

# CITY OF ALBUQUERQUE

Planning Department  
Brennon Williams, Director



Mayor Timothy M. Keller

June 24, 2021

Roxanne Medina, P.E., PTOE  
Huitt-Zollars, Inc.  
5822 Cromo Dr. Suite 210  
El Paso, Tx 79912-5502  
Via email rrivera@Huitt-Zollars.com

**Re: Montage Units Charter School Neighborhood Impact Assessment (NIA) Memo**  
Dated June 15, 2021 (R16D099)  
Received June 15, 2021  
Initial review comments from CABQ Planning Transportation

Dear Ms. Median:

The subject Neighborhood Impact Assessment for the Montage Units Charter School. dated June 15, 2021 received on June 15, 2021 has been reviewed by the Transportation Development Section. The following are questions and comments that should be addressed and corrected in the next submittal.

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- Briefly describe the purpose of the charter school. Often charter school draw the student base from the metropolitan area or provide education focused on specific disciplines.
- How many buses will be dropping off and picking up at the school?
  - What is the expected queue length for the buses worse case?
  - Show where the drop off location is and the bus when stopped at the drop-off.
- Table 2 Percent Distribution for a School during the Peak Hour:
  - Is there any assurance that this will be the temporal distribution for arrivals?
  - Will the school allow drop-off 45 minutes before school begins?
- 2.2 Pedestrian and Bicycle Circulation and Routes Analysis:
  - This is a Charter school. Provide a description of the purpose for the school i.e. specialized area of education, fill in for the lack of available public school in the neighboring area... Are the students living within 1/4 mile of the school? What is the % expected to be farther than 1/4 mile?
- 3.2.2 ABQ Ride:
  - Is ABQ Ride a viable option for the students if a route is operational.
- Is there evidence that the internal capture is valid for the nearby residents. Where do the student live?
- 4.4 Trip Distributions:

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Correct the following sentence removing the word “under”. Traffic generated by the developments **under** had to be distributed and assigned to the study area intersections so that the analyses could be conducted.

- 4.4.1 Charter School; For the charter school development trips, it was assumed that the remaining adjusted trips will be proportionate to the number of residential units outside of the 0.25 mile radius.
  - This is a Charter School. Is there any evidence that the internal capture is valid for the nearby residents? Where do the student live? This indicates that all of the student population is living at Mesa del Sol. That is not reasonable for a Charter School.
- Table 14 – Queue Analyses Results for the Scenarios;
  - 20 minutes before school begins there will be vehicles queued on the public streets. Provide a map showing the queued vehicles, intersections and driveways that could be impacted.
  - The street in front of the school is one-way. Will the waiting vehicle be blocking the street?
- EVALUATION OF REASONABLE ALTERNATIVES; Additional mitigation for noise and air quality: Develop and implement a No-Idle policy for waiting vehicles. Encourage the use of carpooling. These policies/practices need to be accepted by the school, abided by the parents and monitored for compliance
- Label the street immediately south of the school property.
- Correct the spelling to Diebenkorn throughout the memo.
- Provide a label for Figure 2. Figure 2 is noted in the title block but not as the figure designation in the memo.

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Resubmit the TIS for review after the comments and corrections have been satisfactorily addressed.

If you have any questions, please feel free to contact me at (505) 924-3362.

Sincerely,

Matt Grush, P.E., PTOE  
Traffic Engineer, Planning Dept.  
Development Review Services

via: email  
C: Applicant, File