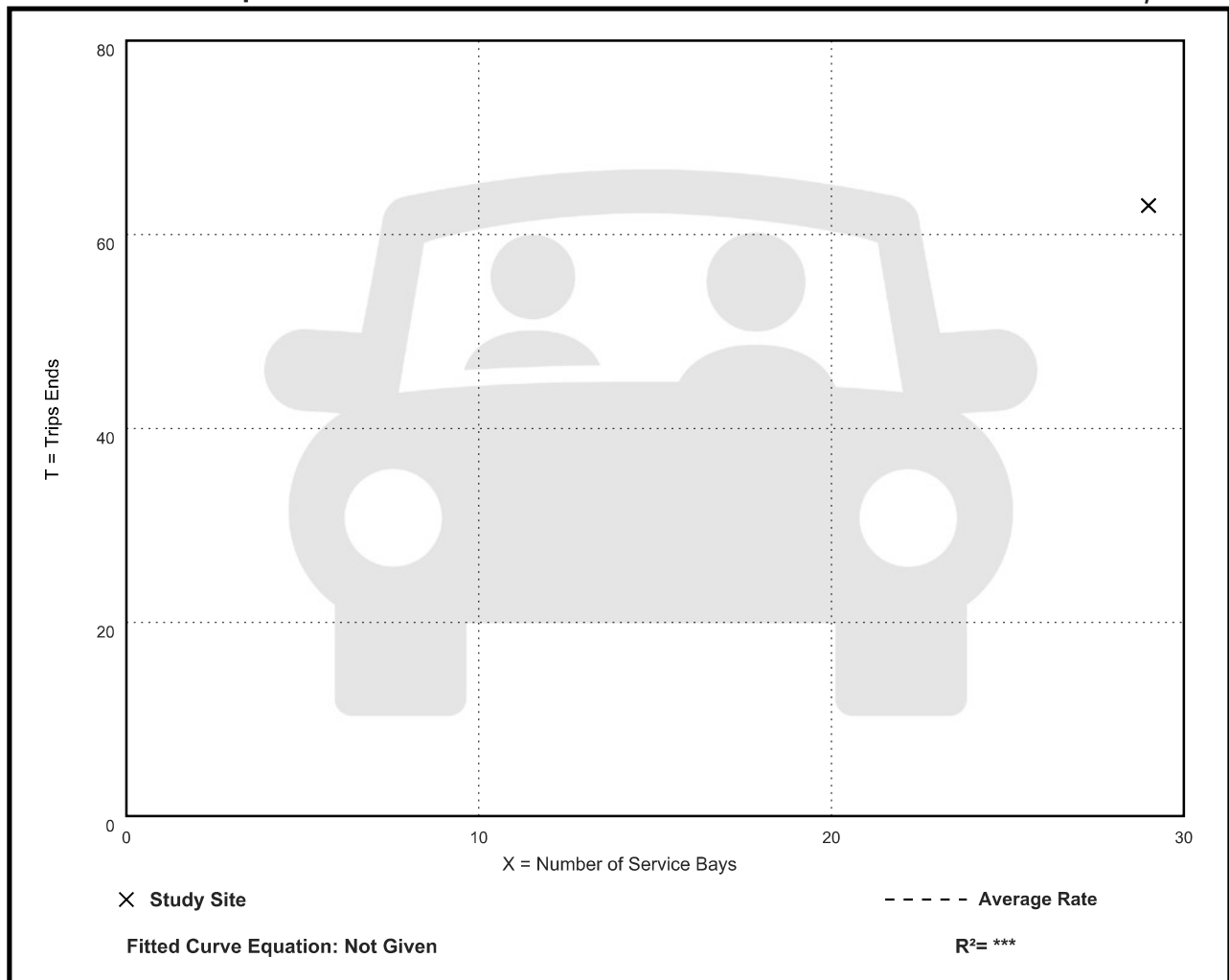
Directional Distribution: Not Available

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
2.17	2.17 - 2.17	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

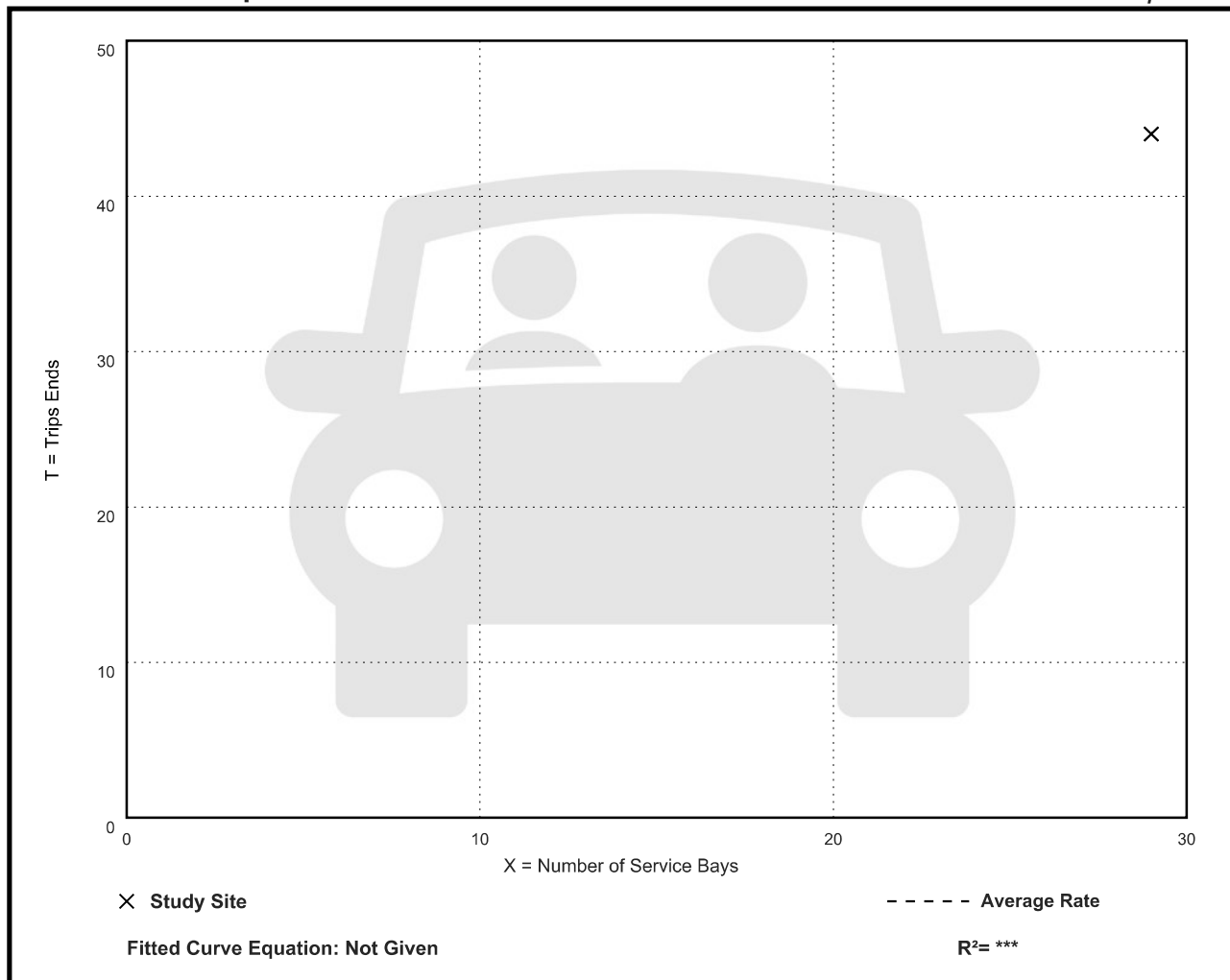
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
1.52	1.52 - 1.52	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

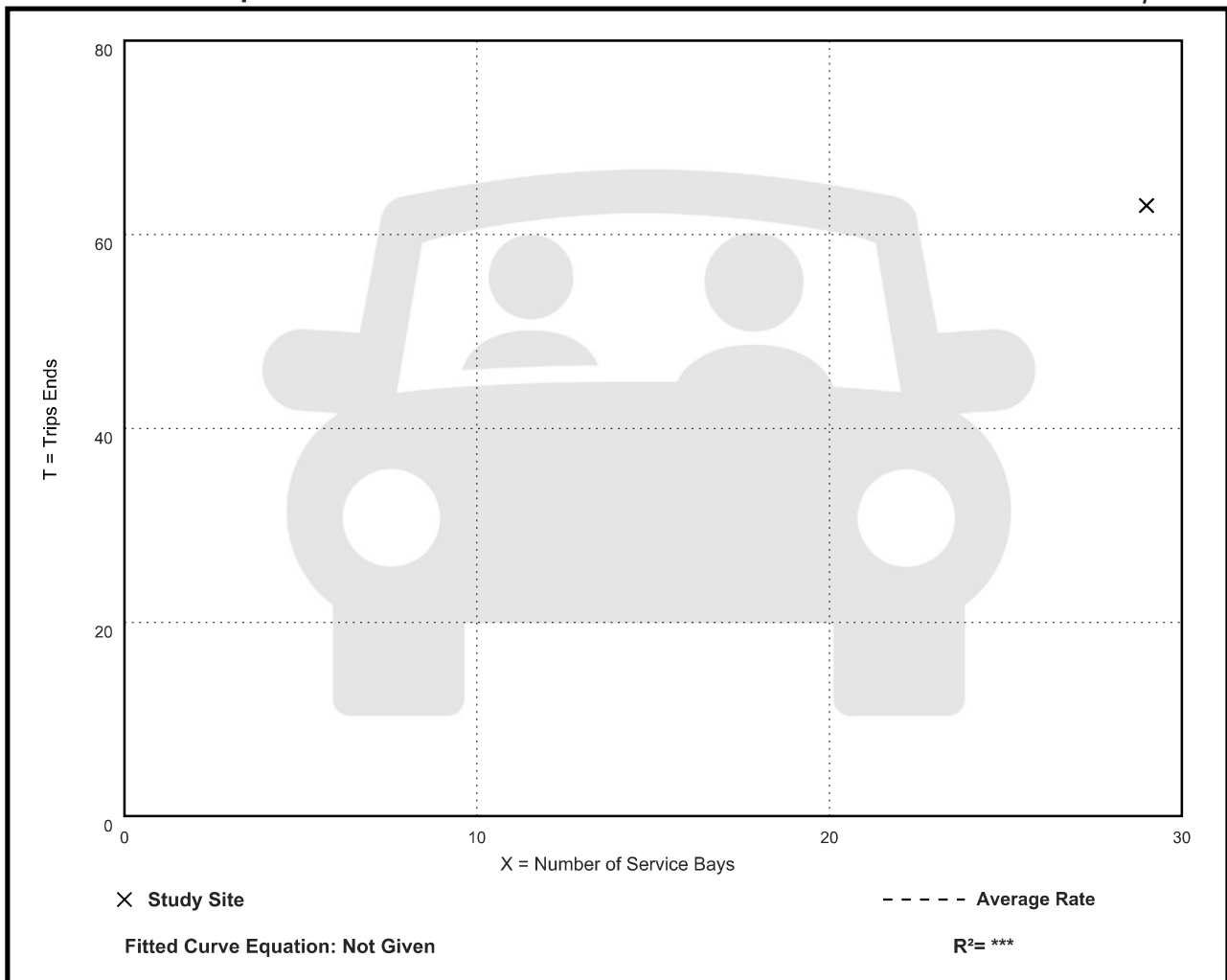
Directional Distribution: Not Available

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
2.17	2.17 - 2.17	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

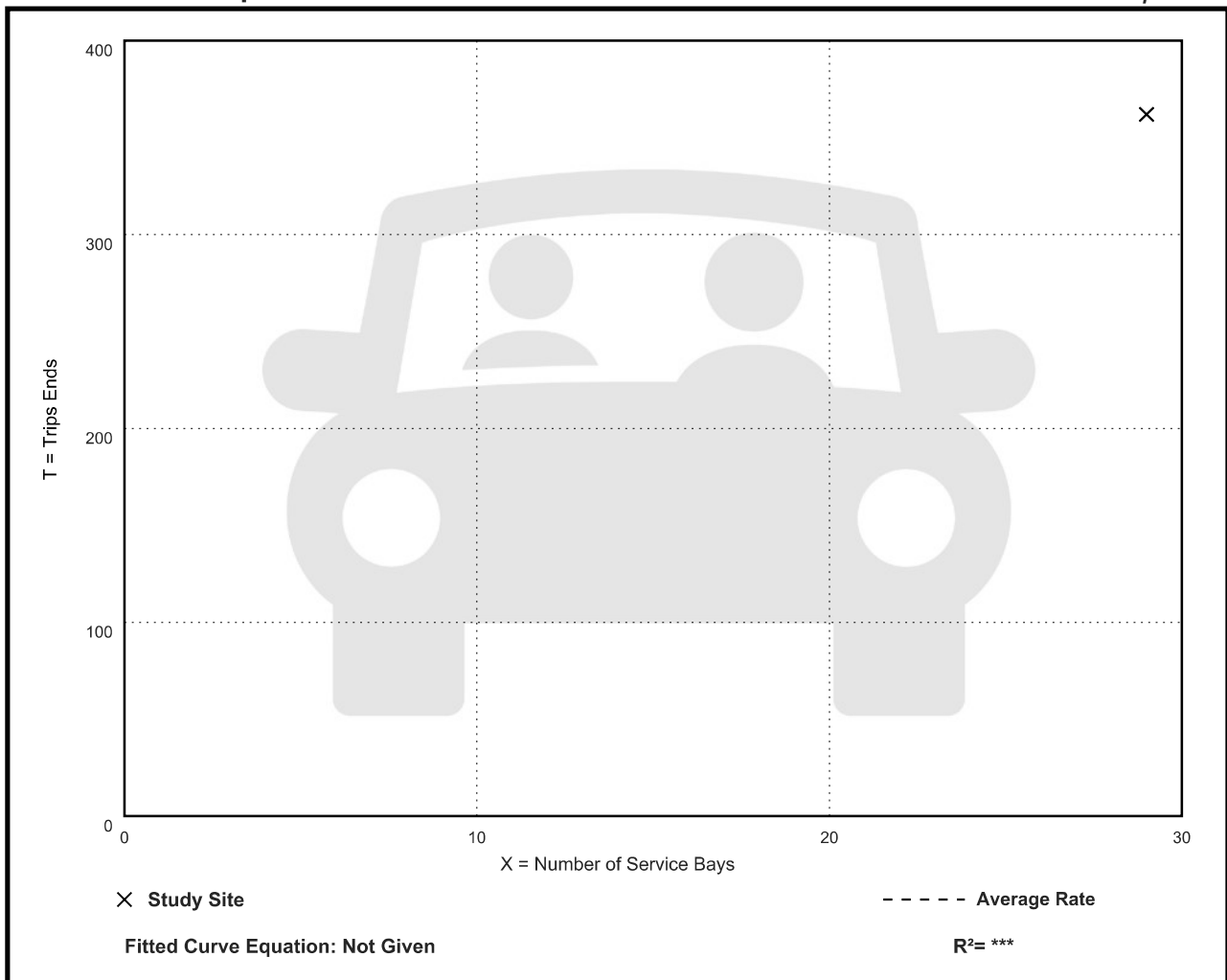
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
12.48	12.48 - 12.48	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Service Bays
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Service Bays: 29

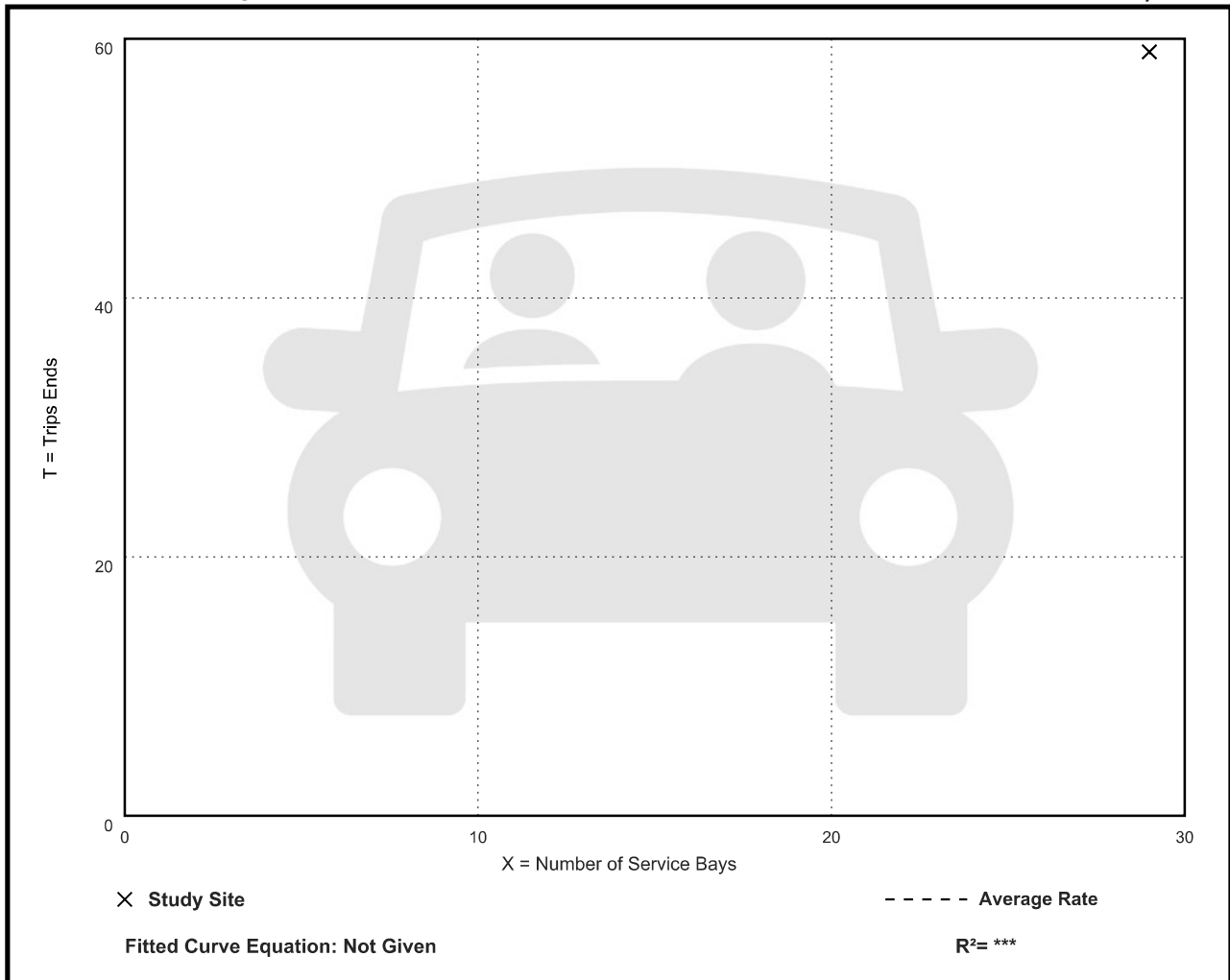
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
2.03	2.03 - 2.03	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees

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: 1

Avg. Num. of Employees: 44

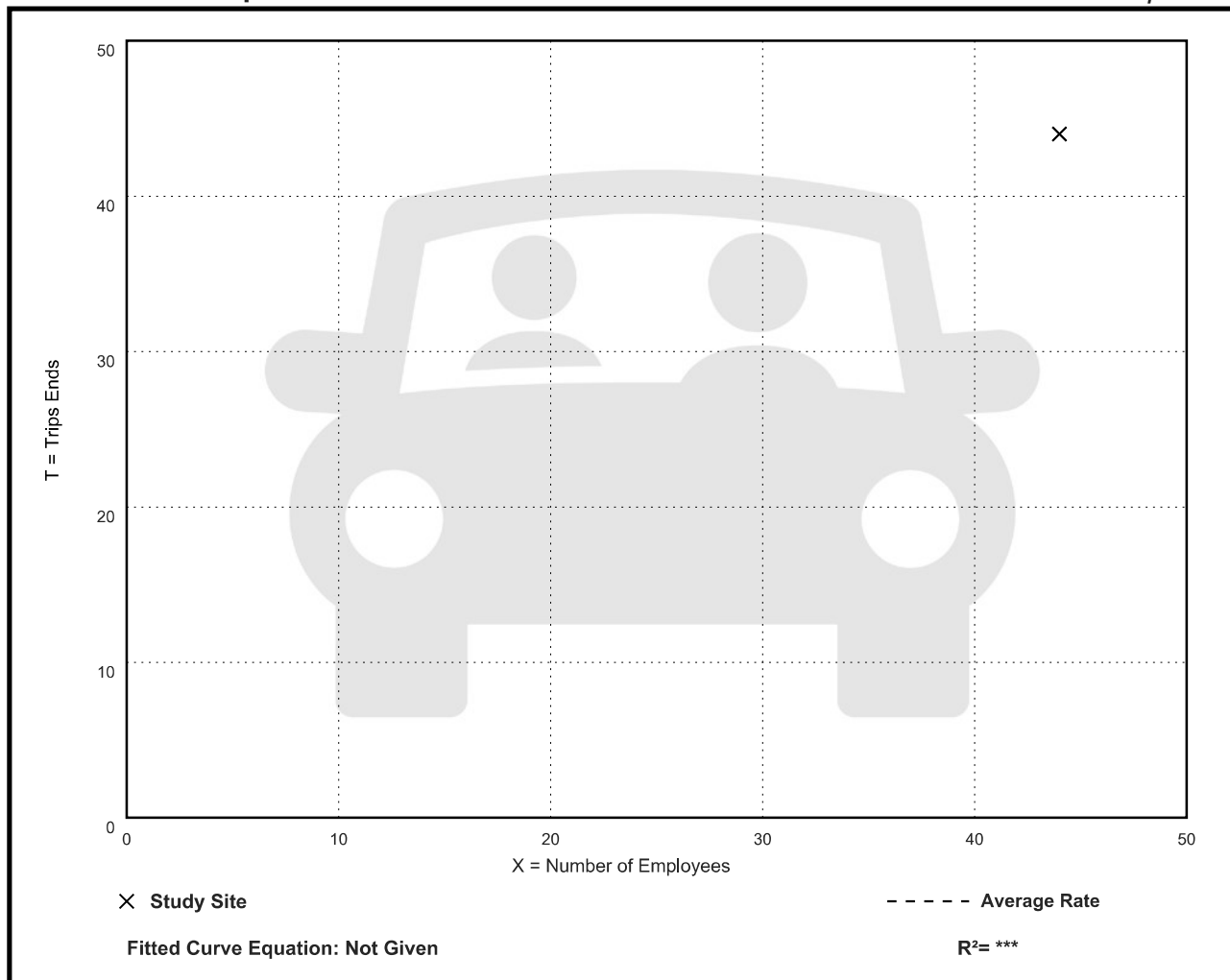
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.00	1.00 - 1.00	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees

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: 1

Avg. Num. of Employees: 44

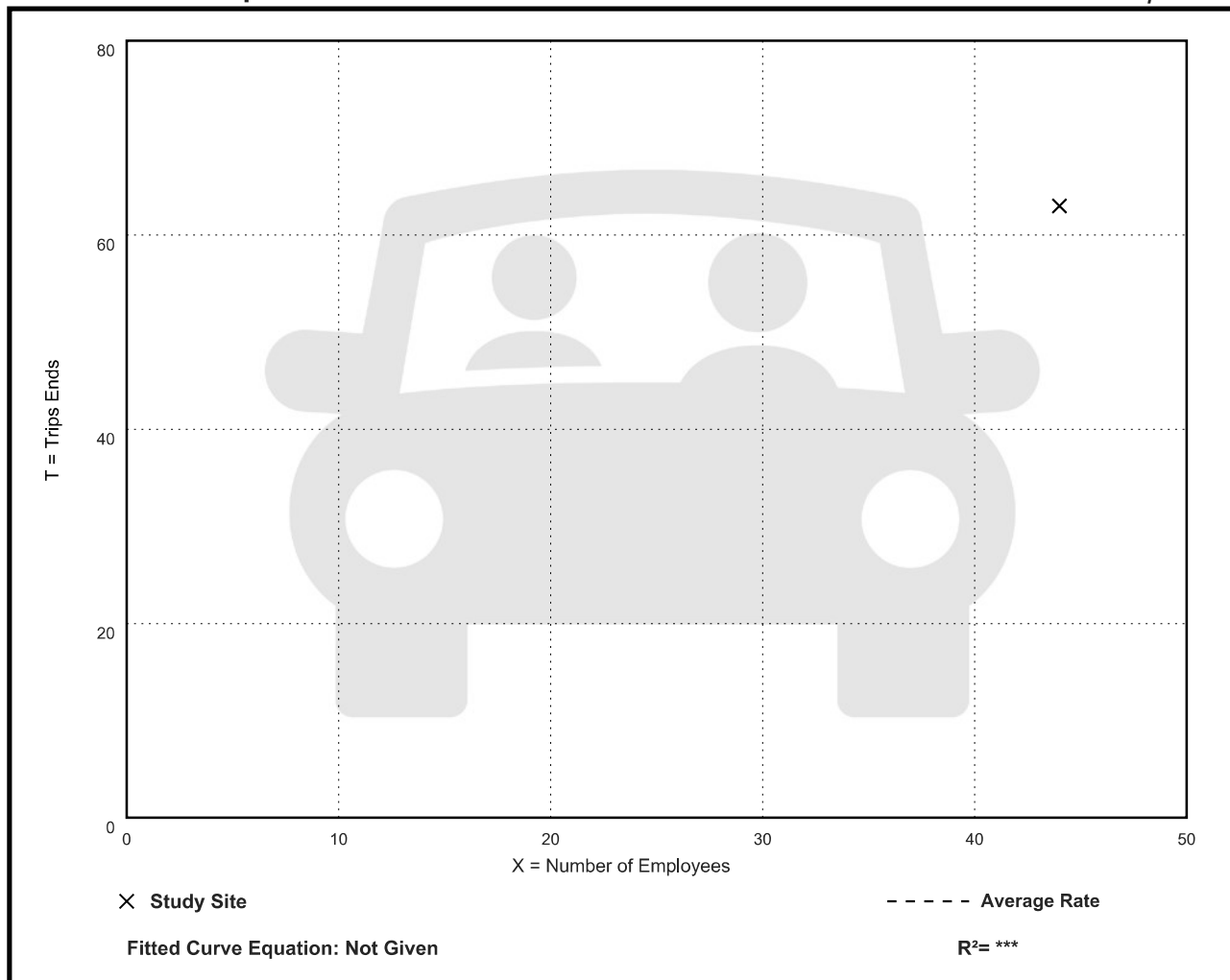
Directional Distribution: Not Available

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 44

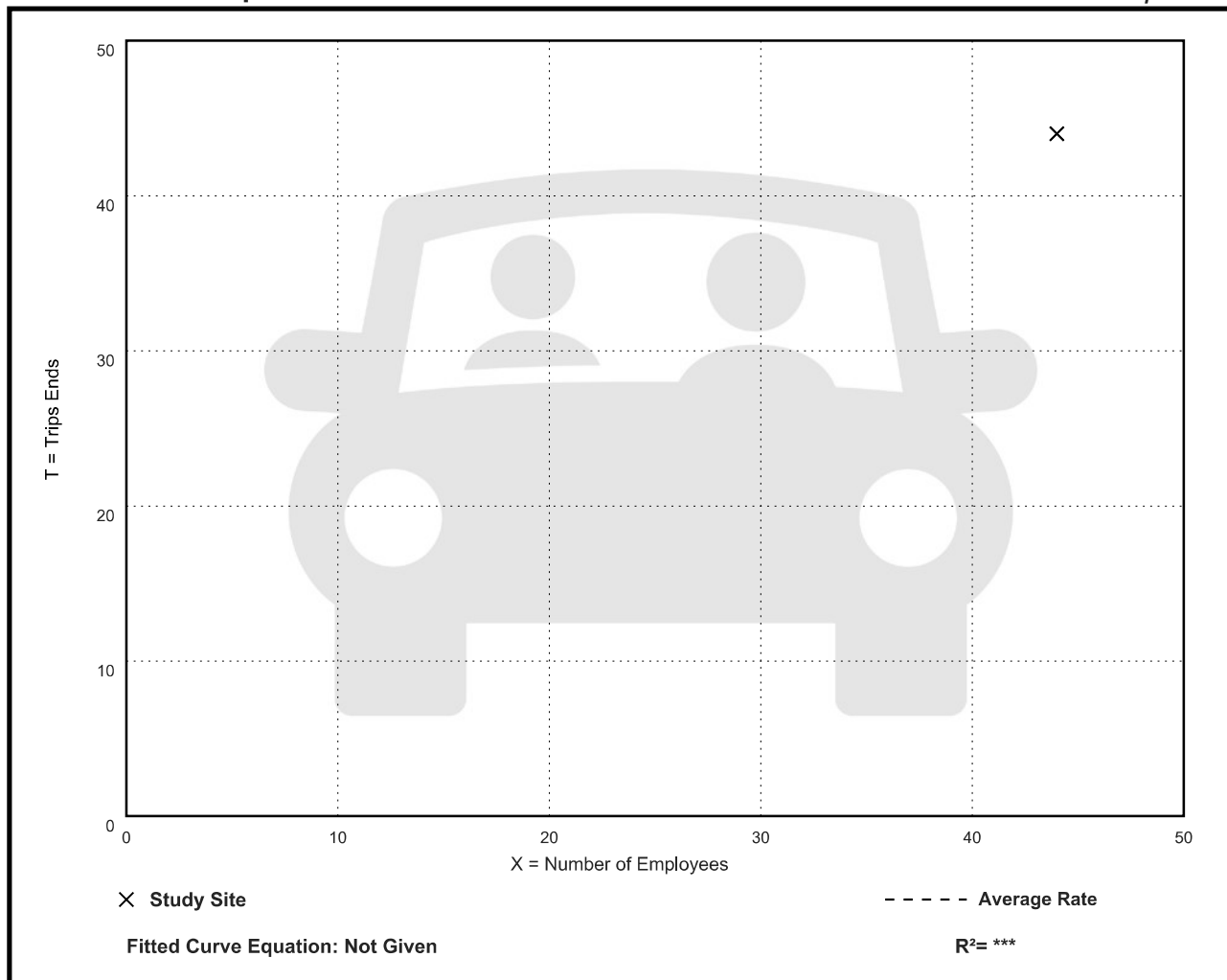
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.00	1.00 - 1.00	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 44

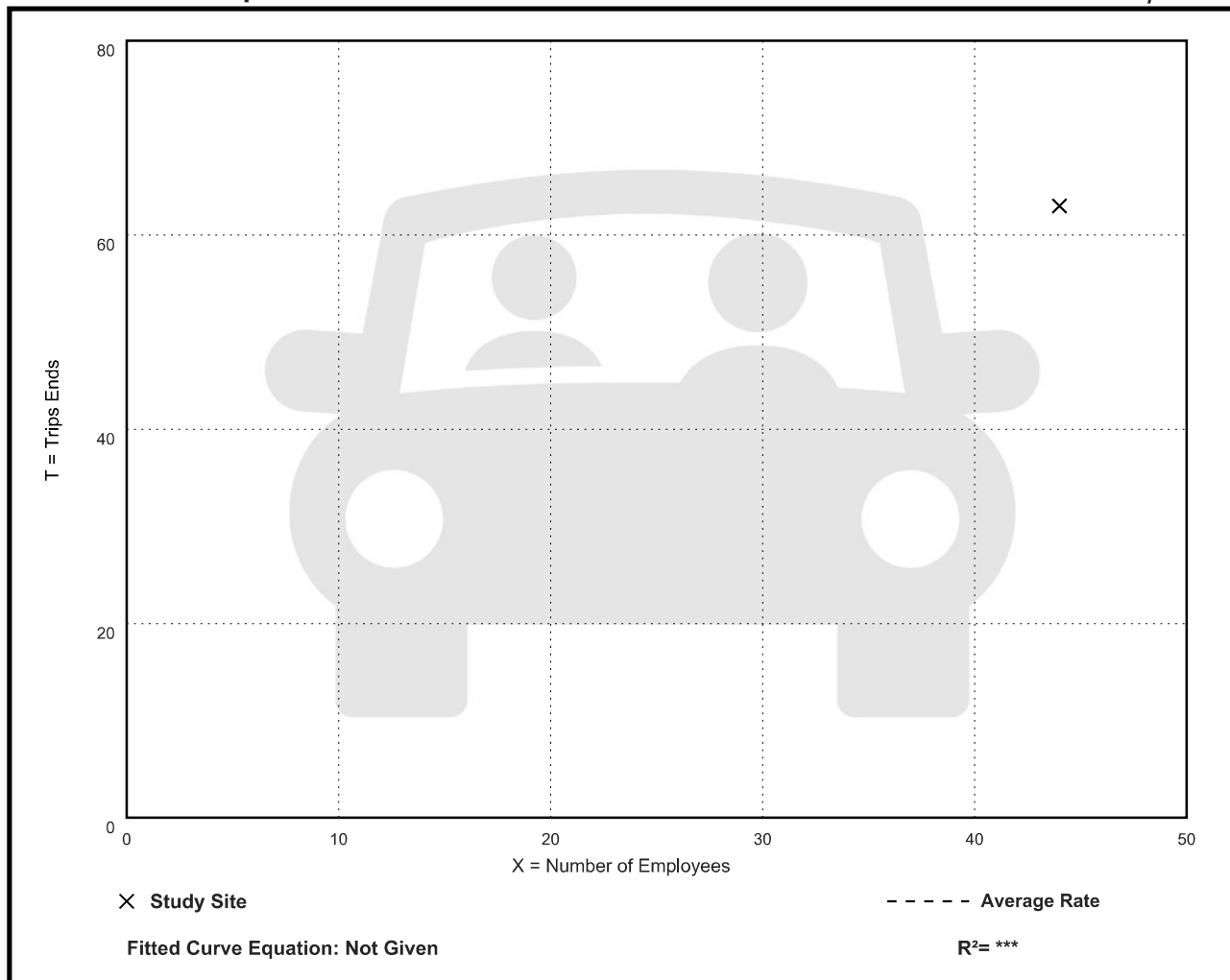
Directional Distribution: Not Available

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees
On a: Saturday

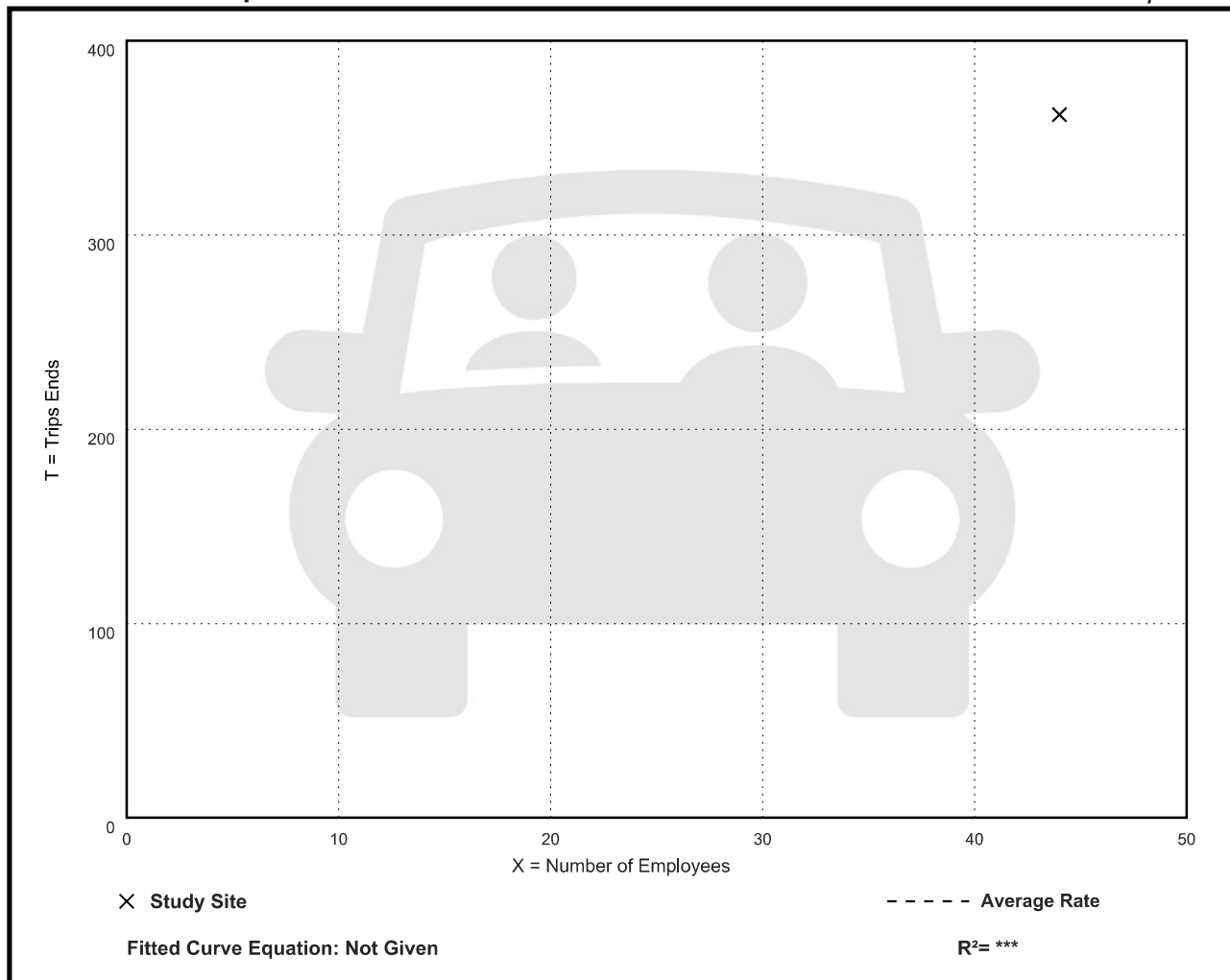
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 44
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
8.23	8.23 - 8.23	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Care Center (942)

Vehicle Trip Ends vs: Employees
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 44
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.34	1.34 - 1.34	***

Data Plot and Equation

Caution – Small Sample Size

