

November 04, 2022
Merrick Project No. 65121260

Marwa Al Najjar
City of Albuquerque
Development Review Services
PO Box 1293
Albuquerque, NM 87103

**Re: Chick-Fil-A/ Extend the Drive-thru
8110 San Pedro Dr. NE
Traffic Circulation Layout
Engineers/Architect's Stamp XX-XX-XX (C18-D042A)**

Dear Mr. Al Najjar:

Merrick & Company has reviewed the comments dated October 28, 2022, regarding the Chick-fil-A development. The following summarizes Merrick's responses to the comments provided by the City of Albuquerque Development Review Services.

GENERAL PROJECT COMMENTS:

1. The traffic circulation layout must be stamped, signed, and dated by an engineer or architect licensed in the state of New Mexico.
[Response: Noted, the traffic circulation layout has been stamped, signed, and dated by an engineer licensed in the state of New Mexico.](#)
2. Due to removing the parking spaces at the northeast side of the site, please provide new parking calculation indicate that the available parking spaces still meet the IDO requirements.
[Response: The new parking calculations per the in effect 2021 IDO ANNUAL UPDATE – EFFECTIVE DRAFT JULY 2022 has been provided. The proposed development meets the required 8 spaces/1,000 sq. ft. GFA as required for a restaurant per Table 5-5-1 of the IDO.](#)
3. Due to removing the existing Bicycle Rack, List the number of Motorcycle and Bicycle parking spaces required by the IDO.
[Response: Per the IDO Table 5-5-5, the minimum required number of parking spaces for a non-residential use not listed within the table is 3 spaces or 10% of required off-street parking spaces, whichever is greater. The total number of required parking spaces is 35 spaces which equates to a total of 4 bicycle spaces required. Per IDO Table 5-5-4 the minimum required motorcycle parking spaces is 2. This has been added to the TCL.](#)
4. Shared access and shared parking agreement need to be provided with adjacent eastside property.
[Response: Per our phone conversation on 11/4/2022 the 27 parking spaces to the north labeled as lease parking spaces has been revised to depict standard parking spaces within the property and no shared parking agreement is required. The parking table has been revised to reflect this. Since the parking within the property meets the required parking counts the parking with the adjacent eastside property will not be counted towards the Site's parking counts and a shared parking agreement will not be required.](#)

Employee Owned



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5. Provide the angle and the dimensions for all the existing angled parking spaces.
Response: The angle and dimensions for all existing and angled parking spaces has been added.
6. The ADA accessible parking sign must have the required language per 66-7-352.4C NMSA 1978 **“Violators Are Subject to a Fine and/or Towing.”** Please call out detail and location of signs.
Response: Annotation callouts have been added to the plan at the appropriate locations requiring that a sign meeting the above criteria is in place with the proposed improvements.
7. The ADA access aisles shall have the words **“NO PARKING”** in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space so as to be close to where an adjacent vehicle’s rear tire would be placed. (66-1-4.1.B NMSA 1978)
Response: A **“NO PARKING”** graphic has been called out to be provided with the proposed improvements.
8. Provide **“STOP”** and **“Do Not Enter”** signage and pavement marking at the south east side of the drive-thru lanes.
Response: Existing **“STOP”** graphic, bar, and sign called out to remain. Proposed **“Do Not Enter”** graphic and sign added to plan.
9. ADA curb ramps must be updated to current standards and have truncated domes installed.
Response: No change has been made, all existing ADA curb ramps within the property are up to city standards and contain truncated domes installed. All proposed ADA ramps are designed per the city standards and will contain truncated domes.
10. Motorcycle parking spaces shall be designated by its own conspicuously posted upright sign, either free-standing or wall mounted per the zoning code.
Response: Motorcycle parking spaces have been added as well as a sign to designate motorcycle only parking.
11. The pavement marking **“MC”** should be shown in the opposite direction for motorcycles entering the parking space.
Response: The pavement marking **“MC”** has been added in the opposite direction for motorcycles entering the parking space.
12. All bicycle racks shall be designed according to the following guidelines:
 - a. The rack shall be a minimum 30 inches tall and 18 inches wide.
 - b. The bicycle frame shall be supported horizontally at two or more places. Comb/toaster racks are not allowed.
 - c. The rack shall be designed to support the bicycle in an upright position. See the IDO for additional information.
 - d. The rack allows varying bicycle frame sizes and styles to be attached.
 - e. The user is not required to lift the bicycle onto the bicycle rack.
 - f. Each Bicycle parking space is accessible without moving another bicycle.**Response:** Comment Noted.
13. Bicycle racks shall be sturdy and anchored to a concrete pad.
Response: Comment Noted.



14. A 1-foot clear zone around the bicycle parking stall shall be provided.
Response: A 1-foot clear zone around the bicycle parking stalls has been provided.
15. Bicycle parking spaces shall be at least 6 feet long and 2 feet wide.
Response: Parking stalls have been provided with a minimum of 6 feet long and 2 feet wide.
16. Please specify the City Standard Drawing Number when applicable.
Response: Comment Noted, City Standard Drawing Number referenced where applicable.
17. Add a note stating "All broken or cracked sidewalk must be replaced with sidewalk and curb & gutter." A build note must be provided referring to the appropriate City Standard drawing.
Response: A note has been added to the TCL stating "All broken or cracked sidewalk must be replaced with sidewalk and curb & gutter; Contractor to use city of Albuquerque standard details 2415c & 2430 for replacement."
18. Please provide a letter of response for all comments given.
Response: Comment noted, a response letter has been provided.
19. Traffic Studies: See the Traffic Impact Study (TIS) thresholds. In general, a minimum combination of 100 vehicles entering and exiting in the peak hour warrants a Traffic Impact Study. Visit with Traffic Engineer for determination, and fill out a TIS Form that states whether one is warranted. In some cases, a trip generation may be requested for determination **(Contact Matt Grush: mgrush@cabq.gov)**.
Response: We have received correspondence from Matt Grush stating a TIS will not be required for the modification of the drive through lanes dated 11/03/2022.

Once corrections are complete resubmit

1. The Traffic Circulation Layout
2. A Drainage Transportation Information Sheet (DTIS)
3. Send an electronic copy of your submittal to PLNDRS@cabq.gov
4. The \$75 re-submittal fee.

Response: Noted, the above items have been included in the resubmittal package.

Respectfully submitted,
MERRICK & COMPANY



Kristofer K. Wiest, PE
Project Manager

