



June 13, 2022

Nilo Salgado Fernández
Senior Traffic Engineer
City of Albuquerque Planning Department

RE: Veranda Apartments – TCL Revision 1

Dear Mr. Salgado Fernandez,

Below is a list of comments you sent me on Tuesday, November 30, 2021. I've also referenced how those comments were addressed in the attached TCL plan:

1. Listed are the number of parking spaces required by the IDO as well as the proposed number of parking spaces including bicycle and motorcycle parking. Coordinate/discuss with Zoning.
Per the IDO, the parking ratio for a multifamily project is 1.5 spaces per unit. There are 28 units in this development. 28x1.5 spaces is 42 spaces required. As noted, the project exceeds the parking requirement per the IDO.
2. The corner of Moon and Veranda ramp will need to be current/updated ADA design. Verify. **Please see existing curb ramp at Veranda and Moon. It was not previously drawn.**
3. Moon St. Sidewalk:
 - Provide sidewalk width. **Please see sidewalk width.**
 - It appears a segment of sidewalk is encroaching into private property! If this is the case, then a Sidewalk Easement will be needed for this segment encroachment. **That is a graphic typo. There is a CMU yard wall that abuts up to the property line. I wanted the property line to be clear so the outer edge of the CMU wall was erased.**
4. There needs to be curbing across the keyway at the end of parking lot drive aisle connection onto sidewalk. **Please see curbing that was graphically noted.**
5. The ADA parking stalls nearest entrance driveway: The existing stalls and access aisle needs to be current/update design for signage and surface of 2% cross slope and 5% max lateral and the ramp as well (Verify: ADA curb ramps must be updated to current standards and have truncated domes installed). **The ADA parking stalls nearest entrance driveway were recently done and want to reassure you that they were done to IDO City Standards. A note was added to TCL drawings for contractor to ensure that they are designed per IDO standards prior to final inspection. Also, per the DPM dwg 2446 general note 1, "detectable warnings are to be provided where the accessible route crosses a public street", therefore it is not required at any ADA curb ramps at ADA parking.**
6. Identify the right of way width, medians, curb cuts, and street widths on Veranda and Moon.
Please see right away widths, medians, curb cuts, and street widths.



7. Please list the width and length for all existing and proposed parking spaces. Some dimensions are not shown. **All parking widths and lengths are per details 5 & 9 / TCL1.1.**
8. The minimum parking stall dimensions are: **All parking widths and lengths are per details 5 & 9 / TCL1.1.**
9. All bicycle racks shall be designed according to the following guidelines:
 - The rack shall be a minimum 30 inches tall and 18 inches wide.
 - The bicycle frame shall be supported horizontally at two or more places. Comb/toaster racks are not allowed.
 - The rack shall be designed to support the bicycle in an upright position. See the IDO for additional information.
 - The rack allows varying bicycle frame sizes and styles to be attached.
 - The user is not required to lift the bicycle onto the bicycle rack.
 - Each bicycle parking space is accessible without moving another bicycle.**Please see details 3 & 4 / TCL1.1 for bike rack details.**
10. Bicycle racks shall be sturdy and anchored to a concrete pad. **Please see details 3 & 4 / TCL1.1 for bike rack details.**
11. A 1-foot clear zone around the bicycle parking stall shall be provided. **Please see details 3 & 4 / TCL1.1 for bike rack details.**
12. Bicycle parking spaces shall be at least 6 feet long and 2 feet wide. **Please see details 3 & 4 / TCL1.1**
13. Per DPM, a 6 ft. wide ADA accessible pedestrian pathway is required from the ADA parking stall access aisles to the building entrances. Please clearly show this pathway and provide details. Shown is 5ft. **The sidewalk adjacent of ADA Parking was widened to be 6' wide to new community building entry.**
14. Curbing: For landscape, parking, and pedestrian ways and identify points of access. Please call out detail and note. **Please see curbing note 27 & 28.**
15. Provide a copy of refuse approval: The Refuse vehicle maneuvering shall be contained on-site and shall not back into public right of way. **Please see attached approval from the solid waste department.**
16. 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 (2430 & 2415A). **Please see general note 3 on TCL1.0**
17. Please provide a letter of response for all comments given.
18. 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). **Please see attached TIS Form signed by Matt Grush.**



Please see the attached and corrected TCL plan. Please feel free to email me at edgar@jeebsandzuzu.com or contact me at 505-797-1318 if you have any questions in regard to this application.

Sincerely,

Edgar Mata
Project Manager