



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

Project Title: _____

Zone Atlas Page: _____ DFT/DHO #: _____ BP #: _____

Development Street Address: _____

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

Applicant: _____ **Contact:** _____

Address: _____

Phone#: _____ E-mail: _____

Traffic Engineer: Jonathon Kruse, Lee Engineering

Development Information

Build out/Implementation Year: _____

Existing Use: _____

Describe Proposed Development and Uses:

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): _____

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):* _____

Driveway(s) Located on: Street Name _____

Adjacent Roadway(s) Posted Speed: Street Name _____ Speed _____

Street Name _____ Speed _____

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

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

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

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

Adjacent Roadway(s):

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

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) : _____ Nearest Transit Stop(s): _____
<https://www.cabq.gov/gis/advanced-map-viewer>

Is site within 660 feet of Premium Transit?: _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Current/Proposed Bicycle Infrastructure : _____

Bikeways: <https://mrcog-nm.gov/544/Long-Range-System-maps>

Current/Proposed Sidewalk and buffer Infrastructure: _____

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 [X] No []

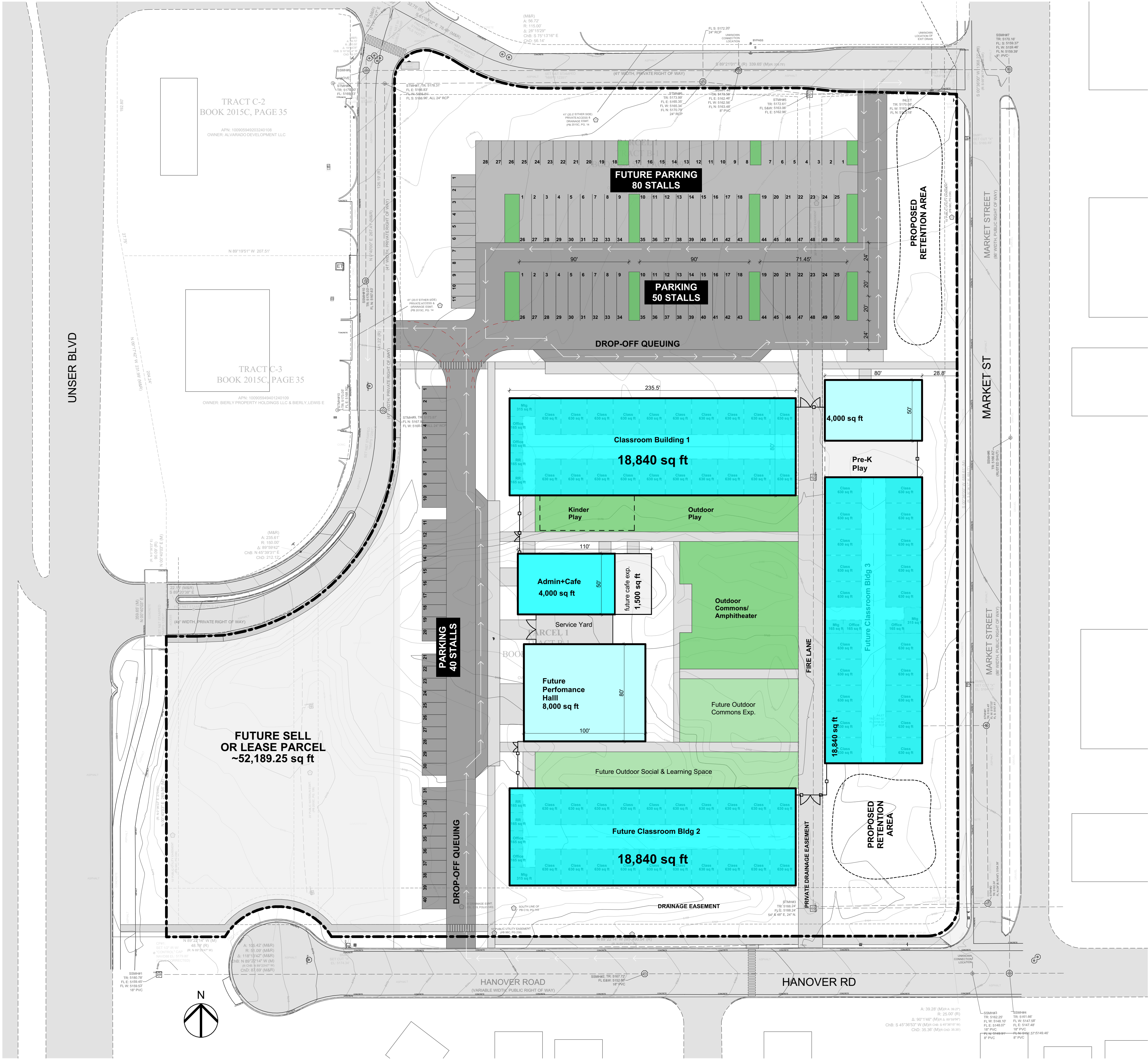
Thresholds Met? Yes [X] No []

Mitigating Reasons for Not Requiring TIS and/or Notes:

Ernest Armijo

TRAFFIC ENGINEER

DATE



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
FUTURE 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



PRELIMINARY SITE PLAN

SCALE: 1" = 40'

VICINITY MAP

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

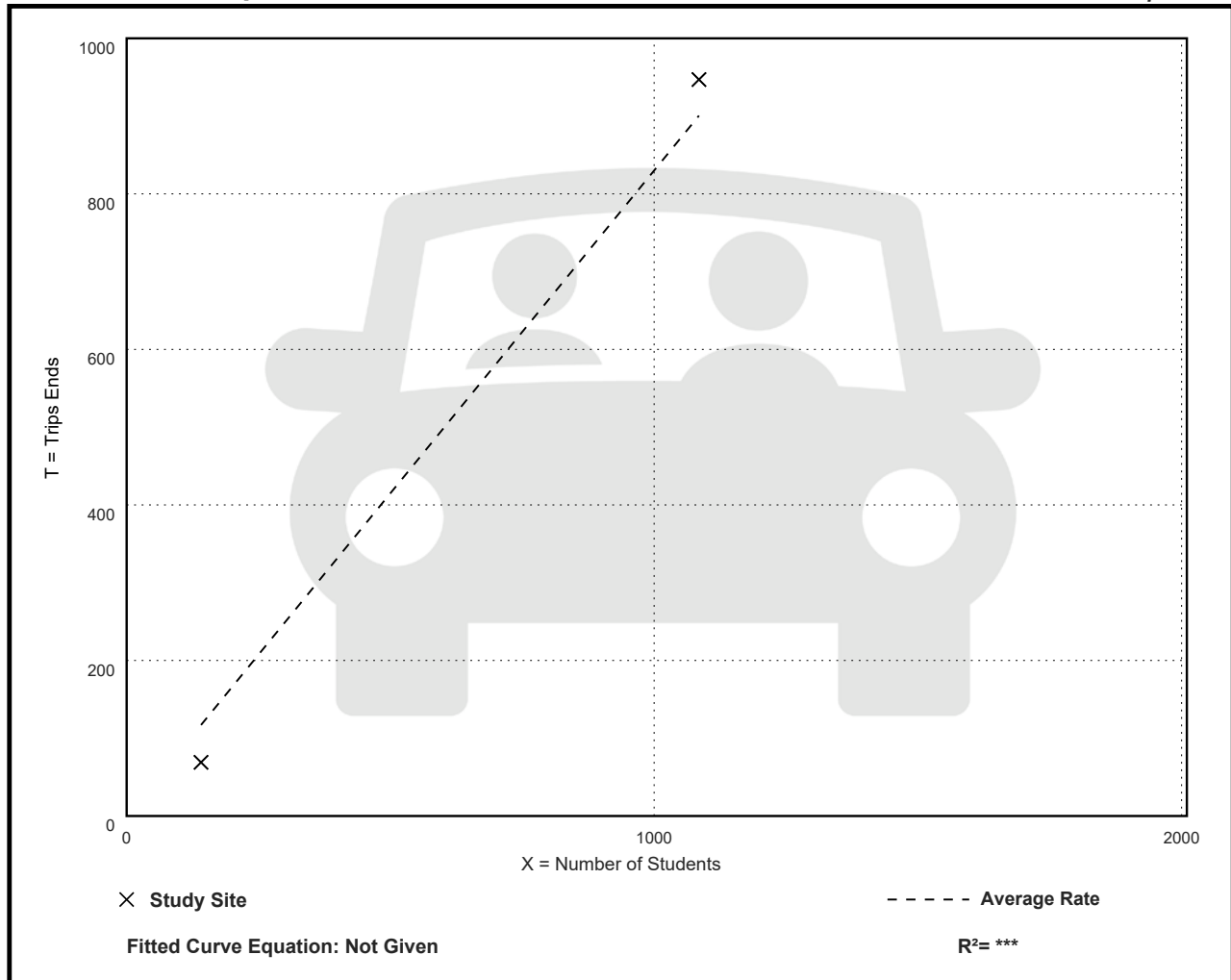
Directional Distribution: 51% entering, 49% exiting

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

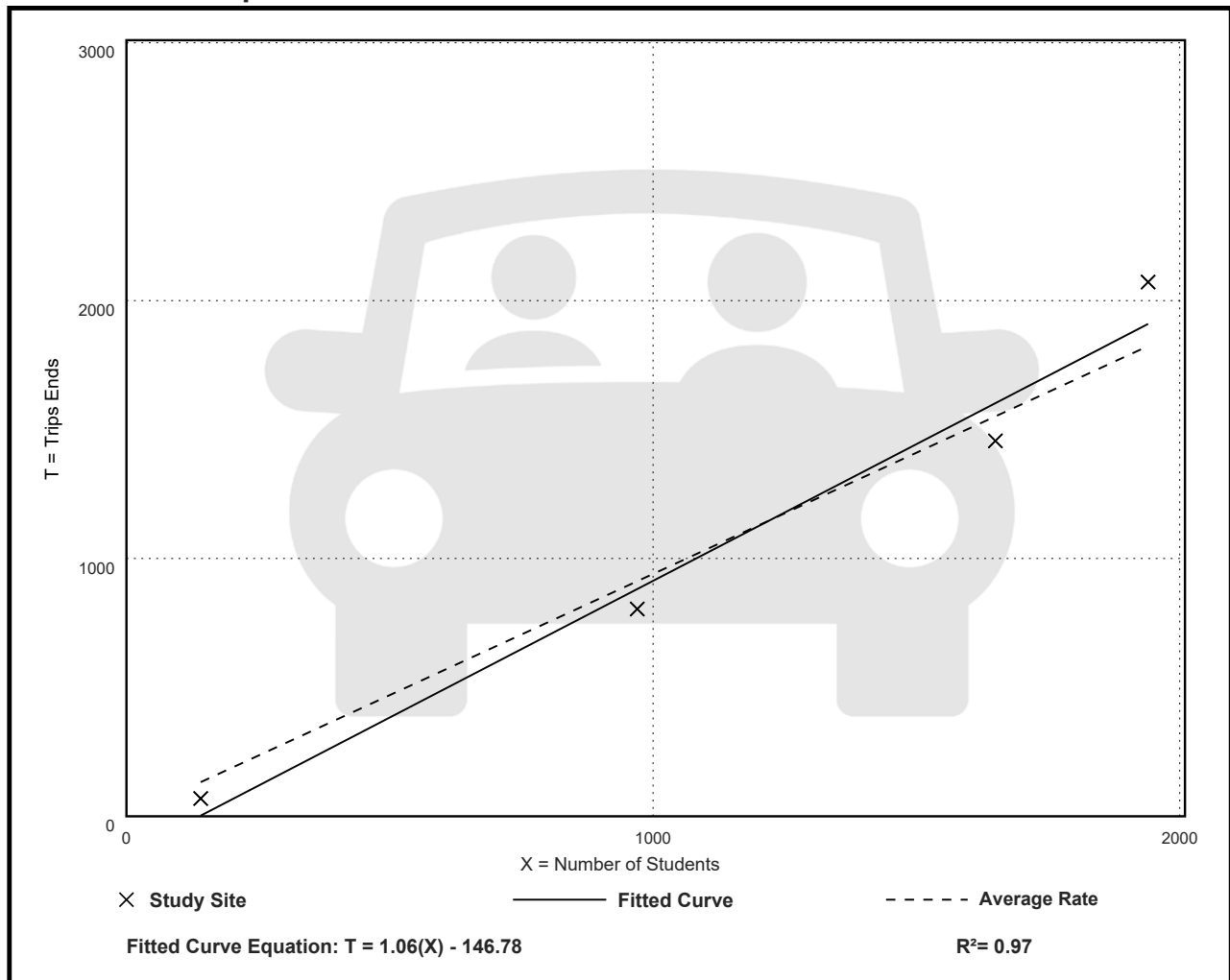
Avg. Num. of Students: 1175

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



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

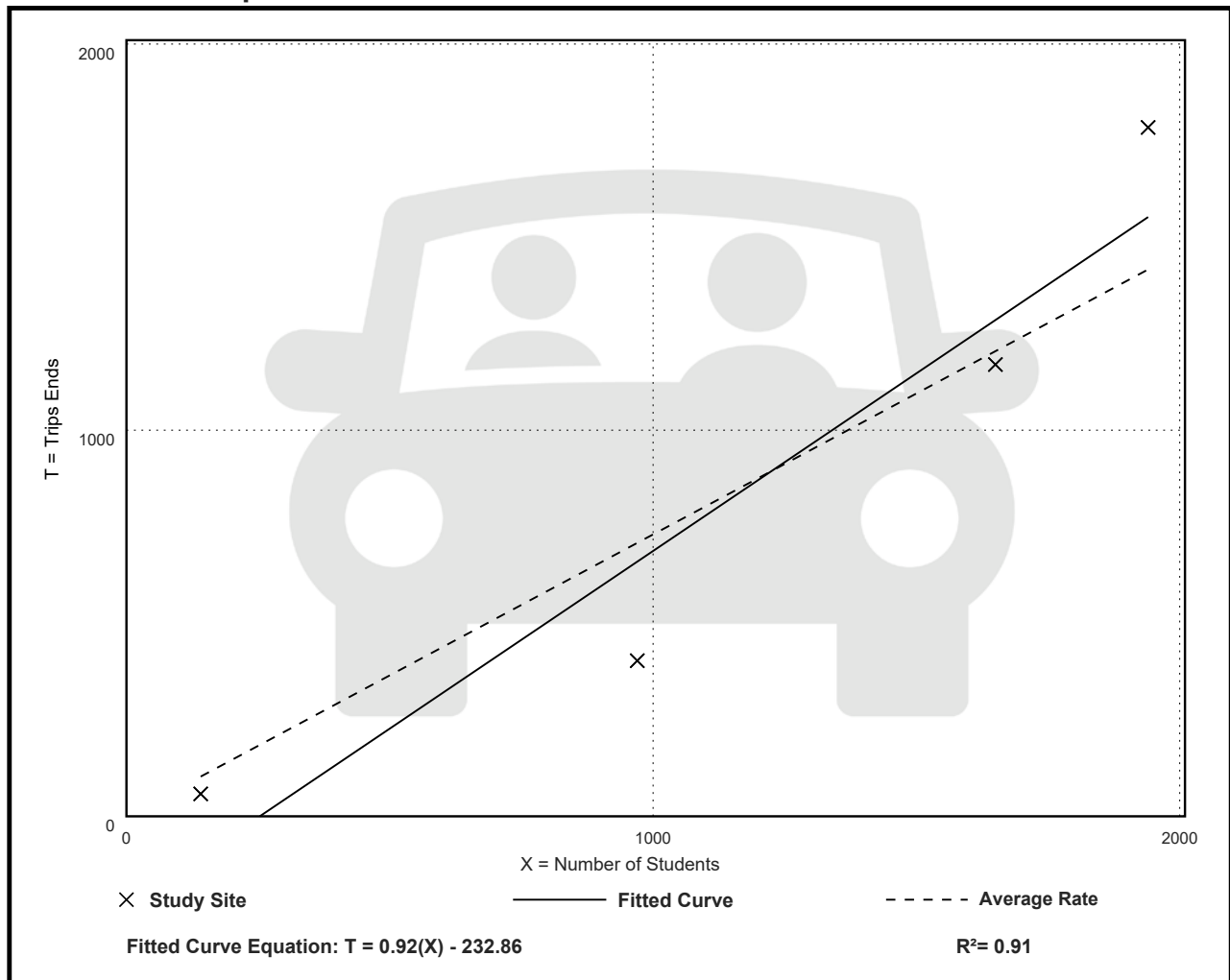
Avg. Num. of Students: 1175

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



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

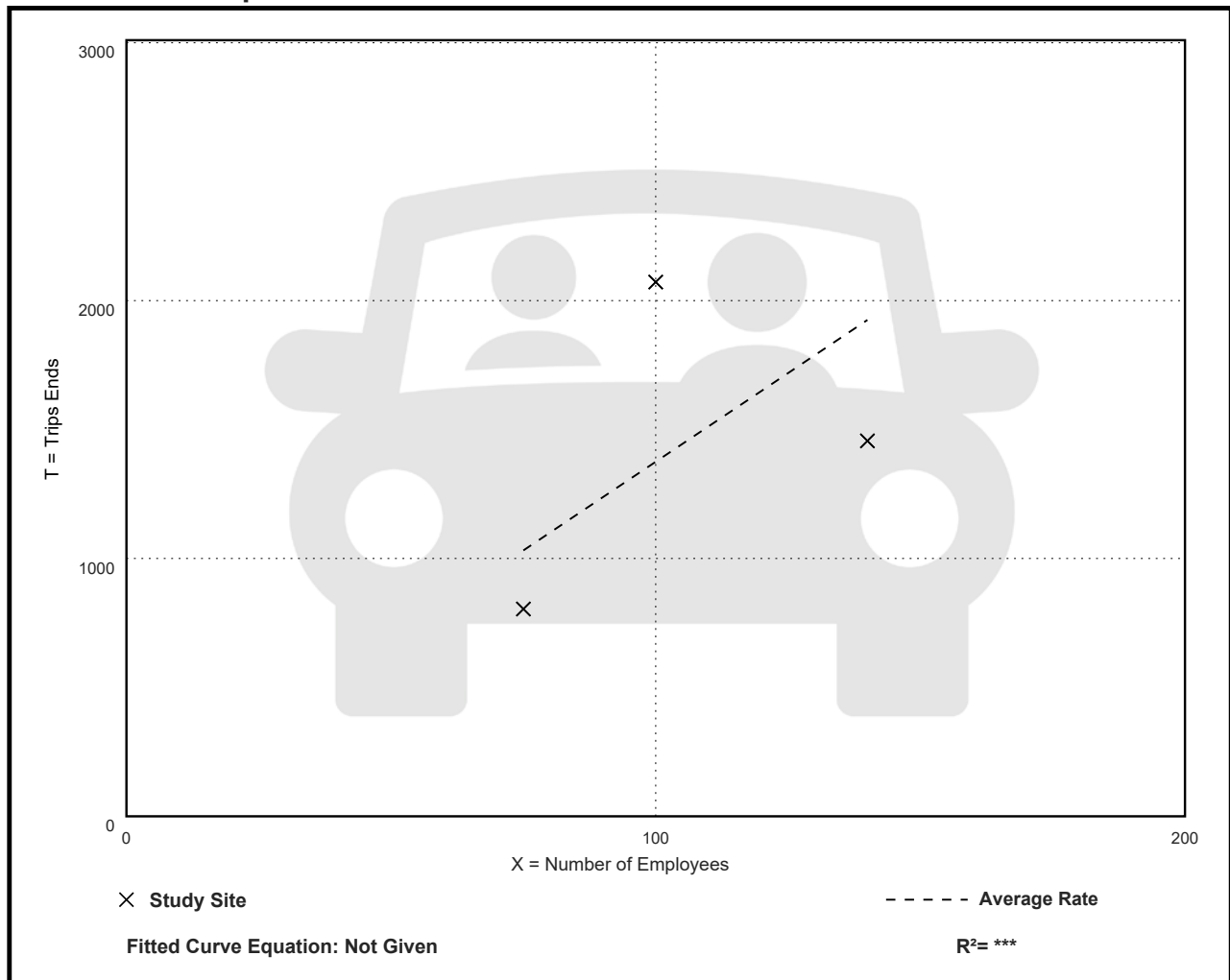
Avg. Num. of Employees: 105

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



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

