

# CITY OF ALBUQUERQUE



June 3, 2008

Chad Redwing, Ph.D.  
Executive Director  
Cottonwood Classical Preparatory School  
1776 Montano Road NW  
Village of Los Ranchos, NM 87121

Susan Unser  
Montano Land LLC  
7625 Central NW  
Albuquerque, NM 87102

PO Box 1293

Re: Traffic Impacts to Montano Road vis-à-vis Cottonwood Preparatory  
School Project/Village of Los Ranchos Conditional Use  
Permit SUP-08-01

Albuquerque

Dear Ms. Unser and Dr. Redwing:

NM 87103

This is in response to the Village of Los Ranchos requirement to coordinate an analysis of traffic impacts associated with the Cottonwood Preparatory School project located at 1776 Montano Road.

www.cabq.gov


As you are aware, Montano Road is an arterial owned and controlled by the City of Albuquerque ("City"). The ownership and control of the road makes it incumbent on the City to review and approve any development projects that may impact the safe and efficient operation of the road.

It is my understanding that you are in agreement with the conclusions of the Terry Brown, P.E. traffic impact analysis dated June 2, 2008, and further agree that a traffic signal will not be installed at this location now, or in the future.


Please indicate your acknowledgement and agreement with the foregoing by executing in the signature block below and returning the original to me.

Sincerely yours,

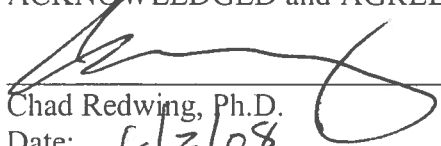
CITY OF ALBUQUERQUE

By:   
Richard H. Dourte  
City Engineer

ACKNOWLEDGED and AGREED:

  
Susan Unser  
Date: 6/3/08

ACKNOWLEDGED and AGREED:

  
Chad Redwing, Ph.D.  
Date: 6/3/08

cc: Village of Los Ranchos Planning and Zoning Commission  
Ed Adams, Chief Operations Officer, City of Albuquerque  
Kevin Broderick, City Traffic Operations Manager

**Loyd, Tony J.**

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**From:** Linda L. Seebach [LLSeebach@villr.com]  
**Sent:** Thursday, May 29, 2008 2:07 PM  
**To:** Loyd, Tony J.  
**Subject:** Unser Charter School

Dear Mr. Lloyd,

At the request of Daniel S. Bilet, a parent who would like his child to attend the Unser Charter School, I am forwarding to you the Planning Reports concerning the Amendment to Conditions of Approval, the Conditional Use Permit and Site Development Plan. Please note that the Village recommendations for conditions placed on the school include that the applicant must coordinate with the City of Albuquerque in determining the traffic impacts created by the school and any safety improvements required by the City for entry and exit to the property.

Traffic impact on Montano Road is a great concern for the Planning and Zoning Commission, as well as many of the neighbors who fear that parents will utilize their street to the East as a "turn around" because it will be difficult to turn into the Unser property.

I understand the Driveway report from Terry Brown will not be forthcoming in a timely manner. The Planning and Zoning Commission hearing is scheduled for June 3<sup>rd</sup> at 7:00 p.m.. The Commission can give final approval on the Conditional Use, and if a recommendation for approval is given, the Amendment to Conditions of Approval and Site Development Plan will be forwarded to the Board of Trustees on June 18<sup>th</sup>. Although, I have had inquiries from the neighbors concerning appeal procedures, and if an appeal is filed, the BOT hearings will move to July 9<sup>th</sup>.

Montano Road, at the entrance to the Museum, has a west bound decel left turn lane, there is no turn lane east bound into the Museum.

Hours for the 12 teachers and staff are 7:30 – 3:45 M/F 7:30 to 2:30 F  
Hours for students are 8:45 – 3:45 M-Th and 8:15 - 2:30 F.

If I can provide you with any further information, please let me know.

Sincerely,  
Linda Seebach  
Interim Director  
Planning and Zoning

6/3/2008

PLANNING AND ZONING COMMISSION  
**PLANNING REPORT**

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**DATE ISSUED:** May 22, 2008

*APPROVED*

**REPORT NO.** PZ-08-30

File: ACA-08-01

**PREPARED FOR:** Village of Los Ranchos Planning & Zoning Commission

**SUBJECT: SUP-08-01** A request by Montano Land Company for an Amendment to Conditions of Approval for SUP-04-03 A Special Use Permit for a Museum and accessory uses in "Unit A" and administrative offices and accessory uses in "Unit B", Tract 2-B, to eliminate Unit A and Unit B from the scope of the afore-mentioned permit.

**APPLICANT:** Al and Susan Unser, Montaña Land Company

**LOCATION AND PROPERTY DESCRIPTION:**

The property is located at 1776 Montano Road NW and legally known as Lot 2-B of Plat of Lots 2-A and 2-B, Racing Museum Subdivision, Village of Los Ranchos de Albuquerque, Bernalillo County, New Mexico, February 2007. The property contains 2.6546 acres, more or less.

**SURROUNDING AREA:**

North: Tract 2-A, Lot 1 Unser Racing Museum, Montaña Road  
East: Los Poblanos Courtyard, housing development (Not in Village)  
South: Griegos Lateral and Dietz Farm Character Area east side (Village)  
West: Griegos Drain, then A-1 zoned property (Not in Village)

**HISTORY:**

In June, 2004, an Amendment to Conditions of Approval of Special Use Permit SU-85-01 for Office Condominiums was granted for Lots 1 and 2-B to allow for a Racing Museum and accessory uses in "Unit A" and administrative offices and accessory uses in "Unit B" (SUP-04-03).

**ANALYSIS:**

This application for Amendment to Conditions of Approval is to eliminate Unit A and Unit B from the scope of SUP-04-03 (Lot 2-B), which was granted accessory uses in "Unit A" and administrative offices and accessory uses in "Unit B". This amendment does not effect the Special Use Permit for the Unser Racing Museum on Lot 1, Tract 2-A.

With the amendment to conditions of approval and elimination of Unit A and B from SUP-04-03, the subject property reverts to A-1 Zoning so a Conditional Use Permit can be issued for the Applicant to use as a public or private school, educational facility or learning center.

**DEPARTMENT RECOMMENDATIONS:**

The Department recommends **approval** of a request by Montano Land Company for an Amendment to Conditions of Approval for SUP-04-03 A Special Use Permit for a Museum and accessory uses in "Unit

A" and administrative offices and accessory uses in "Unit B", Tract 2-B, to eliminate Unit A and Unit B from the scope of the afore-mentioned permit.

The approval of this Amendment to the Conditions of Approval for SUP-04-03 is conditioned on the approval of the companion Conditional Use Permit Application being considered next on the agenda. If the Conditional Use Permit is not approved, there is no need for the afore-mentioned Amendment.

Findings:

The amendment removes Units A and B on Tract 2-B from the scope of Special Use Permit SUP-04-03. The land then reverts to A-1 zoning so a Conditional Use Permit can be issued for the Applicant to use as a public or private school, educational facility or learning center.

Reducing the scope of the Special Use Permit SUP-04-03 is in the best interests of the Village, so the lot can be used for a public or private school, educational facility or learning center.

\_\_\_\_\_  
Linda Seebach  
Interim Director, Planning and Zoning

Date: \_\_\_\_\_

Attachments:  
Application, zone map and ortho

PLANNING AND ZONING COMMISSION  
**PLANNING REPORT**

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**DATE ISSUED:** May 22, 2008

**REPORT NO.** PZ-08-36

File: CU-08-05

Companion File – SDP-08-01

APPROVED

**PREPARED FOR:** Village of Los Ranchos Planning & Zoning Commission

**SUBJECT: SUP-08-01** A request by Montano Land Company for a Conditional Use Permit to allow for a charter/private school in Unit 2 on Tract 2-B, in the A-1 Zone of the Dietz Farm Character Area.

**APPLICANT:** Al and Susan Unser, Montañño Land Company

**LOCATION AND PROPERTY DESCRIPTION:**

The property is located at 1776 Montano Road NW and legally known as Lot 2-B of Plat of Lots 2-A and 2-B, Racing Museum Subdivision, Village of Los Ranchos de Albuquerque, Bernalillo County, New Mexico, February 2007. The property contains 2.6546 acres, more or less.

**SURROUNDING AREA:**

North: Tract 2-A and Lot 1, Unser Racing Museum, Montañño Road

East: Los Poblanos Courtyard, housing development (Not in Village)

South: Griegos Lateral and Dietz Farm Character Area east side (Village)

West: Griegos Drain, then A-1 zoned property (Not in Village)

**HISTORY:**

In June, 2004, an Amendment to Conditions of Approval of Special Use Permit SU-85-01 for Office Condominiums was granted for Tracts 1 and 2-B to allow for a Racing Museum and accessory uses in "Unit A" and administrative offices and accessory uses in "Unit B" (SUP-04-03).

**PROJECT:**

The project proposes to remodel the existing office building of 7,925 square feet (labeled as Unit 2) into a Charter School with eight class rooms, a multipurpose room, teacher's lounge and nurse station. The Charter School is due to open in September 2008. The Charter school is for students in grades six through twelve. The initial enrollment is anticipated at 125 to 150 students.

Site Development Plan application SDP-08-01 accompanies this application for a Charter/private School (Cottonwood Preparatory School).

**ANALYSIS:**

The property is zoned A-1 with the approval of the Amendment to Conditions of Approval removing the existing buildings on Lot 2-B from the Special Use Permit SU-04-03. Schools are a permissive use in the A-1 Zone with a Conditional Use Permit.

The Conditional Use may be granted under Ordinance 183, Section 24 §(E)(2)(a):

*A conditional use shall be approved only if, in the circumstances of the particular case and under conditions imposed, the proposed use will be in conformance with the Master Plan and will not be injurious to adjacent property, the neighborhood, or the community.*

## DEPARTMENT RECOMMENDATIONS:

The Department recommends **approval** of the Conditional Use Permit for a charter/private school with the following conditions:

- 1) All the conditions required by the Site Development Plan are met and fulfilled.
- 2) The Applicant must coordinate with the City of Albuquerque in determining the traffic impacts created by the school and any safety improvements required by the City for entry and exit to the property.
- 3) The Conditional Use is for a charter/private school, as described by attachments (Cottonwood Preparatory School); no other uses, amendments, changes, alterations or additions to said building 2 or property or accessory uses shall be allowed without an amendment to this Conditional Use.
- 4) The school shall be sprinkled as per the recommendation of the Los Ranchos Fire Department and all other conditions required by the Fire Department be met.
- 5) Enrollment for the school is not to exceed 135 students.
- 6) Ingress and egress from the property shall be limited to the North entrance, both pedestrian and vehicular; students shall not be allowed access through any side gates to the ditch.
- 7) Evening use by the school shall be limited to either no use or occasional use of the property so that evening enjoyment of neighboring residents is not interrupted.
- 8) School activities shall not include any outdoor activities, such as band.
- 9) The Use of the property shall at all times conform to all applicable state laws and Village Ordinances.
- 10) Should the property be used or developed in a manner inconsistent with the terms stated herein, the Conditional Use Permit may be terminated in its entirety by the Board of Trustees.
- 11) Should the property be used or developed in a manner that threatens the health, safety or welfare of the Village or the neighborhood, this Conditional Use Permit may be terminated in its entirety by the Board of Trustees.

### Findings:

1. Public or private schools, educational facilities or learning centers are allowable uses in the A-1 Zone, with a conditional use permit.
2. The Conditional Use meets the requirements of Ordinance 183, Section 24(E)(2)(a). Based on the materials and testimony presented, and in light of the conditions imposed, it is established that the proposed use as a public or private school, educational facility or learning center conforms to the 2010 Master Plan, Section 4.02 which states that one of the overall Village goals is "to create and promote the Village as a destination point where visitors and residents alike want to be and can take part in the Village lifestyle."
3. Additionally, it is established that the proposed use is not injurious to adjacent property, the neighborhood, nor the community.

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Linda Seebach  
Interim Director, Planning and Zoning

Date: \_\_\_\_\_

Attachments:  
Application, zone map and ortho, FEMA Ortho

PLANNING AND ZONING COMMISSION  
**PLANNING REPORT**

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**DATE ISSUED:** May 22, 2008 *APPROVED*

**REPORT NO.** PZ-08-37  
File: SDP-08-01  
Companion File CU-08-05

**PREPARED FOR:** Village of Los Ranchos Planning & Zoning Commission

**SUBJECT:** A request by Montaño Land Company for a Site Development Plan for Unit 2, a charter/private (Cottonwood Preparatory) school on Tract 2-B.

**APPLICANT:** Al and Susan Unser, Montaño Land Company

**LOCATION AND PROPERTY DESCRIPTION:**

The property is located at 1776 Montano Road NW and legally known as Lot 2-B of Plat of Lots 2-A and 2-B, Racing Museum Subdivision, Village of Los Ranchos de Albuquerque, Bernalillo County, New Mexico, February 2007. The property contains 2.6546 acres, more or less.

**SURROUNDING AREA:**

North: Tract 2-A and Lot 1, Unser Racing Museum, Montaño Road  
East: Los Poblanos Courtyard, housing development (Not in Village)  
South: Griegos Lateral and Dietz Farm Character Area east side (Village)  
West: Griegos Drain, then A-1 zoned property (Not in Village)

**PROJECT:**

The proposed project on Lot 2-B is to remodel the existing 7,925 square feet, Unit 2 into a Charter School with eight class rooms, multipurpose room, teacher lounge and nurse station. The Charter School is due to open in September 2008.

CU-08-01 a Conditional Use Permit application accompanies this application for a Charter/private School (Cottonwood Preparatory School) in the A-1 zone.

**ANALYSIS:**

With approval of the Amendment to Conditions of Approval (ACA-08-01), the parcel reverts to A-1 Zoning. With the approval of a Conditional Use Permit (CU-08-05) public or private schools, educational facilities or learning centers become permissive uses.

The proposal is to remodel the existing 7,925 square feet of building # 2 from accessory uses in "Unit A" (now Unit 2) to allow for a Charter school for students in grades six through twelve. The maximum enrollment allowed is 135 students.

Eight classrooms will be constructed, as well as a multipurpose room, nurses' station, teacher lounge, restrooms and office space.

Ingress and Egress:



Ingress and Egress from the school is off of Montañño Road. Traffic will circulate counter clockwise along the west side of the museum, with a drop off point between the Museum and Unit # 2, then exit on the east side of the museum.

#### Montano Road Traffic Impact Analysis:

Montano Road is classified as a Major Arterial in the Metropolitan Transportation Plan (MTP). The commuter traffic of turning movements from west bound Montano, entering and exiting; and east bound turning movements entering and exiting from the school must be coordinated with the City of Albuquerque. City of Albuquerque requirements should be met.

#### Parking:

The required parking is in addition to museum parking required for Tract 2-A. Section 17, Off-Street Parking § (15) requires three (3) spaces for each classroom plus one (1) handicapped parking space, for a total of twenty five (25) parking spaces.

The parking area is in the south open area adjacent to the class room building. The surface will be composed of crusher fines to allow a pervious surface for drainage.

#### Trash enclosure:

The dumpster enclosure has been relocated to the back of the property along the Griegos Lateral where it will be buffered from neighbors. The dumpsters must be inside a locked enclosure with a concrete slab floor to ensure no contamination from waste enters the groundwater or the Griegos Lateral.

#### Grading/Drainage/Stormwater Management Plan:

A complete grading and drainage/Stormwater Management Plan is required by Ordinance 211 Section V, § F.

In June, 2004 when the Unser Racing Museum Special Use Permit was approved, there was no Site Development Plan and therefore, no grading and drainage plan was submitted. The front portion of the property is in a Special Flood Hazard area (AH Zone) (See attached Flood Zone Ortho). FEMA conditions for AH Zones were not addressed, nor was there a Stormwater Management Plan.

The property is relatively flat with no provisions of slope for drainage to retention ponding.

Lots 1, 2-A and 2-B are included in the plan, as drainage on the entire property must be considered. The Village of Los Ranchos owns Lot 1 of the Racing Museum Subdivision, therefore requirements for a comprehensive grading and drainage plan on the entire property has to be coordinated between the Unsers and the Village. Village allocation of funds for the project must go through the approval process as required by the Village.

Because the issues are complex, complicated and will require the expenditure of funds by both the Unsers and the Village, in addition to the time constraints for the school, the department is requesting that the grading and drainage issues be set aside as a separate item to be addressed by the Village and the Unsers.

#### Landscaping:

Extensive landscaping has been accomplished on Tract 2-A surrounding the museum. Minimal new landscaping will be done around the school.

#### Lighting:

Any existing lighting or new lighting for the school must conform to Section 19, Dark Skies.

#### Outdoor Activities:

There are no outdoor recreation facilities designed for the site. Recreation will take place off-site. Tables and benches are located next to the building to allow out door seating for breaks, before and after school seating.

#### Signage:

Any signs must be located within the area of Tract 2-A and 2-B and must meet Section 21, Signs. Any signs placed outside of Tract 2-A and 2-B must have an encroachment agreement with the City of Albuquerque regarding the Montañño Road right-of-way.

*The Zoning Code, Section 24.E.(1)(d)) Guidelines. The Commission/Board shall not approve any Site Development Plan unless all the requirements of this Ordinance have been met and satisfactory provisions have been made concerning the following, where applicable:*

1. Accessibility to the property and proposed structures thereon, with particular reference to automobile and pedestrian safety, traffic control, and emergency access in case of fire, flood or catastrophe;
2. Off-street parking and loading areas where required, with particular attention to the refuse and service areas
3. Water and liquid waste facilities;
4. On-site drainage and storm water runoff;
5. The economic, noise, glare, or odor effects of the proposed use on adjoining properties;
6. The overall health and safety of the community.

#### **DEPARTMENT RECOMMENDATIONS:**

The Department recommends **approval** of the Site Development Plans with the following conditions:

- 1) The terms of the Conditional Use Permit are met.
- 2) The Applicant must coordinate with the City of Albuquerque in determining the traffic impacts created by the school and any safety improvements required by the City for entry and exit to the property.
- 3) The grading/drainage/Stormwater management plan be addressed as a separate issue by the Village of Los Ranchos and the Users.
- 4) The school shall be sprinkled as per the recommendation of the Los Ranchos Fire Department and all other conditions required by the Fire Department shall be met.
- 5) Ingress and egress from the property be limited to the North entrance; both pedestrian and vehicular.
- 6) The new dumpster is to be in a locked enclosure with concrete flooring.
- 7) There shall be a landscape buffer established on the south and east borders of the property, something both functional and beautiful for the property and neighbors.
- 8) The existing air conditioners shall be housed so that the noise can be abated.

- 9) The lighting meeting Section 19, Dark Skies.
- 10) Signage is to meet Section 21, Signs and (if necessary) obtain a right-of-way encroachment agreement with the City of Albuquerque concerning Montañó Road right-of-way.

Findings:

The Site Development Plan meets the requirements of Ordinance 183, Section 24(E)(1).

Satisfactory provisions have been made addressing accessibility, pedestrian safety, traffic control, and emergency access in case of fire, flood and catastrophe;

Satisfactory provisions have been made for off-street parking and loading areas;

Satisfactory provisions have been made for water and liquid waste facilities;

Satisfactory provisions have been made for on-site drainage and storm water runoff;

Satisfactory provision have been made to address economic, noise, glare and odor effects of the proposed use on adjoining properties; and,

Satisfactory provisions have been made for the overall health and safety of the community.

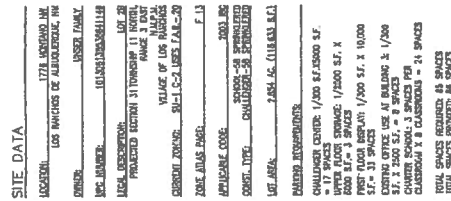
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Linda Seebach  
Interim Director, Planning and Zoning

Date: \_\_\_\_\_

Attachments:  
Application, zone map and ortho  
Application attachments

Architects  
1005 Grandview  
Blvd.  
Berkeley, Calif.  
505 246 0012 x 505 246 0131

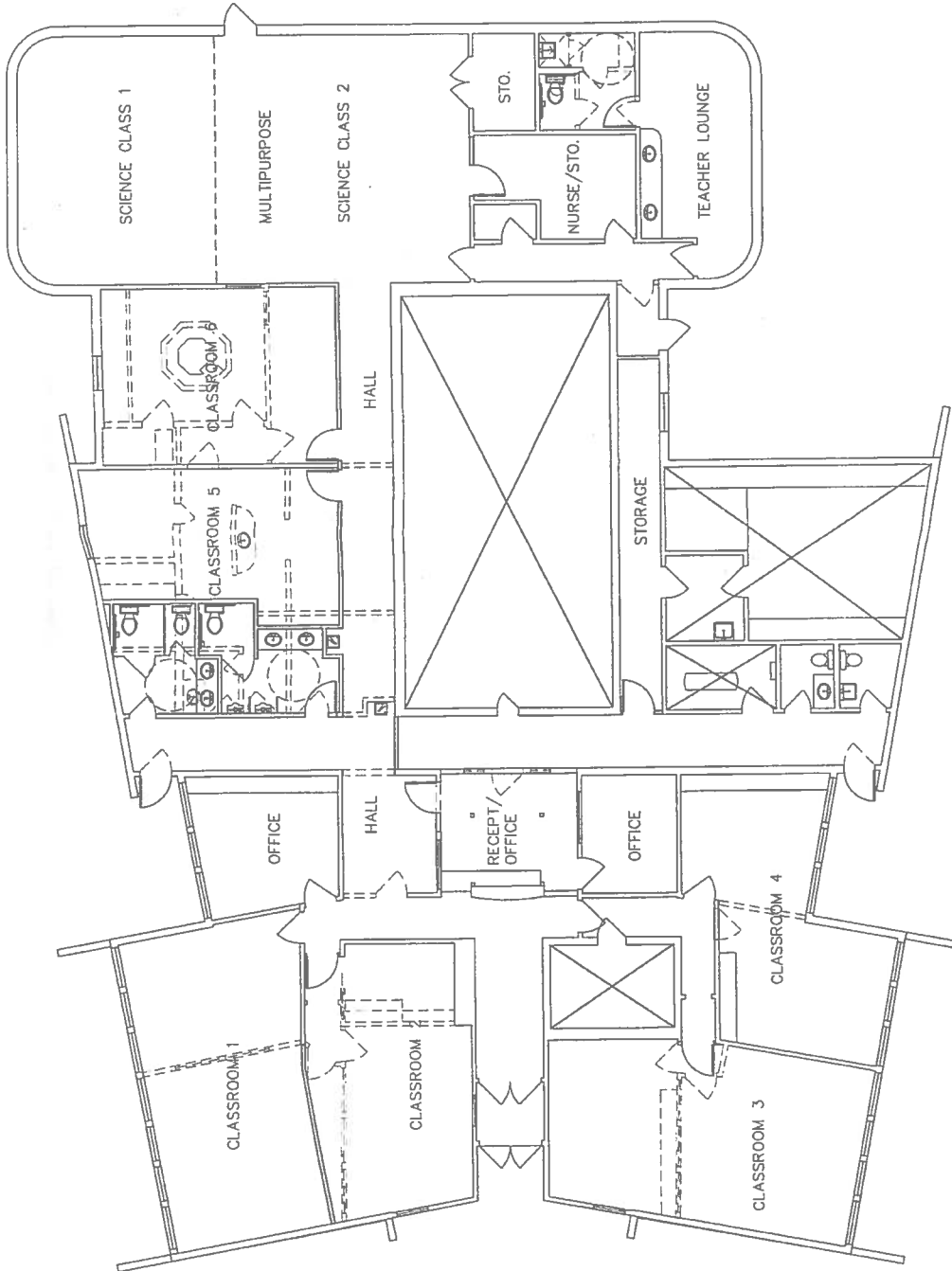


KEY:

- EXISTING WALL TO REMAIN
- - - EXISTING WALL TO BE REMOVED
- NEW WALL
- EXISTING DOOR TO REMAIN
- - - EXISTING DOOR TO BE REMOVED
- NEW DOOR

CLASSROOM AREAS:

- CLASSROOM 1 467 S.F.
- CLASSROOM 2 374 S.F.
- CLASSROOM 3 498 S.F.
- CLASSROOM 4 377 S.F.
- CLASSROOM 5 320 S.F.
- CLASSROOM 6 379 S.F.
- SCIENCE CLASS 1 514 S.F.
- SCIENCE CLASS 2 515 S.F.



COTTONWOOD CHARTER SCHOOL  
1776 MONTANO NW, BUILDING 2

slagle  
HERR

Architects  
1000 1st Avenue  
New Orleans, LA 70116  
(504) 581-1111

5-23-08

## Loyd, Tony J.

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**From:** Chad Redwing [chad.redwing@cottonwoodclassical.org]  
**Sent:** Thursday, May 29, 2008 4:45 PM  
**To:** Loyd, Tony J.; dsbaillet@gmail.com; Chad Redwing  
**Subject:** Cottonwood Preparatory School Student Figures

Dear Mr. Tony Loyd:

Thank you for your time. I wanted to clarify a few issues regarding our preparatory school location at 1776 Montano Rd. NW.

1) The school is projected to have 125 students the first year. Our student population will never go over 135 students at this campus. Although our charter is for a maximum of 500 students, we will accommodate this as we grow (the first year is grades 6-9 and we will add 10th grade next year) with either a second campus somewhere else in the great Albuquerque area or completely moving the entire school elsewhere. We are required by federal law to have a certain square footage of classroom space per child and this campus will simply not allow us to grow beyond 135 students.

2) Of the students enrolled this year, many are from the same family and we are anticipating 70 vehicles this year at drop off time. The school is a closed campus, and there is not leaving for lunch, so there is a drop off at 8:15am and a pick up on 3:45pm on Monday through Thursday. On Friday, pick-up time is 2:30pm.

3) There will be no more than one after school activity per month after 4pm.

Please feel free to contact me at your convenience. My cell phone is 505-702-3298.

If you can not reach me (I am traveling today), feel free to call a Founder, Lynn Barr at 505-730-5966.

Again, thank you for your time and I hope that this school will be a boon for the community and a public good for all.

Best wishes,  
Chad

--

\*Chad Redwing\*, Ph.D.

Executive Director

Cottonwood Classical Preparatory School

E-mail: chad.redwing@cottonwoodclassical.org  
<mailto:chad.redwing@cottonwoodclassical.org>

Telephone: (505) 314-9032

Fax: (505) 345-6397

1776 Montaño Road NW, Building 3

Albuquerque, New Mexico 87107

Monday, June 02, 2008

**Tony J. Loyd**, Traffic Engineer  
City of Albuquerque Transportation Development Section  
600 2nd St. NW  
Albuquerque, NM 87102

**Re: Cottonwood Charter School (Montano Rd. Behind Unser Racing Museum)**

Dear Tony:

There is a proposal for a new Cottonwood Charter School (up to 135 students) to occupy the existing office building south of the existing Unser Racing Museum on Montano Rd. west of . The existing office building is slightly less than 8,000 S.F. of gross floor area. The following table summarizes the comparison of the new trip generation rate of the new school with the existing trip generation rate of the office use:

***Cottonwood Charter School (Montano Rd.)***

**Trip Generation Data**

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
<u>Summary Sheet</u>		Units				
Charter School	135.00	925	100	82	59	67
Trips Generated by Comparable Office Use (8,000 S.F.)		118	14	2	3	16
Increase in Number of Trips Generated		807	86	80	56	51

The preceding table projects a trip generation rate that is significantly higher than the rate based on ITE Trip Generation Manual data. The ITE Trip Generation Manual equations for this type of school indicate a peak hour arrival rate of 73 vehicles per hour and a departure rate of 60 vehicles per hour. The ITE Trip Generation Data was validated in a local trip generation rate study performed here in Albuquerque for the existing North Valley Academy Charter School on 4<sup>th</sup> St. north of Ranchitos Rd. AM and PM Peak Hour trips for that school were counted on January 22, 2008, and the trip generation rate for that school correlated very closely with ITE Trip Generation Rate data from the ITE Manual.

The City of Albuquerque has expressed concerns about the trip generation rate in the ITE Trip Generation Manual being too low for this project. It was expressed that this proposed charter school would be on a lottery based system for selection of students and, therefore, the probability that two siblings would both be able to attend this school is reduced. However, it should be considered that the lottery system upon which the selection of students is based considers that siblings of students accepted are automatically accepted as students. Therefore, the probability that two or more siblings might both attend this school should be consistent with other charter schools.

Page 2 of 3  
**Tony Loyd**, Traffic Engineer  
Monday, June 02, 2008

**Re: Cottonwood Charter School (Montano Rd. Behind Unser Racing Museum)**

Nonetheless, this analysis utilizes the higher trip generation rate mandated by the City of Albuquerque. It is the opinion of the author of this analysis that the trip generation rate mandated by the City of Albuquerque is approximately 30% to 35% too high.

The charter agreement for this particular school at this location allows it to have no more than 135 students. The increase in the projected number of trips generated by the new school facility are not sufficient to warrant a Traffic Impact Study under the City of Albuquerque guidelines as demonstrated in the preceding table. However, the Village of Los Ranchos has required that the City of Albuquerque be contacted, and that approval from the City of Albuquerque be demonstrated prior to approval of this project by the Village of Los Ranchos de Albuquerque.

The analysis of the existing driveway on Montano Rd. for the new charter school was performed based on the projected traffic volumes upon implementation of the school with 135 students. The Synchro HCM Reports for the 2009 AM and 2009 PM Peak Hour Adjacent Street Traffic conditions is attached to this analysis.

As with most schools, the analysis indicates that there will be congestion at the driveway on Montano Rd. for a short period of time during the AM Peak Hour period. The congestion will last for about 15 to 20 minutes while parents are dropping off the students in the morning, and then clear very quickly. The PM Peak Hour condition will be significantly better since school will let out prior to the peak hour of Montano Rd.

It was noted during the new traffic count that the eastbound traffic volumes during the AM Peak Hour was very high from 7:30 a.m. until 8:00 a.m., but then drops significantly from 8:00 a.m. until 8:30 a.m. Then the volume increases significantly from 8:30 a.m. until 9:00 a.m. The traffic count indicated that there may be a pattern of significant reduction in the traffic volume on Montano Rd. at this location from 8:00 a.m. until about 8:30 a.m.

As a result of the pattern detected during the traffic count for this project, it is recommended that to the extent possible, the school should schedule the beginning of classes to occur about 8:15 a.m. so that the parent drop-off period in the morning will likely coincide with the drop in mainstream traffic on Montano Rd. The attached analysis of the driveway level-of-service and delay during the AM Peak Hour considers the worst case in that the analysis evaluates the highest peak 15-minute period on Montano in the morning peak. Conditions during the 8:00 a.m. to 8:30 a.m. interval will result in improved conditions when compared to the analysis attached to this analysis.

Therefore, this analysis concludes that the new school will not have a significant adverse impact on Montano Rd. primarily because the volumes generated by the proposed Cottonwood Charter School are not even sufficient to warrant a Traffic Impact Study under the City of Albuquerque guidelines. Also, the existing 8,000 S.F. of office space



Page 3 of 3  
Tony Loyd, Traffic Engineer  
Monday, June 02, 2008

**Re: Cottonwood Charter School (Montano Rd. Behind Unser Racing Museum)**

could be utilized as general office space and, therefore, generate some trips under existing land use to offset a significant portion of the projected charter school trips. Proper schedule of the school starting time in the morning will further minimize any impact that this school may have on Montano Rd.

Based on the information contained in this analysis, I respectfully request on behalf of the developer of this project that the City of Albuquerque provide documentation of their approval of this project to present to the Village of Los Ranchos de Albuquerque at their meeting on Tuesday (June 3, 2008). It is understood that a signal is not warranted at this driveway. Even on the busiest of major thoroughfares, the side street traffic volume must be at least 100 vehicles per hour to marginally meet the Peak Hour Signal Warrant criteria (the easiest warrant to meet). This project will only generate about 80 vehicles per hour on the side street based on the City's mandated higher trip generation rate. If the ITE Trip Generation Rate were utilized, the side street traffic volume would be less than 79 vehicles per hour. Under both criteria, the side street volume would fall well below the minimum needed to warrant a traffic signal.

Please call me if you have questions or if you need additional information.

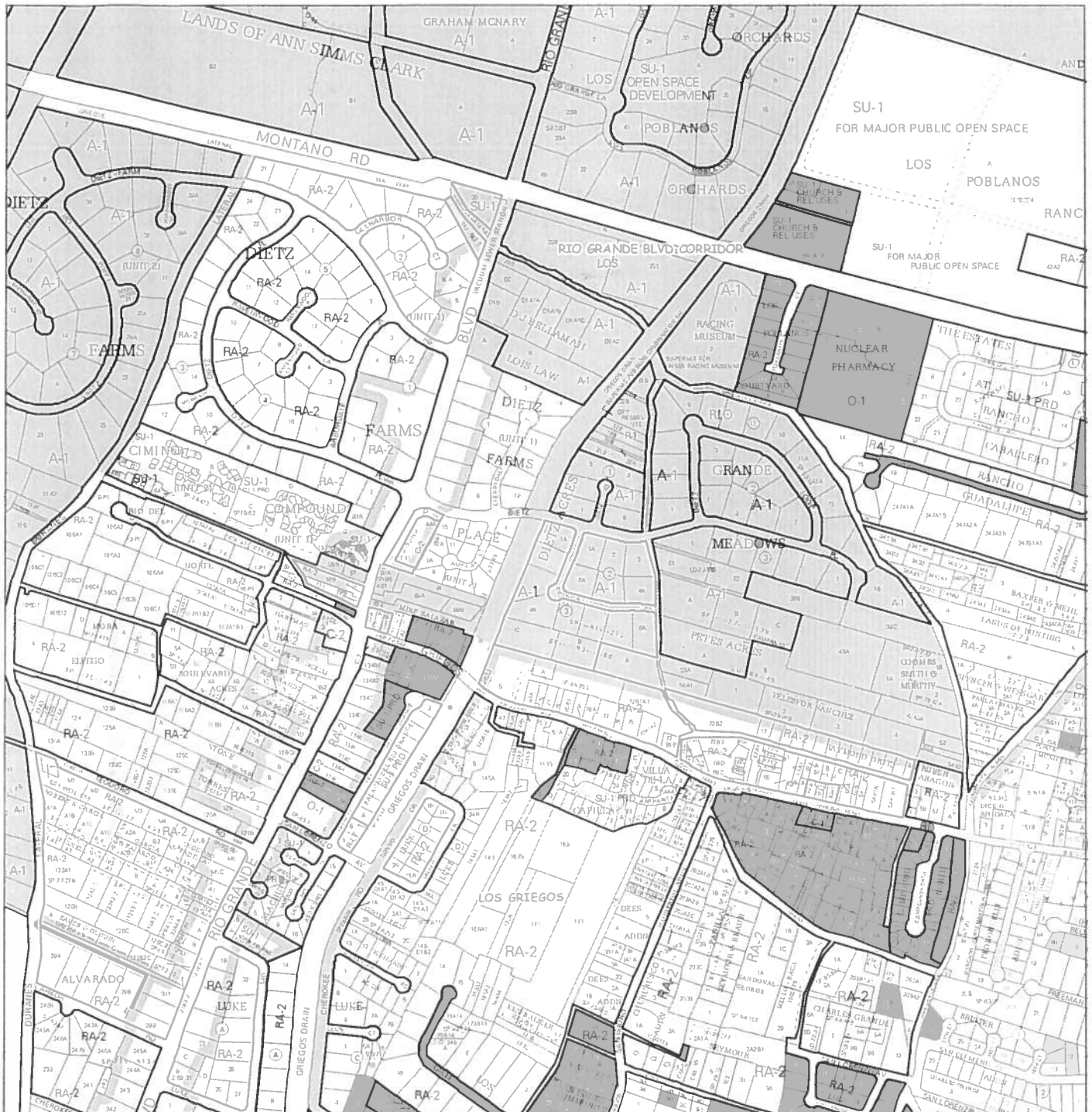
Regards,



Terry O. Brown, P.E.

Attachments:

Page A-1:	Vicinity Map (Zone Atlas Page)
Page A-2:	Proposed Site Development Plan
Page A-3:	Trip Generation Summary Table / Worksheets
Page A-4:	Trip Distribution Map (Subarea Map)
Page A-5:	Trip Distribution Worksheets
Page A-6 thru A-7	2009 Turning Movements Volumes Worksheet
Page A-8 thru A-9:	2009 AM / PM Synchro HCM Report (Unsignalized)



For more current information and more details visit: <http://www.cabq.gov/gis>





*Cottonwood Charter School (Montano Rd.)*  
**Trip Generation Data**

USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.						
		ENTER	EXIT	ENTER	EXIT					
DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT					
Units										
Charter School	135.00	925	100	82	59	67				
Trips Generated by Comparable Office Use (8,000 S.F.)						118	14	2	3	16
Increase in Number of Trips Generated						807	86	80	56	51

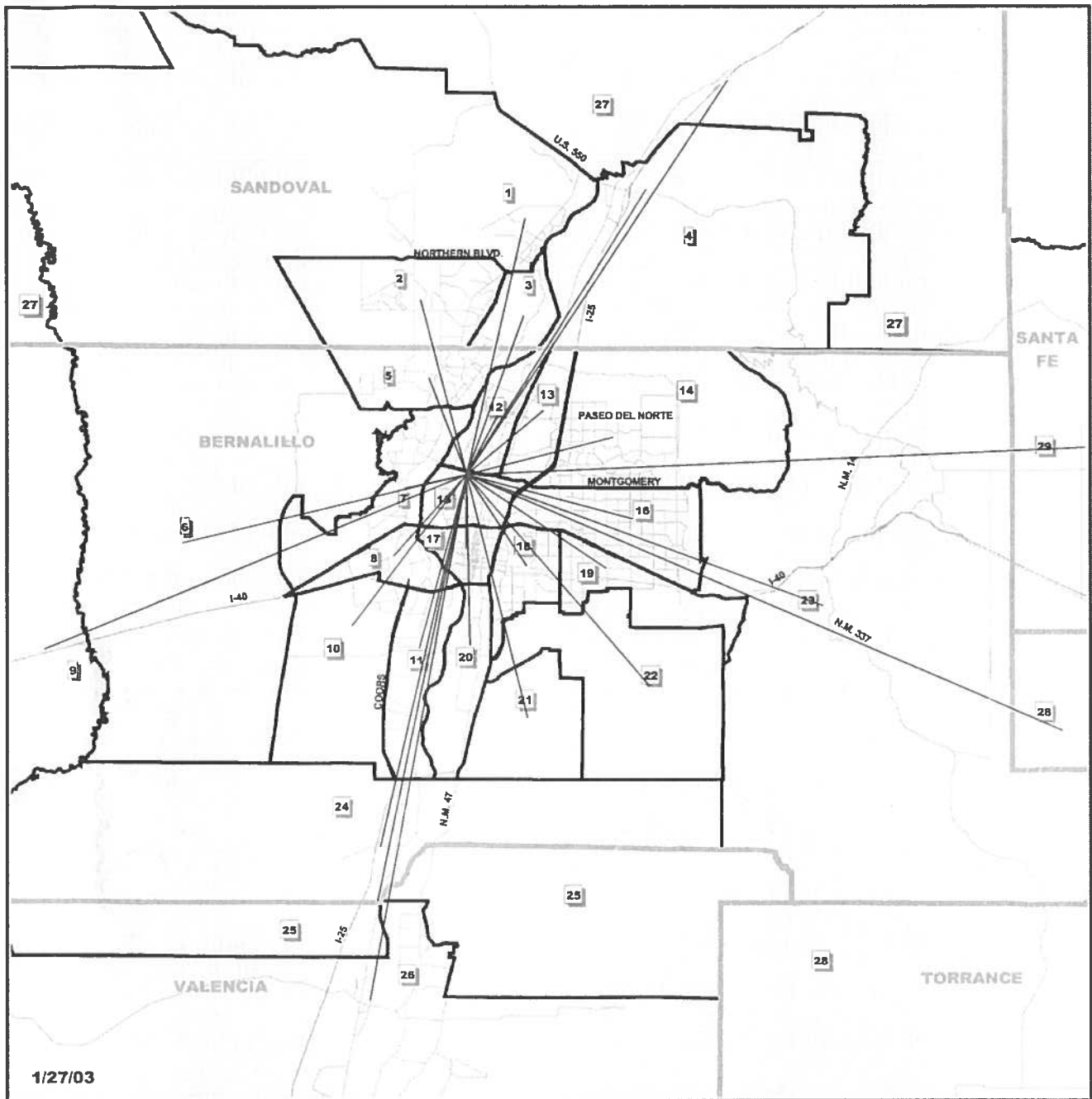


Figure 6

**22** Subarea Identification Number

Subareas of the MRCOG Region

**MR COG**  
Mid-Region  
Council of Governments  
317 Commercial NE, Suite 104  
Albuquerque, NM 87102  
505-247-1750

Subarea boundaries extend to county boundary where full extent of subarea not shown except for Subarea 29 which only includes southern Santa Fe County.

**Cottonwood Charter School  
(Montano Rd. behing Unser Racing Museum)  
Trip Distribution Subarea Map**

## Trip Distribution Table

Cottonwood Charter School (Montano Rd. / Unser Museum Location)

### Sub Area Population Data:

For determination of Trip Distribution for **Proposed Charter School Development Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic

Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area in Study	Population			Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	% Population / Distance	(ME)			(MW)		
		2004	2030	2030						% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
1	100%	26,972	39,738	39,738	29,918	29,918	11.3	2,648	1.84%	0%	0.00%	0	100%	1.84%	2,648
2	100%	39,348	40,610	39,639	39,639	39,639	7.8	5,082	3.54%	0%	0.00%	0	100%	3.54%	5,082
3	100%	7,865	8,728	8,064	8,064	8,064	7.3	1,105	0.77%	50%	0.38%	552	50%	0.38%	552
4	100%	13,387	14,936	13,744	13,744	13,744	14.4	954	0.67%	100%	0.67%	954	0%	0.00%	0
5	100%	35,968	44,203	37,868	37,868	37,868	4.5	8,415	5.86%	0%	0.00%	0	100%	5.86%	8,415
6	100%	2,784	3,950	3,053	3,053	3,053	12.4	246	0.17%	0%	0.00%	0	100%	0.17%	246
7	100%	48,565	59,615	51,115	51,115	51,115	2.7	18,931	13.19%	0%	0.00%	0	100%	13.19%	18,931
8	100%	27,546	28,553	27,778	27,778	27,778	4.7	5,910	4.12%	0%	0.00%	0	100%	4.12%	5,910
9	100%	1,678	1,888	1,726	1,726	1,726	19.4	89	0.06%	0%	0.00%	0	100%	0.06%	89
10	100%	39,532	4,822	31,522	31,522	31,522	8.1	3,892	2.71%	0%	0.00%	0	100%	2.71%	3,892
11	100%	32,051	33,202	32,317	32,317	32,317	7.7	4,197	2.92%	50%	1.46%	2,098	50%	1.46%	2,098
12	100%	16,144	16,146	16,144	16,144	16,144	2.9	5,567	3.88%	100%	3.88%	5,567	0%	0.00%	0
13	100%	8,715	10,146	9,045	9,045	9,045	4.3	2,104	1.47%	100%	1.47%	2,104	0%	0.00%	0
14	100%	93,104	94,279	93,375	93,375	93,375	6.4	14,590	10.17%	100%	10.17%	14,590	0%	0.00%	0
15*	100%	24,691	25,262	24,823	24,823	24,823	1.1	22,566	15.72%	100%	15.72%	22,566	0%	0.00%	0
16	100%	108,882	108,353	108,760	108,760	108,760	7.3	14,899	10.38%	100%	10.38%	14,899	0%	0.00%	0
17	100%	20,920	21,196	20,984	20,984	20,984	3.2	6,557	4.57%	100%	4.57%	6,557	0%	0.00%	0
18	100%	42,078	41,670	41,984	41,984	41,984	4.7	8,933	6.22%	100%	6.22%	8,933	0%	0.00%	0
19	100%	59,027	58,888	58,995	58,995	58,995	7.2	8,194	5.71%	100%	5.71%	8,194	0%	0.00%	0
20	100%	9,482	9,699	9,532	9,532	9,532	7.3	1,306	0.91%	100%	0.91%	1,306	0%	0.00%	0
21	100%	6	6	6	6	6	10.7	1	0.00%	100%	0.00%	1	0%	0.00%	0
22	100%	4,231	3,629	4,092	4,092	4,092	12.0	341	0.24%	100%	0.24%	341	0%	0.00%	0
23	100%	18,140	20,390	18,659	18,659	18,659	16.2	1,152	0.80%	100%	0.80%	1,152	0%	0.00%	0
24	100%	2,393	2,554	2,430	2,430	2,430	16.4	148	0.10%	50%	0.05%	74	50%	0.05%	74
25	100%	1,009	1,062	1,021	1,021	1,021	18.7	55	0.04%	50%	0.02%	27	50%	0.02%	27
26	100%	75,506	85,654	77,848	77,848	77,848	22.9	3,399	2.37%	50%	1.18%	1,700	50%	1.18%	1,700
27	100%	20,955	22,276	21,260	21,260	21,260	20.2	1,052	0.73%	100%	0.73%	1,052	0%	0.00%	0
28	100%	19,524	21,690	20,024	20,024	20,024	27.7	723	0.50%	100%	0.50%	723	0%	0.00%	0
29	100%	11,360	13,771	11,916	11,916	11,916	26.4	451	0.31%	100%	0.31%	451	0%	0.00%	0
		811,863	836,916	817,644	817,644	817,644		143,507	100.00%		65.39%	93,841		34.61%	49,665
												65.39%			34.61%

# Cottonwood Charter School (Montano Rd. Behind Unser Racing Museum)

Projected Turning Movements Worksheet

## Montano Rd. / Driveway

INTERSECTION : E-W Street: Montano Rd. (1)  
N-S Street: Driveway

Year of Existing Counts 2008  
Implementation Year 2009

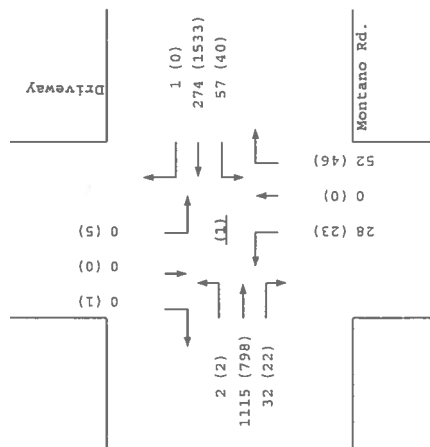
### Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Montano Rd.)			Westbound (Montano Rd.)			Northbound (Driveway)			Southbound (Driveway)		
Existing Volumes	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	2	1,093	2	1	269	1	0	0	0	0	0	0
	0	22	0	0	5	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - A.M.)</b>	2	1,115	2	1	274	1	0	0	0	0	0	0
Percent School Trips Generated(Entering)	0.00%	0.00%	35.00%	65.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent School Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.00%	0.00%	65.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	30	56	0	0	28	0	52	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	2	1,115	32	57	274	1	28	0	52	0	0	0

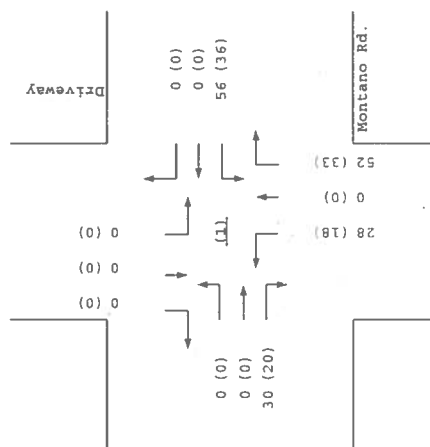
	Eastbound (Montano Rd.)			Westbound (Montano Rd.)			Northbound (Driveway)			Southbound (Driveway)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	782	2	4	1,503	0	5	0	13	5	0	1
Background Traffic Growth	0	16	0	0	30	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - P.M.)</b>	2	798	2	4	1,533	0	5	0	13	5	0	1
Percent School Trips Generated(Entering)	0.00%	0.00%	35.00%	65.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent School Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.00%	0.00%	65.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	20	36	0	0	18	0	33	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	2	798	22	40	1,533	0	23	0	46	5	0	1

Number of School Trips Generated  
 Entering 86 A.M.  
 Exiting 80 A.M.  
 56 P.M.  
 51 P.M.  
 100% School Development

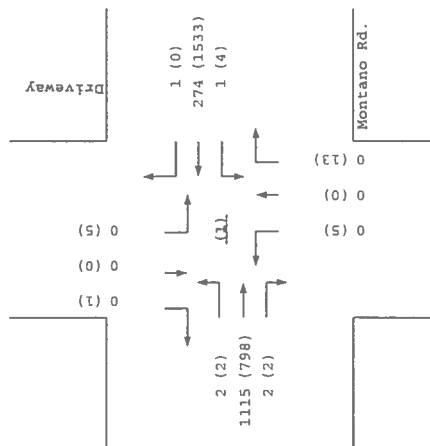
2009  
BUILD



Trips



2009  
NO BUILD






















Montano Rd. / Driveway






















HCM Unsignalized Intersection Capacity Analysis  
3: Montano Rd. & Driveway

Terry O. Brown, P.E.  
6/2/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	1115	32	57	274	1	28	1	52	1	1	1
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.50	0.50	0.50	0.80	0.80	0.80
Hourly flow rate (vph)	3	1715	49	88	422	2	56	2	104	1	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	423			1765			2134	2345	882	1567	2368	212
vC1, stage 1 conf vol							1746	1746		598	598	
vC2, stage 2 conf vol							388	598		969	1771	
vCu, unblocked vol	423			1765			2134	2345	882	1567	2368	212
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			75			23	98	64	98	97	100
cM capacity (veh/h)	1133			350			73	101	289	71	41	794
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1			
Volume Total	3	1144	621	88	281	142	56	106	4			
Volume Left	3	0	0	88	0	0	56	0	1			
Volume Right	0	0	49	0	0	2	0	104	1			
cSH	1133	1700	1700	350	1700	1700	73	279	76			
Volume to Capacity	0.00	0.67	0.37	0.25	0.17	0.08	0.77	0.38	0.05			
Queue Length 95th (ft)	0	0	0	24	0	0	91	43	4			
Control Delay (s)	8.2	0.0	0.0	18.7	0.0	0.0	142.4	25.6	54.8			
Lane LOS	A			C			F	D	F			
Approach Delay (s)	0.0			3.2			65.9		54.8			
Approach LOS							F		F			
Intersection Summary												
Average Delay			5.1									
Intersection Capacity Utilization			49.1%			ICU Level of Service			A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis 3: Montano Rd. & Driveway

Terry O. Brown, P.E.  
6/2/2008

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Volume (veh/h)	2	798	22	40	1533	1	23	1	46	5	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.50	0.50	0.50	0.80	0.80	0.80		
Hourly flow rate (vph)	2	887	24	42	1614	1	46	2	92	6	1	1		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type							Raised			Raised				
Median storage (veh)							1			1				
Upstream signal (ft)														
pX, platoon unblocked														
vC, conflicting volume	1615				911				1796	2602	456	2239	2614	807
vC1, stage 1 conf vol							903	903				1698	1698	
vC2, stage 2 conf vol							893	1699				541	916	
vCu, unblocked vol	1615				911				1796	2602	456	2239	2614	807
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5				6.5	5.5	
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99				94				70	98	83	91	99	100
cM capacity (veh/h)	400				743				153	98	552	71	95	324
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1					
Volume Total	2	591	320	42	1076	539	46	94	9					
Volume Left	2	0	0	42	0	0	46	0	6					
Volume Right	0	0	24	0	0	1	0	92	1					
cSH	400	1700	1700	743	1700	1700	153	502	83					
Volume to Capacity	0.01	0.35	0.19	0.06	0.63	0.32	0.30	0.19	0.10					
Queue Length 95th (ft)	0	0	0	4	0	0	30	17	8					
Control Delay (s)	14.1	0.0	0.0	10.1	0.0	0.0	38.3	13.8	53.1					
Lane LOS	B				B				E	B	F			
Approach Delay (s)	0.0				0.3				21.9	53.1				
Approach LOS							C	F						
Intersection Summary														
Average Delay	1.5													
Intersection Capacity Utilization	53.7%			ICU Level of Service						A				
Analysis Period (min)	15													

# CITY OF ALBUQUERQUE



June 3, 2008

Terry Brown, PE  
P.O. Box 92051  
Albuquerque, New Mexico 87199-2051

Re: Cottonwood Charter School Traffic Impact Analysis (dated June 2, 2008)

Dear Mr. Brown,

The subject Traffic Impact Analysis has been reviewed by the Transportation Development Section of the Development Services Division within the City of Albuquerque's Planning Department. The study was conducted in accordance with the scope and standard procedures cited in the City's Development Process Manual, modified for the charter school.

Based on this review, staff has confirmed that the construction and operation of the school at the maximum enrollment of 135 students, with hours of operations from 8:30 a.m. to approximately 4:00 p.m., and in conjunction with the operation of the existing Unser Racing Museum, the new school will not have a significant adverse impact on Montano Road. However, please be advised that the City reserves the right to require or implement other modifications at this location, including but not limited to, deceleration lanes, signage, restriction of specific turning movements, and striping as conditions may require in the future. Note, that this does not include traffic signalization. The analysis states that a signal is not warranted. Accordingly and with the level of development proposed, signalization at this location will not be permitted. Finally, any modification beyond the proposed development will require additional review and approval by the City.

Should you have any questions, please feel free to contact me at 924-3994.

Sincerely,

Tony Loyd  
Planning Department  
Development Services Division  
Transportation Development Section

cc: Richard Dourte, City Engineer  
Kristal Metro, Transportation Development Section