

GENERAL NOTES:

1. ALL IMPROVEMENTS LOCATED IN THE RIGHT OF WAY MUST BE INCLUDED IN THE WORK ORDER.

PROJECT INFORMATION:

LEGAL DESCRIPTION:

UPC: TR 3 PLAT FOR LADERA BUSINESS PARK
ACRES: UNIT 1 CONT 2.7427 AC
101005909135420108
2.7427
ZONING CLASSIFICATION: NR-C
PERMITTED AND ACTUAL USE: OFFICE / WAREHOUSE
CONSTRUCTION TYPE: IIB - NON SPRINKLED

KEYED NOTES:

1. SUITE PRIMARY ENTRY.
2. GARBAGE ENCLOSURE W/ GATES - SEE DETAILS 7-9/AS2.0 FOR GARBAGE ENCLOSURE NOTES AND DIMENSIONS
3. ASPHALT DRIVEWAY
4. ADA PARKING W/ 8'-6" ACCESSIBLE ISLE AND PRECAST CONCRETE WHEEL STOPS
5. ADA CURB RAMP - SEE DETAIL 9/AS2.0 FOR CURB RAMP SLOPES AND DIMENSIONS
6. (4) BICYCLE RACK ARCHES (8 SPACE) PER 7.4.115 OF CITY OF ALBUQUERQUE DPM. SEE DETAILS 4-5/AS2.0
7. SIGHT TRIANGLE PER DPM TABLE 7.5.60 - LANDSCAPING, FENCING AND SIGNING WILL NOT INTERFERE W/ CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS, TREES, & SHRUBBERY BETWEEN 3 & 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE.
8. MONUMENT SIGN - SEE DETAILS 1-3/AS2.0
9. EXISTING FIRE HYDRANT TO REMAIN
10. NEW FIRE HYDRANT
11. DETECTABLE WARNING STRIP
12. ACCESSIBLE ROUTE FROM ADA PARKING TO PUBLIC SIDEWALK AND TO PUBLIC AMENITIES.
13. 16" POLE MOUNTED SITE LED DOWNLIGHT W/ CUTOFF - LIGHTING TO BE COMPLIANT W/ ABQ NIGHT SKY ORDINANCE.
14. NEW STOP SIGNAGE - SEE DETAIL 9/AS1.0
15. PNM EASEMENT
16. NEW 6" CAST IN PLACE CONCRETE SIDEWALK - CROSS SLOPE NOT TO EXCEED 2%
17. SIDEWALK AND DRIVEWAY WILL BE PERMITTED THROUGH DMD CONSTRUCTION SERVICES DEPARTMENT
18. ALL-WEATHER PERMANENT MOUNTED BENCH W/ 30"x48" LEVEL CONCRETE PAD AT ONE SIDE
19. SIGHT TRIANGLE PER DPM TABLE 7.5.60 - LANDSCAPING, FENCING AND SIGNING WILL NOT INTERFERE W/ CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS, TREES, & SHRUBBERY BETWEEN 3 & 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE.
20. CROSS WALK
21. NEW FIRE HYDRANT
22. MOTORCYCLE PARKING
23. BICYCLE RACKS - 8 BICYCLE SPACES TOTAL
24. DRIVE ENTRY TO BE PER COA STD DWG 2426 WITH PARALLEL CURB RAMP.

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH IBC 2015, UMC 2015, UPC 2015, NEC 2017, ANSI A117.1-2009 AND IN ACCORDANCE WITH LOCAL PERMIT REQUIREMENTS. SUBCONTRACTORS SHALL VERIFY LOCAL REQUIREMENTS.
2. ALL BROKEN AND CRACKED SIDEWALK MUST BE REPLACED WITH SIDEWALK AND CURB AND GUTTER AND PER CITY STANDARD DWG 2430 AND 2415A.

PARKING SPACES:

PARKING REQUIREMENTS PER INTEGRATED DEVELOPMENT ORDINANCE (IDO) TABLE 5-5-1:
OFFICE: 3.5 SPACES PER 1,000 SF GFA
APPROXIMATELY 800 SF GFA OF 2,400 TO BE USED AS OFFICE. REMAINING AREA TO BE USED AS WAREHOUSE

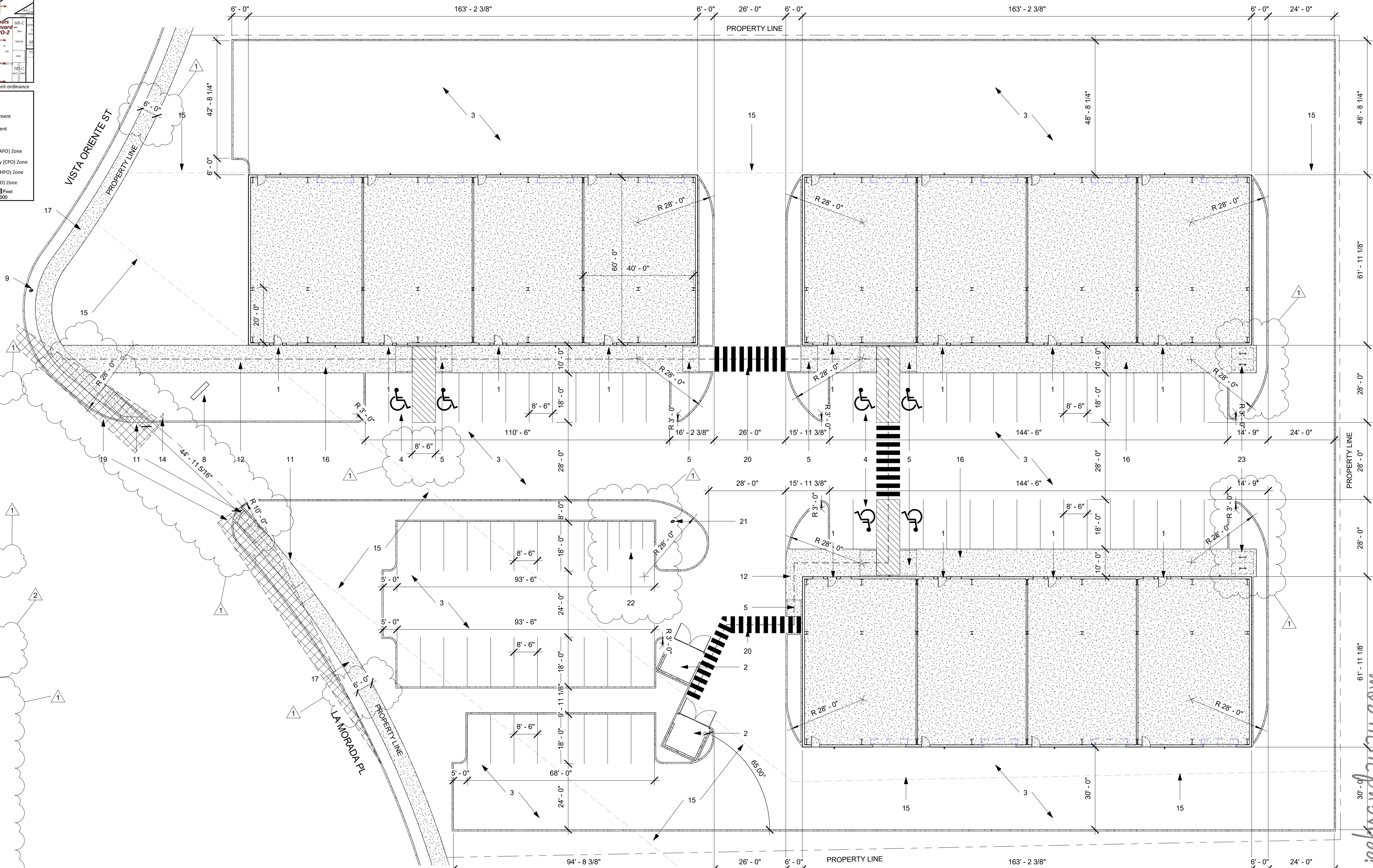
OFF-STREET PARKING REQUIRED:
3.5 SPACES PER 1,000 SF GFA
3.5 SPACES X 12 SUITES
42 SPACES REQUIRED

OFF-STREET PARKING PROVIDED:
STANDARD PARKING
ACCESSIBLE PARKING
VAN ACCESSIBLE PARKING
TOTAL PARKING
66 SPACES
3 SPACES
3 SPACES
72 SPACES PROVIDED

MOTORCYCLE PARKING REQUIRED:
3 SPACES REQUIRED
MOTORCYCLE PARKING PROVIDED:
4 SPACES REQUIRED

TRAFFIC CIRCULATION LAYOUT APPROVED

Curtis A Charne 2-29-24
Signed Date



1 Site Plan
1" = 20'-0"

0' 5' 10' 20' 40'



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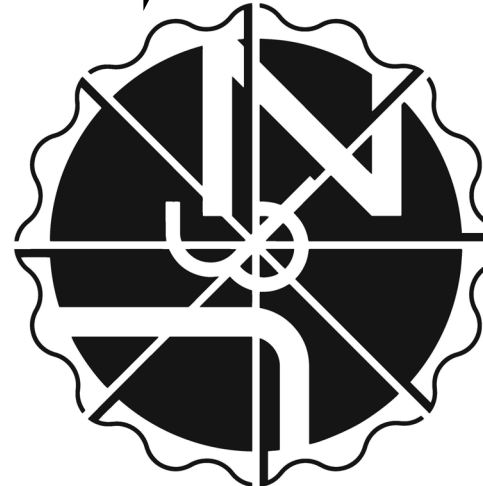
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JEEBS & ZUZU, LLC.

5924 ANAHEIM AVENUE NE SUITE A
ALBUQUERQUE, NM 87113
P. 505-797-1318

Architecture
Construction
Design-Build



job no: 24-000

drawn: EAM

checked: J&Z

date: Feb. 2, 2024

- 1 EAM 2-20-24
2 EAM 2-29-24

La Morada Commercial
Development

7501 La Morada Pl. NW
Albuquerque, NM 87120

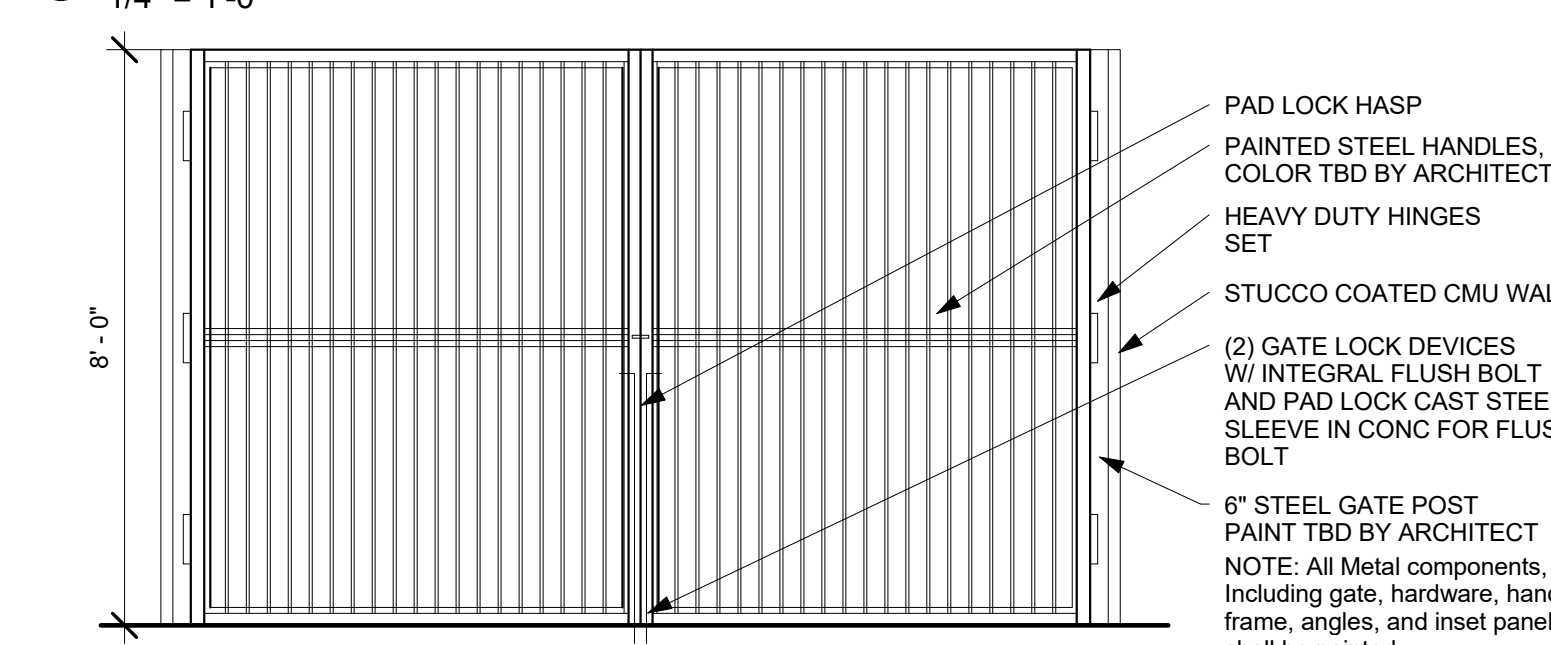
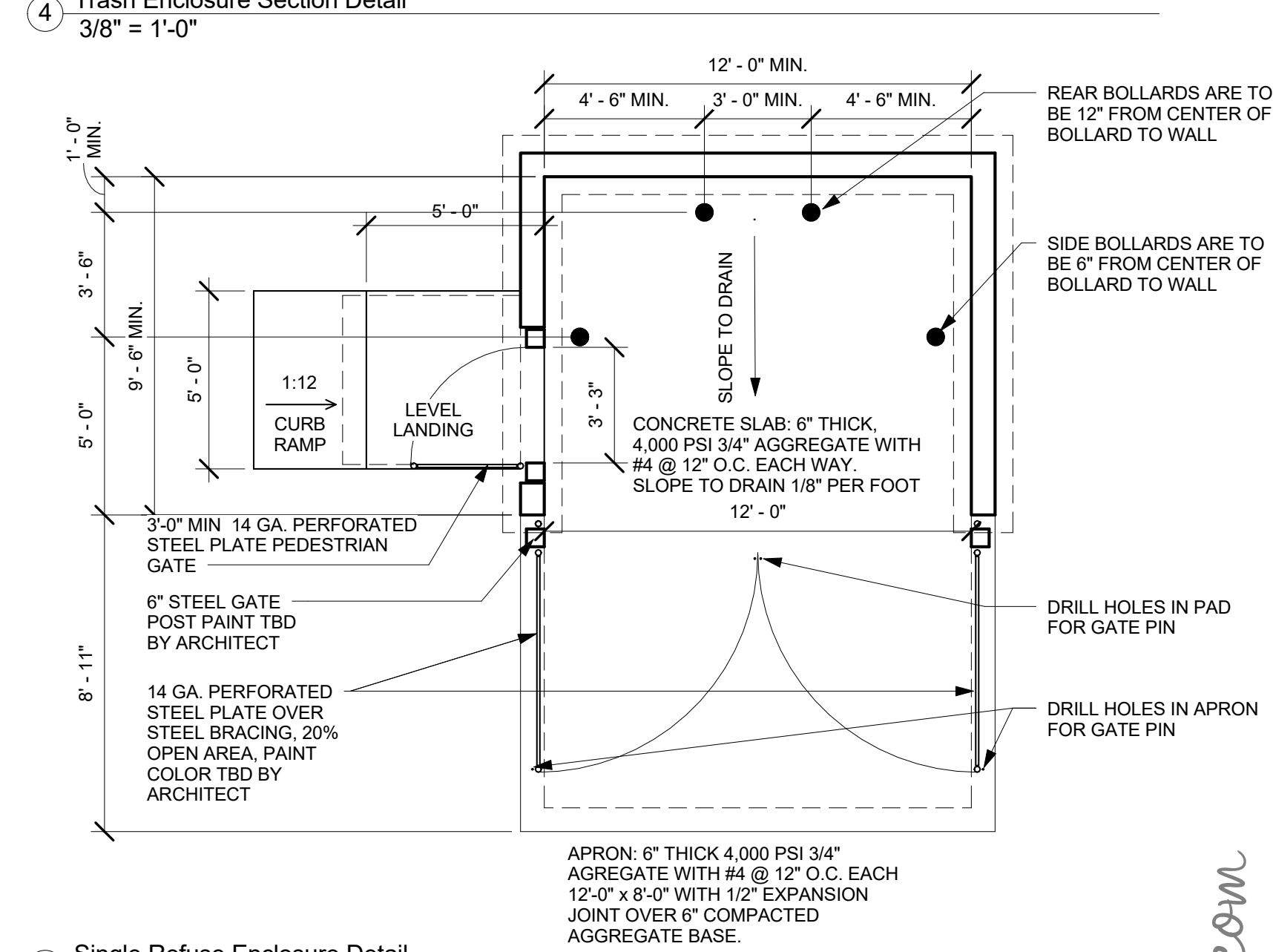
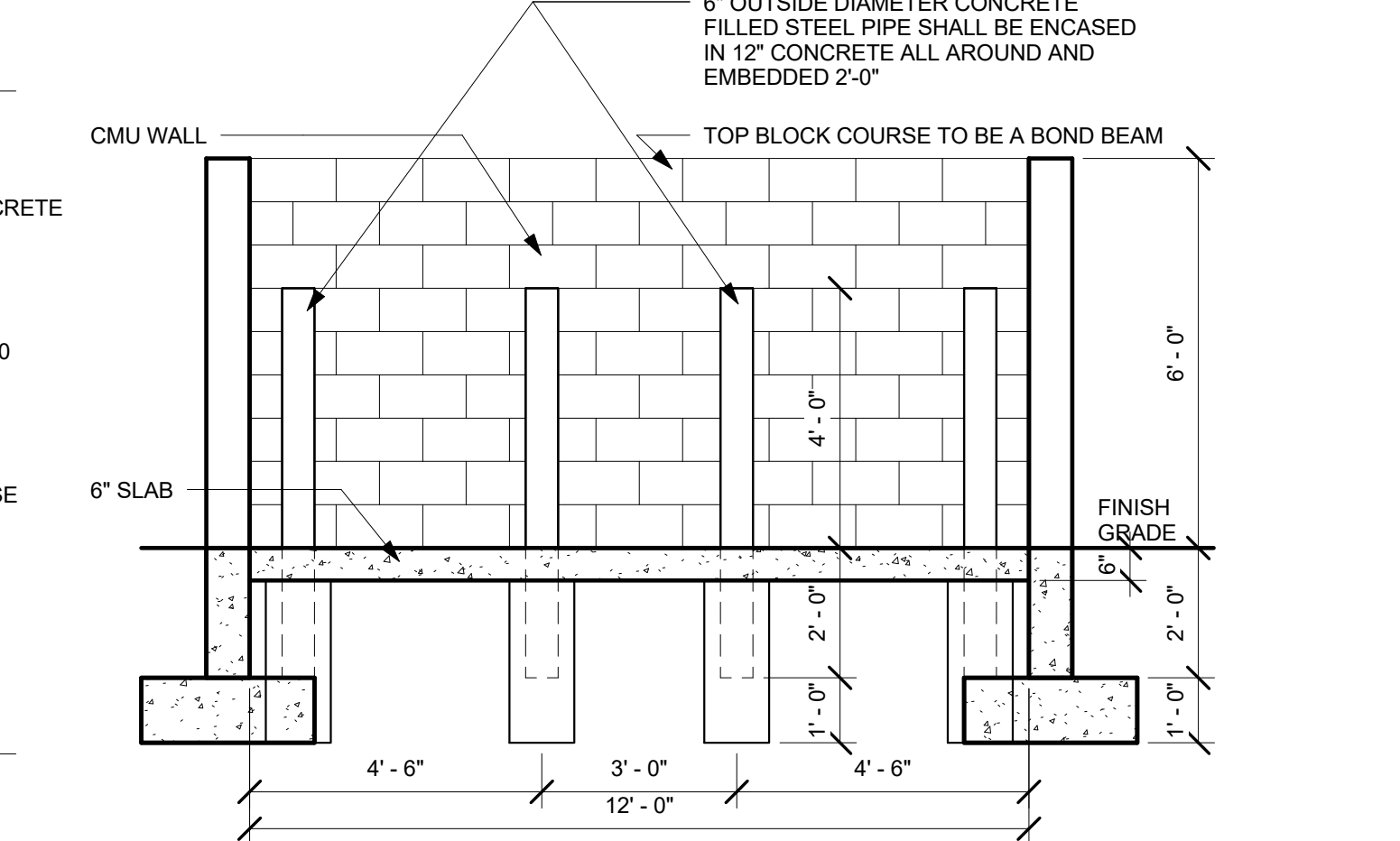
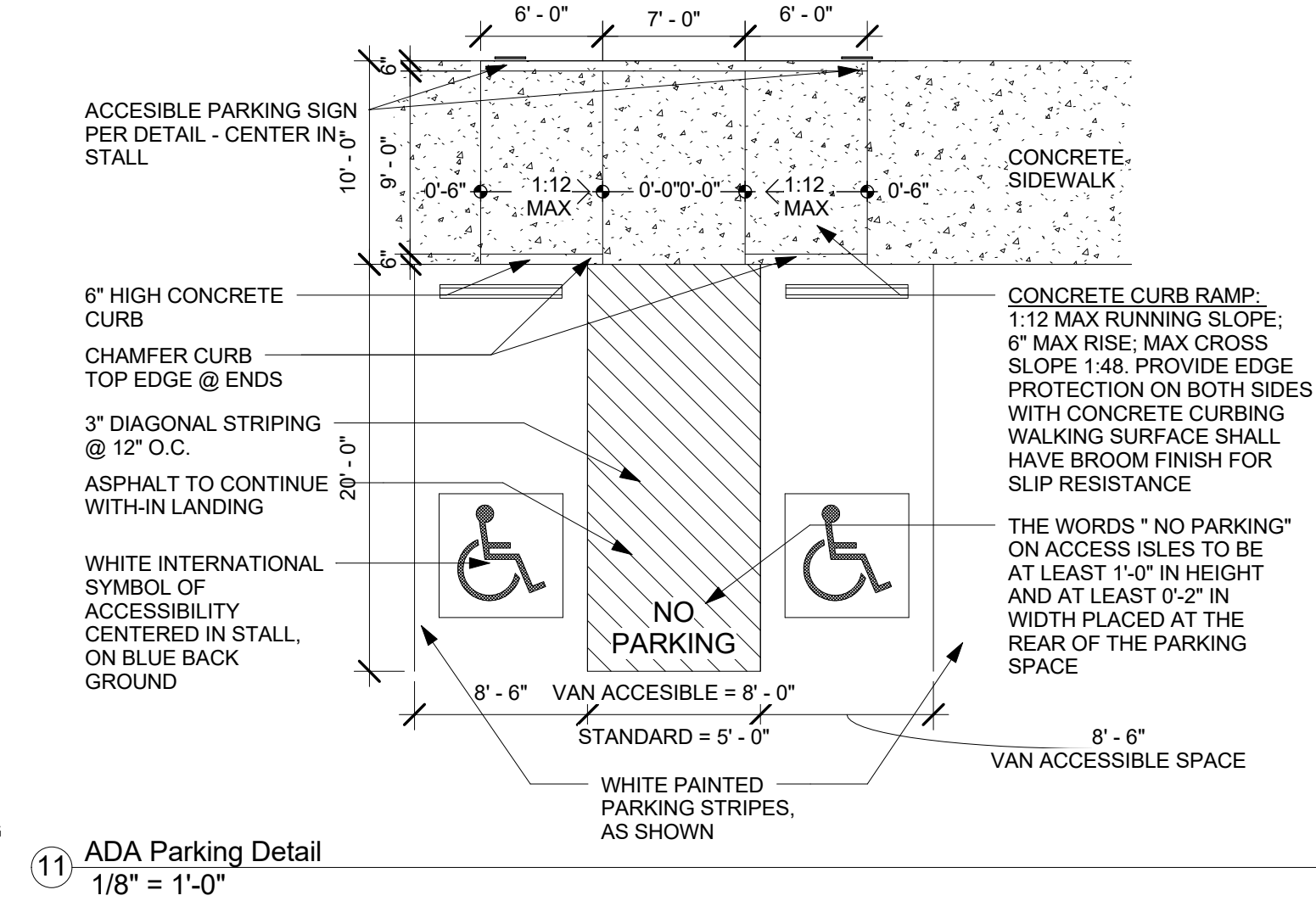
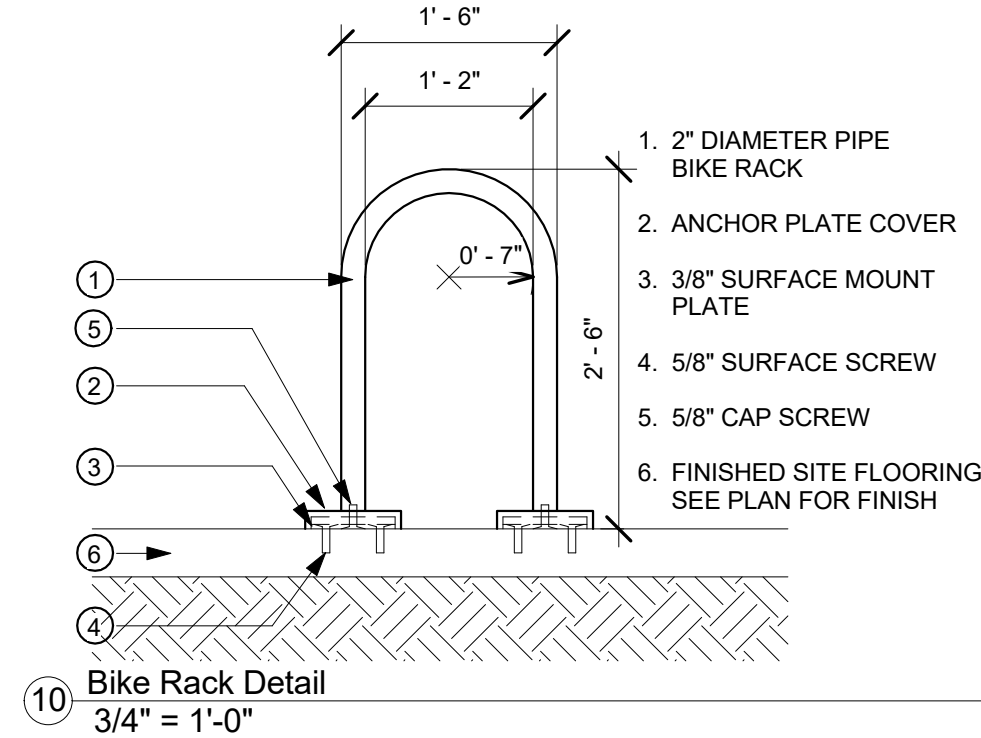
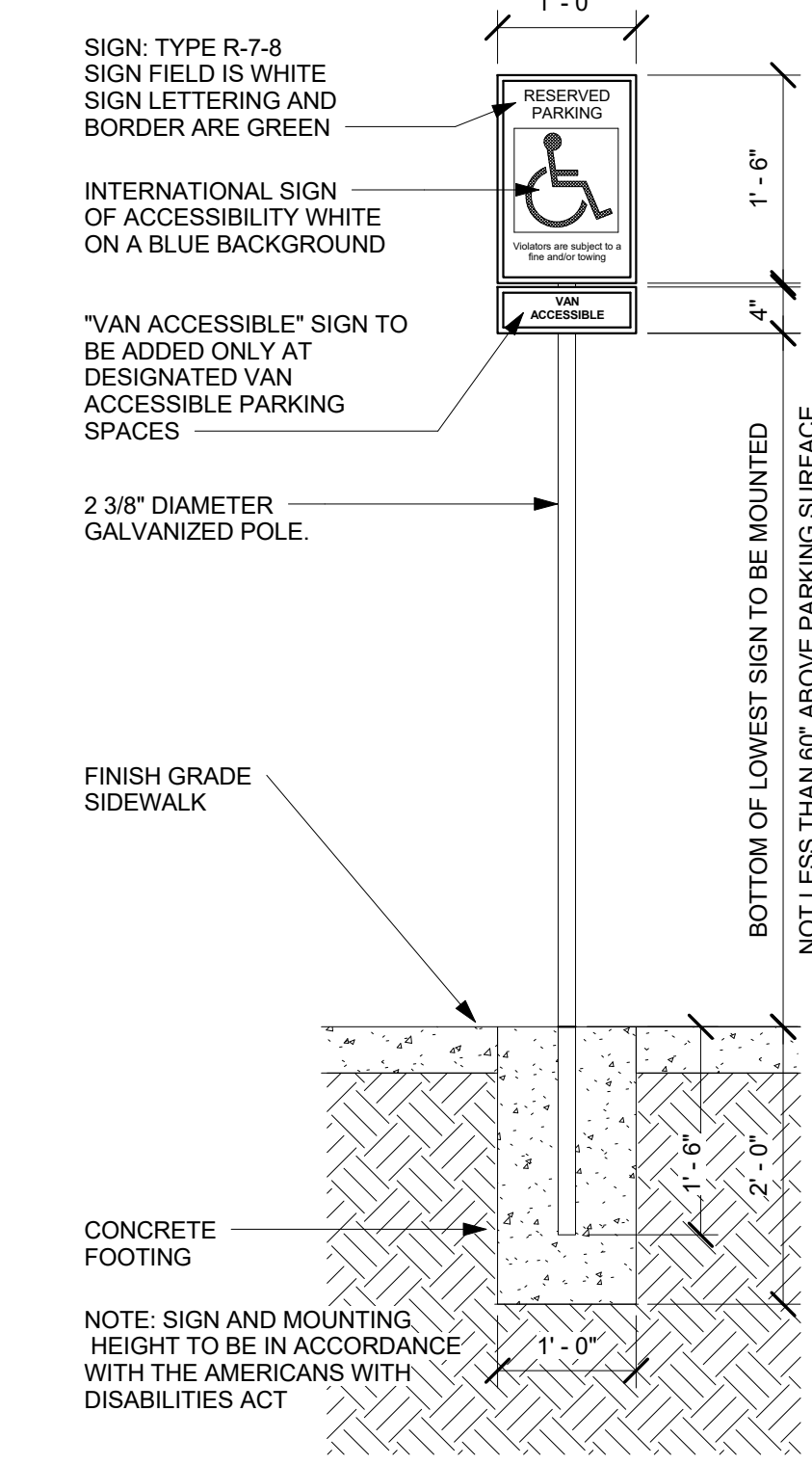
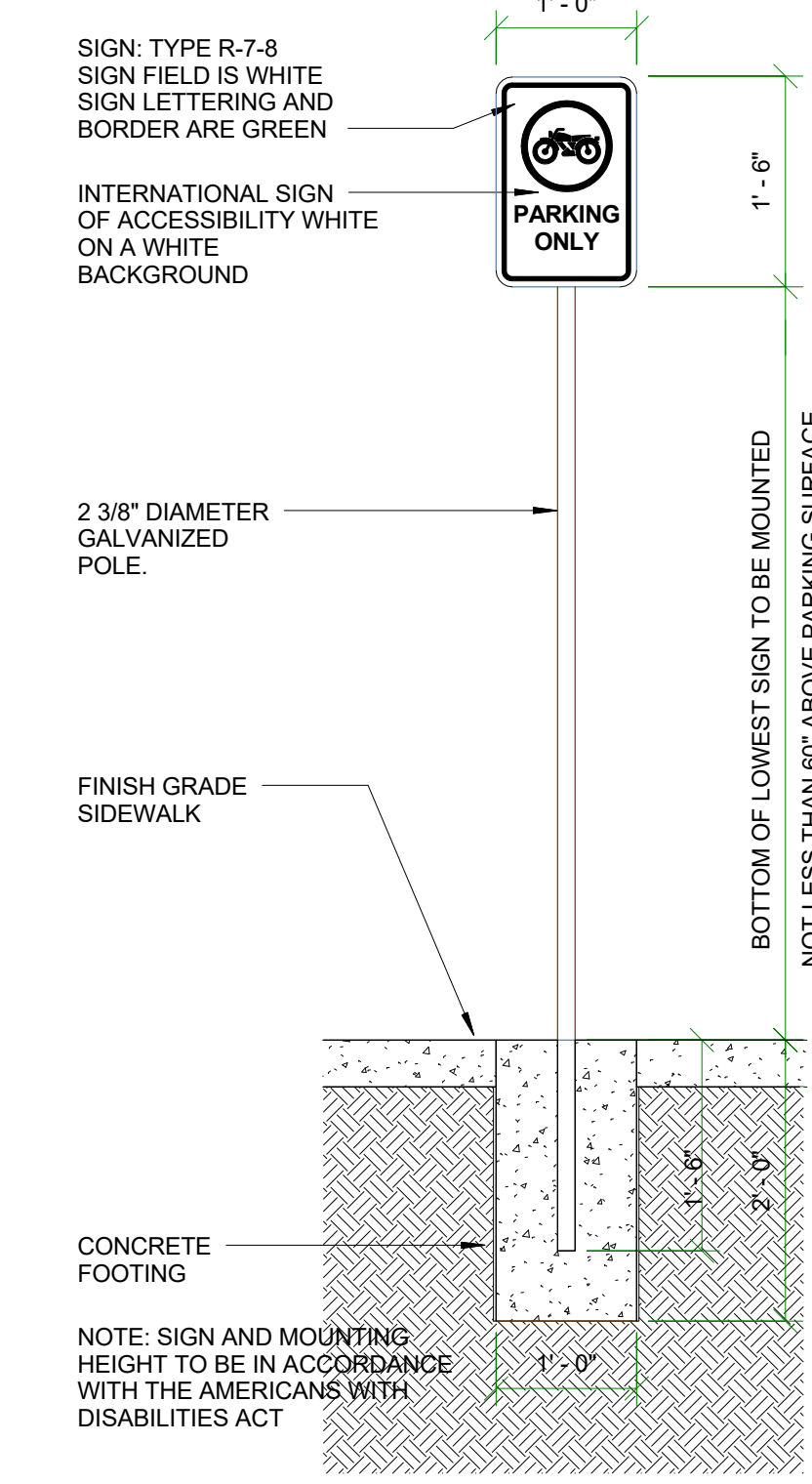
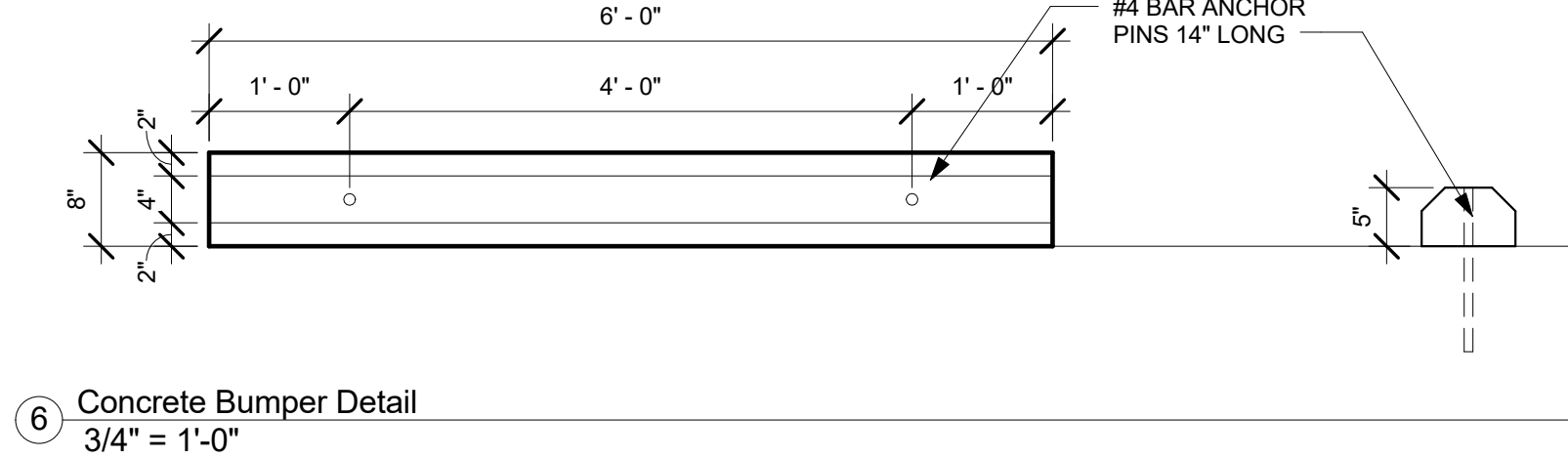
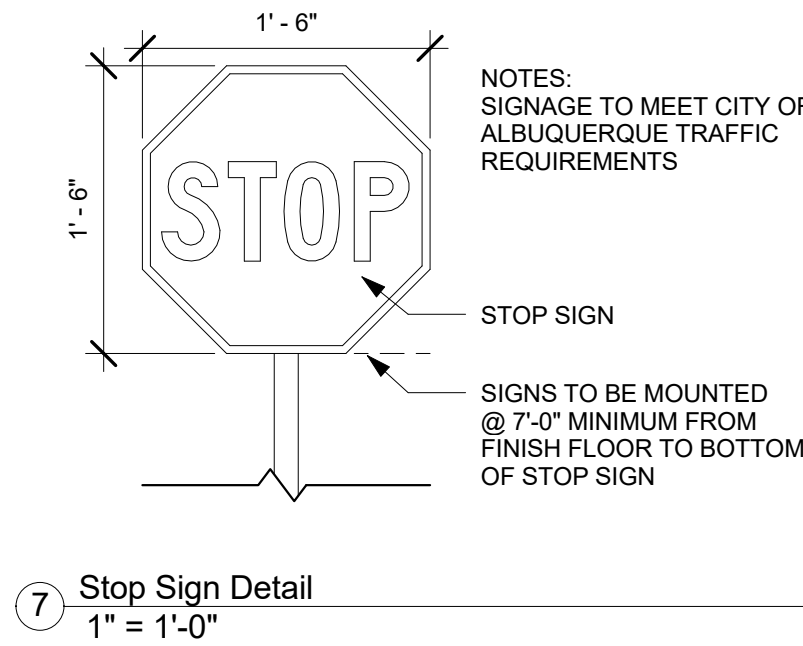
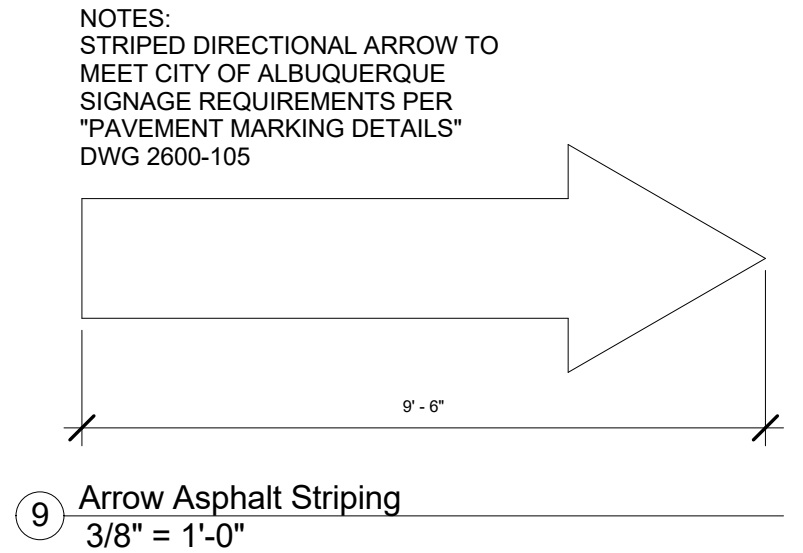
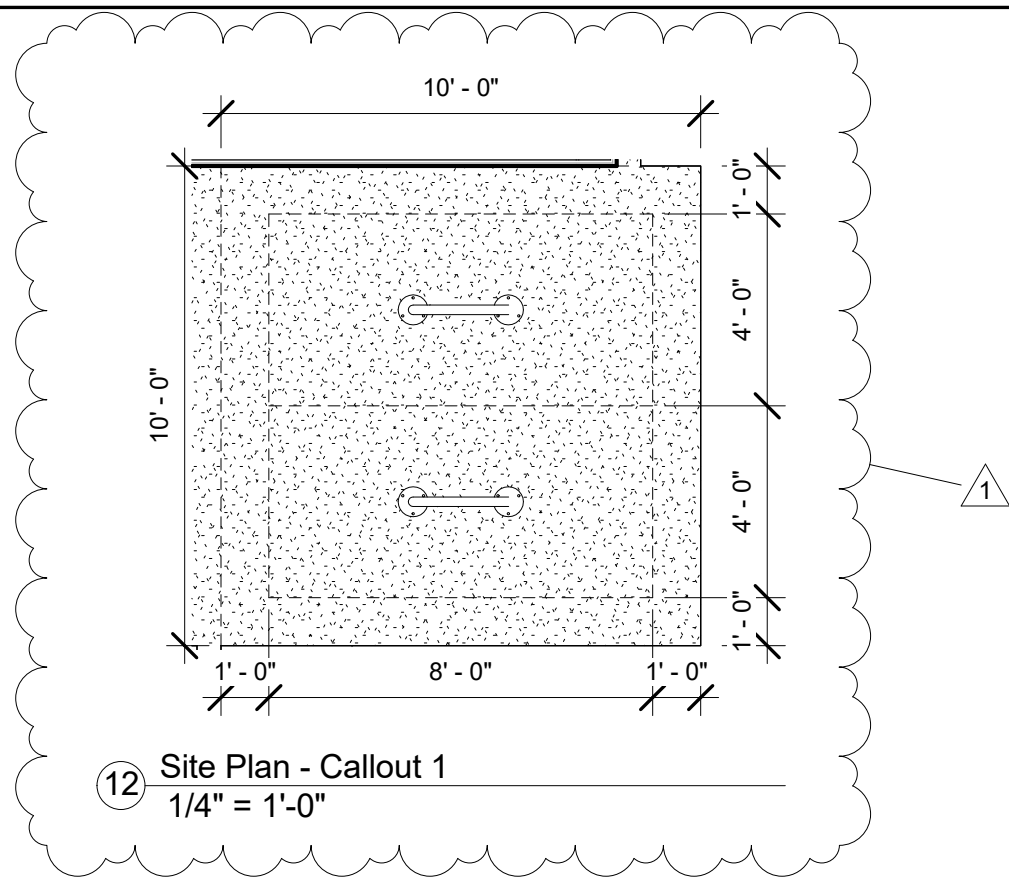
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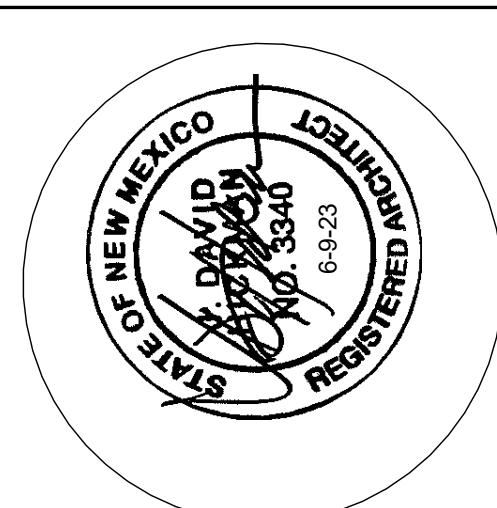
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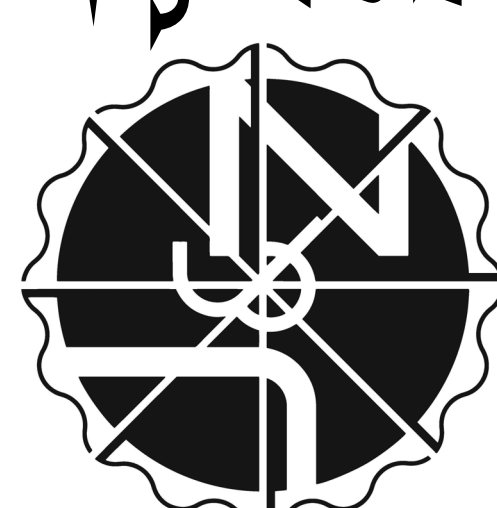
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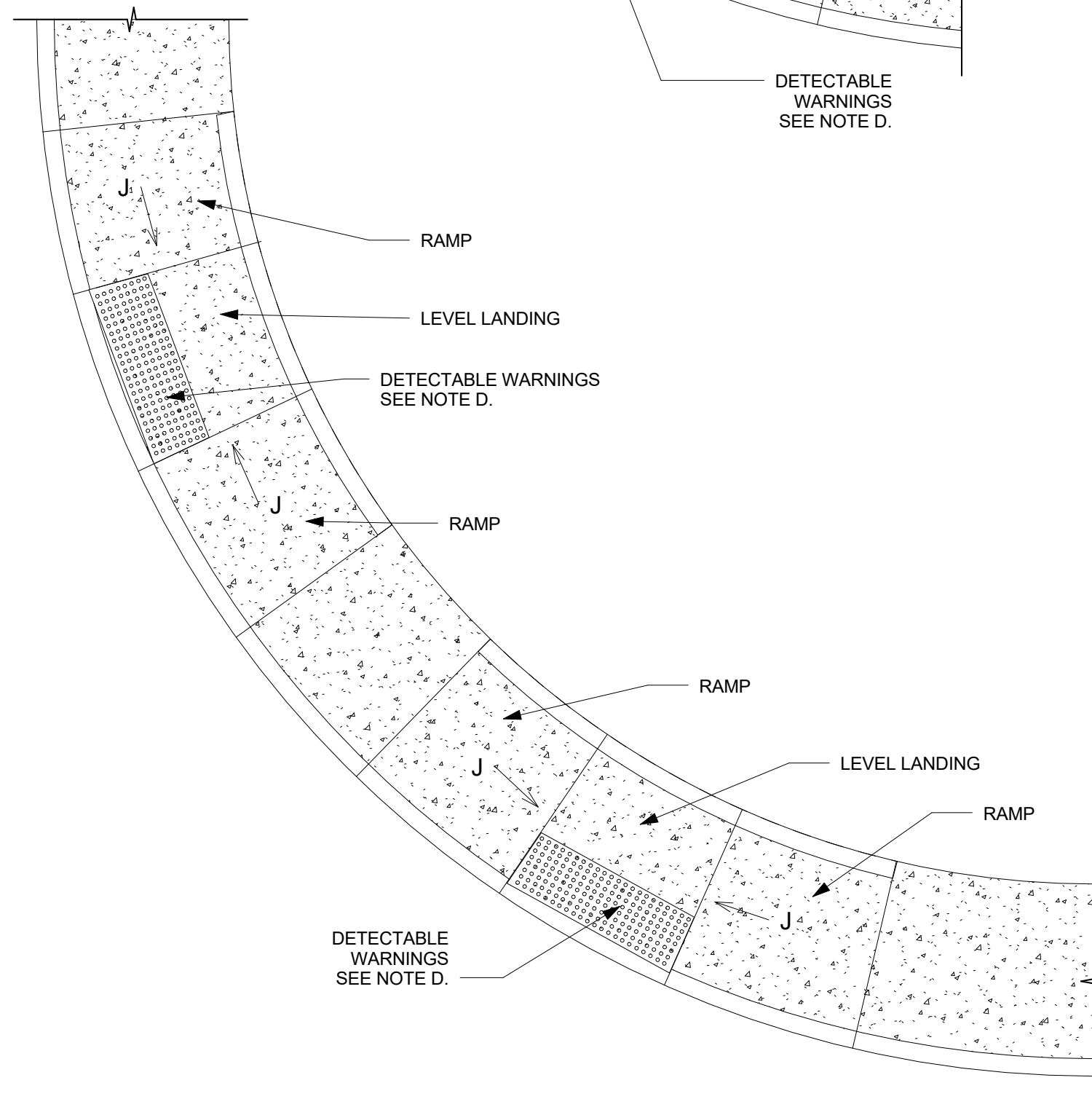
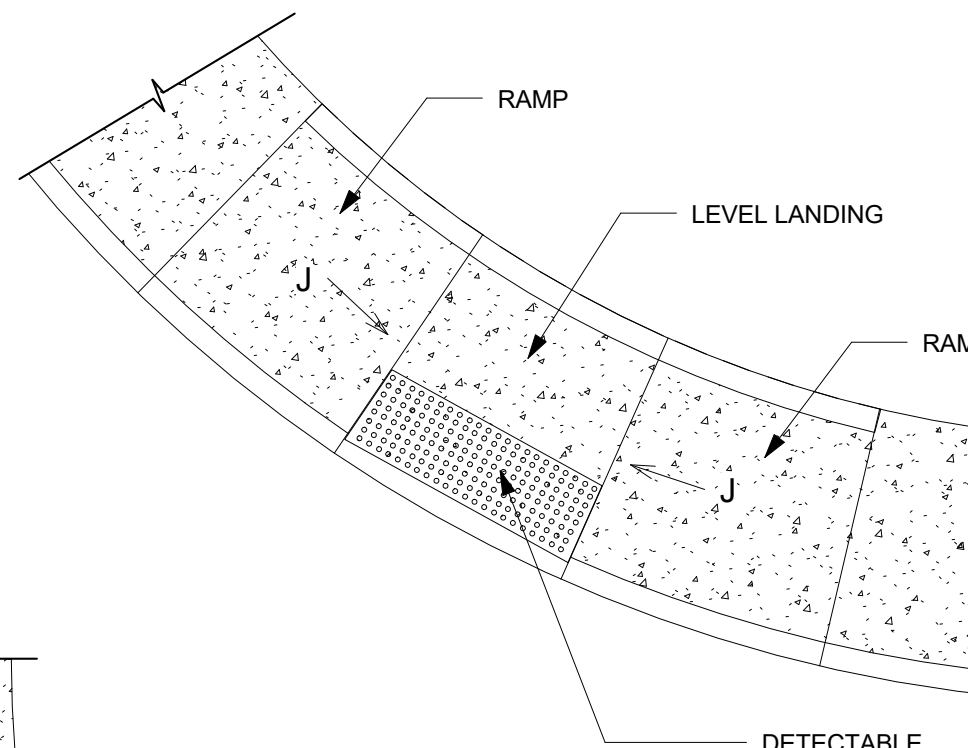
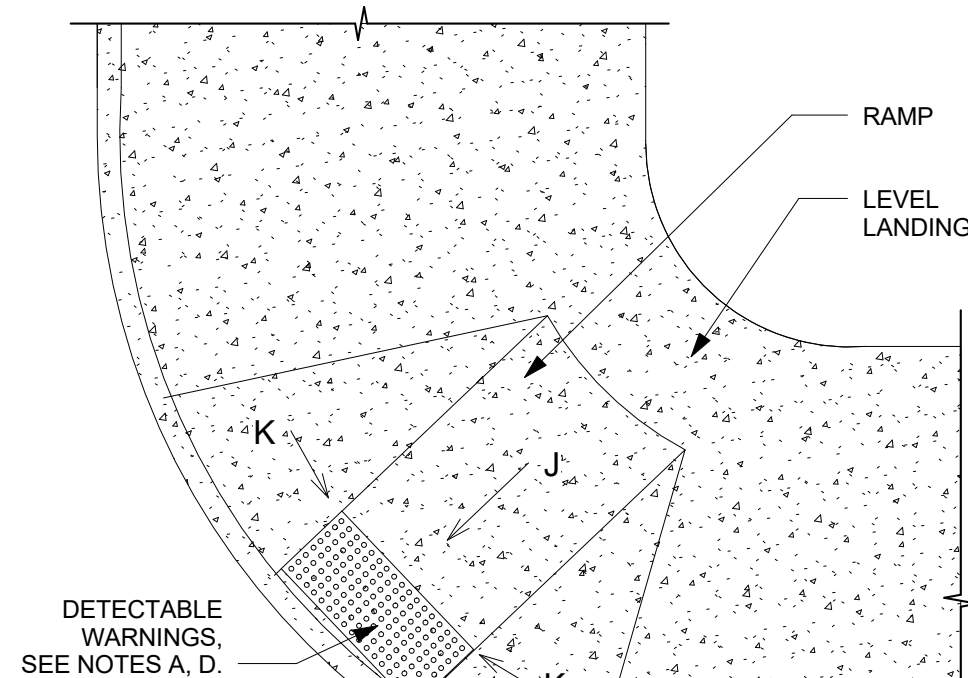
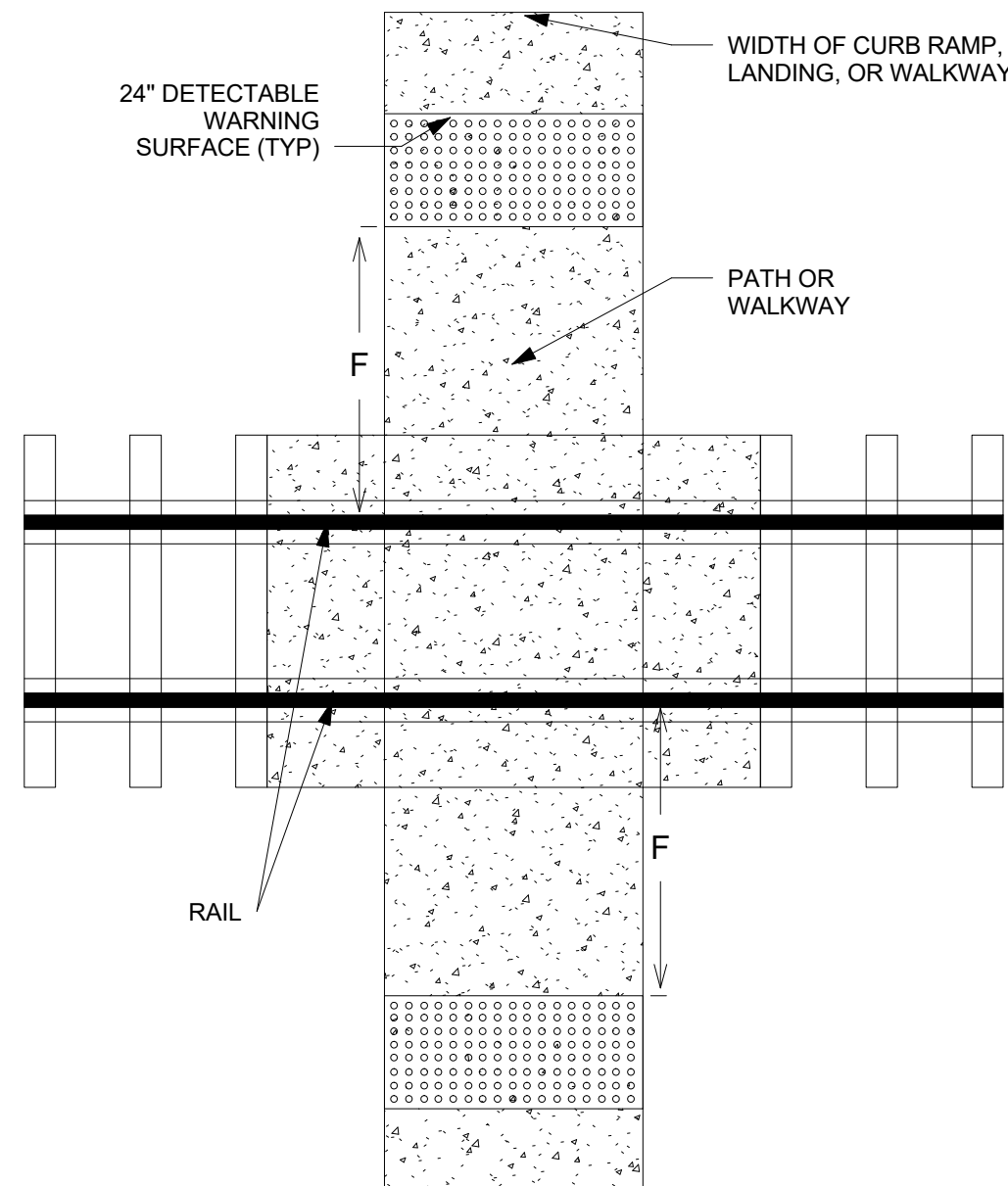
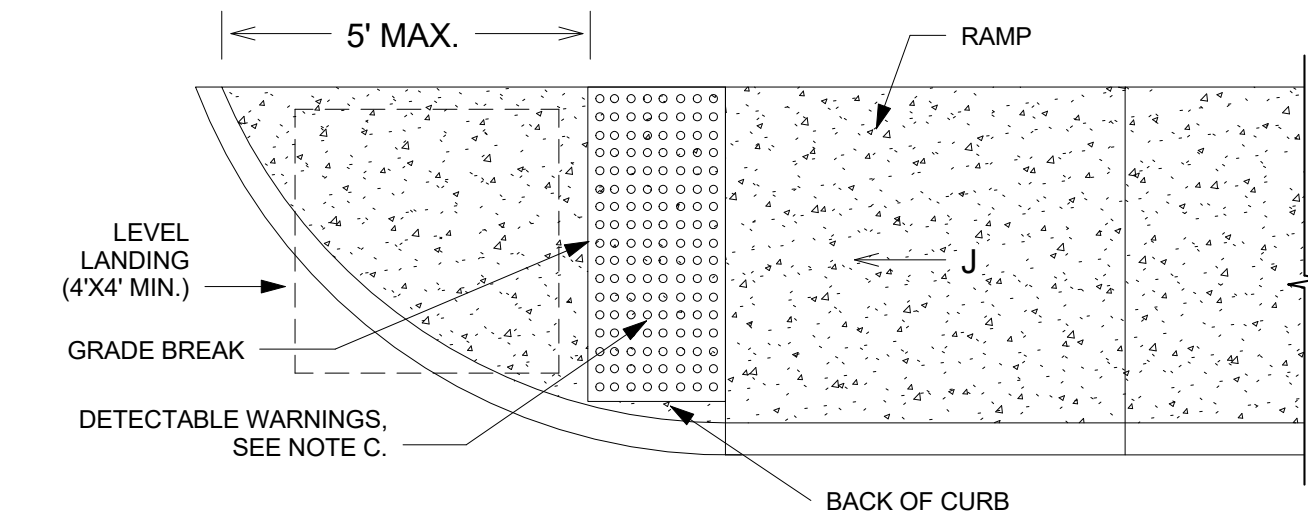
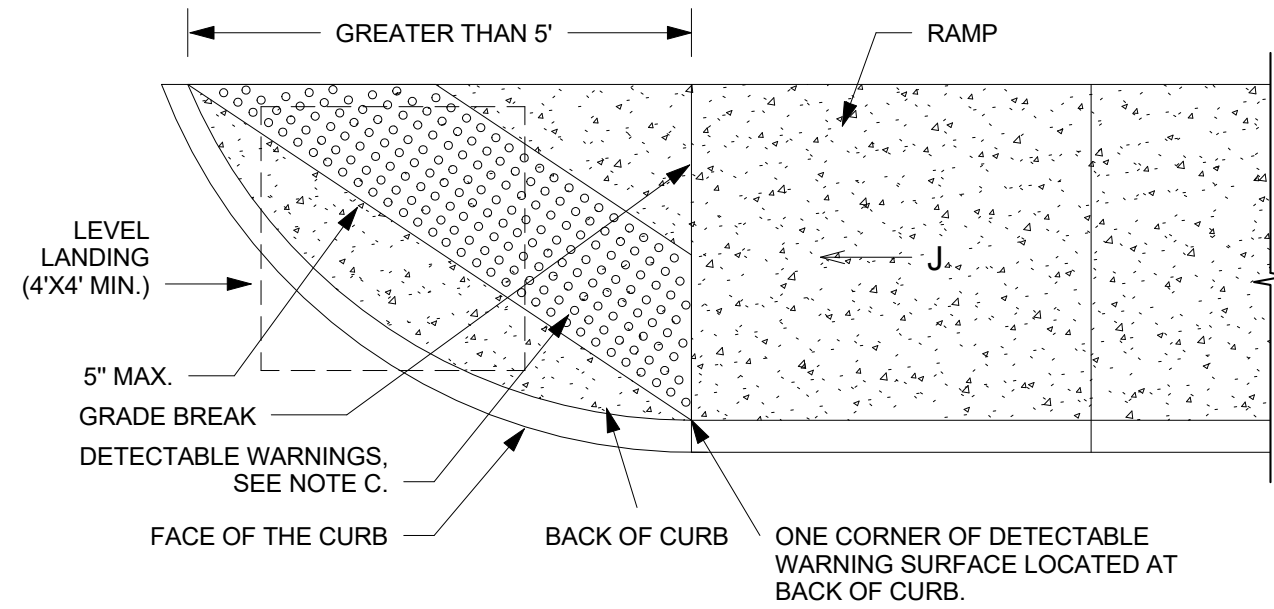
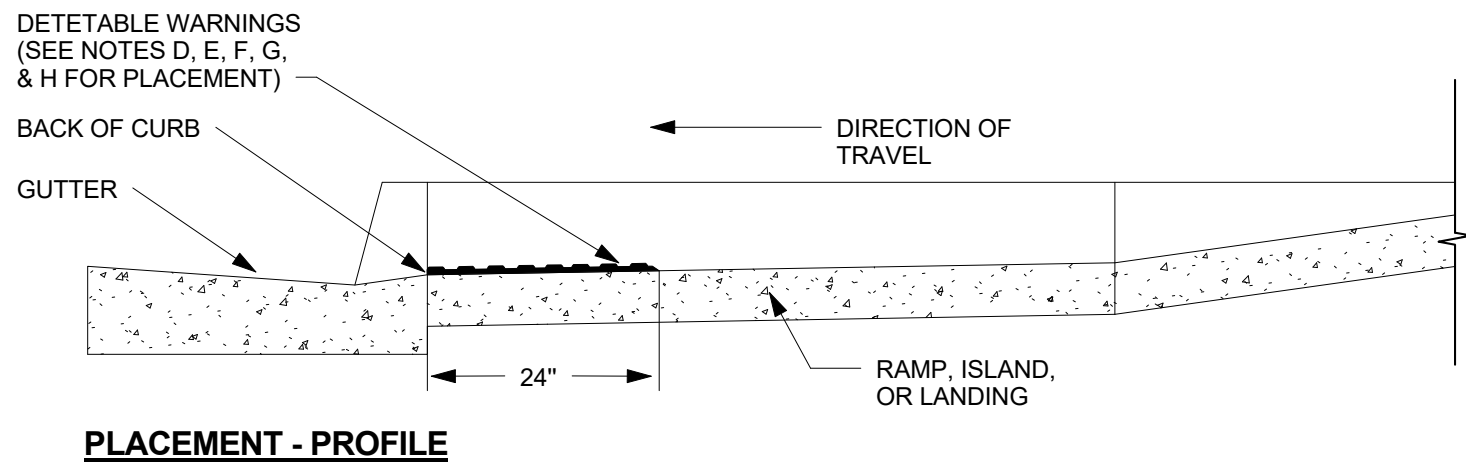
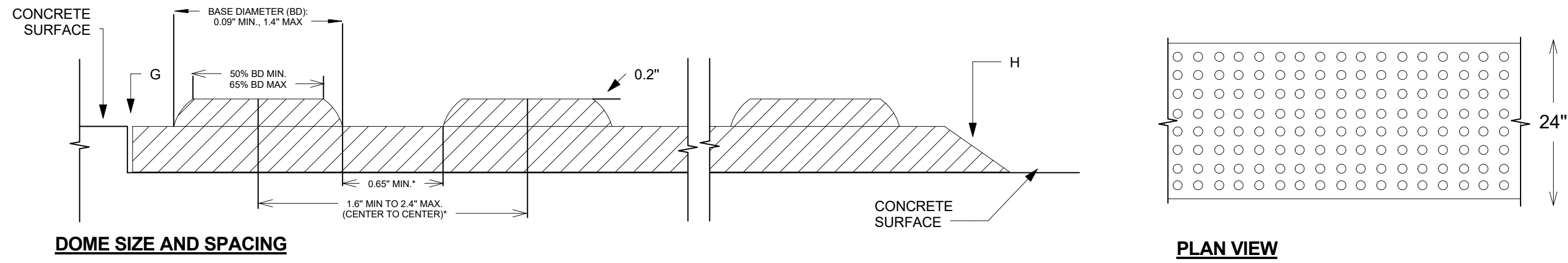
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TCL DETAIL

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PLACEMENT ON PERPENDICULAR CURB RAMP

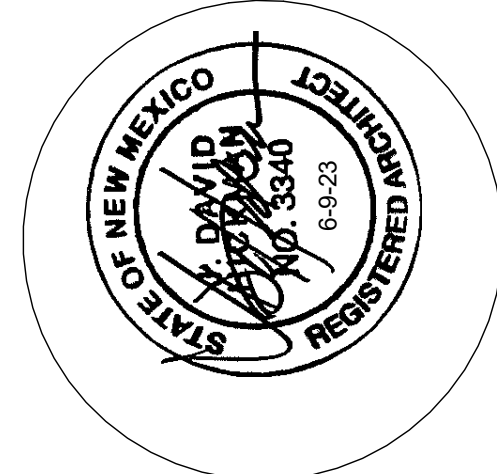
GENERAL NOTES FOR DWG 2446:

1. PROVIDE DETECTABLE WARNINGS ON ANY CURB RAMP OR LANDING WHERE THE ACCESSIBLE ROUTE CROSSES A PUBLIC STREET. DETECTABLE WARNINGS ARE NOT REQUIRED AT DRIVEWAYS UNLESS THE DRIVEWAY IS PROVIDED WITH TRAFFIC CONTROL DEVICES OR IS PERMITTED TO OPERATE LIKE A PUBLIC STREET AS DETERMINED BY THE CITY ENGINEER.
2. SELECT A DETECTABLE WARNING SURFACE THAN CONTRASTS VISUALLY (LIGHT-ON-DARK OR DARK-ON-LIGHT) WITH ADJACENT SURFACES.
3. IN NEW CONSTRUCTION, INSTALL CAST-IN-PLACE REPLACEABLE DETECTABLE WARNING PLATES, PANELS, TILES, OR PAVERS. IN RETROFITS, INSTALL SURFACE-APPLIED DETECTABLE WARNING PANELS SHALL BE MECHANICALLY ANCHORED.

CONSTRUCTION NOTES:

- A. INSTALL DETECTABLE WARNING SURFACE SO THAT IT EXTENDS 24" IN THE DIRECTION OF TRAVEL FOR THE FULL WIDTH (NOT INCLUDING SIDE FLARES) OF THE RAMP OR LANDING.
- B. PLACE DETACTABLE WARNINGS SO THAT THE ROWS OF TRUNCATED DOMES ARE ALIGNED PERPENDICULAR TO THE GRADE BREAK BETWEEN THE RAMP OR LANDING AND THE ROADWAY
- C. ON PARALLEL CURB RAMPS, PLACE DETECTABLE WARNINGS ON THE RAMP SURFACE AT THE GRADE BREAK IF GRADE BREAK IS WITHING 5' FROM BACK OF CURB. IF THE GRADE BREAK IS GREATER THAN 5' FROM BACK OF CURB, PLACE DETACTABLE WARNINGS AT A DIAGONAL USING A MAXIMUM DISTANCE OF 5' FROM FACE OF CURB.
- D. ON PERPENDICULAR CURB RAMPS, PLACE DETECTABLE WARNINGS AT THE BACK OF CURB,
- E. ON CUT-THROUGH ISLANDS, PLACE DETECTABLE WARNINGS IN LINE WITH THE BACK OF CURB IF DETECTABLE WIRNINGS SUREFACES ON THE ENTRANCE AND EXIT SIDES OF THE ISLAND CAN BE SEPARATED BY 2' MIN. OF WALKWAY. IF NECESSARY TO ACHIEVE 2' MIN. SEPERATION, PLACE DETECTABLE WARNINGS IN LINE WITH THE FACE OF CURB. IF THE ISLAND HAS NO CURB, PLACE DETECTABLE WARNINGS AT THE EDGE OF ROADWAY. SEE COA STD DWG. 2448.
- F. PLACE DETECTABLE WARNINGS AT RAIL CROSSINGS SO THAT THE EDGE NEAREST THE RAIL IS 6' TO 15' FROM THE CENTERLINE OF THE NEAREST RAIL ALIGH ROWS OF TRUNCATED DOMES PARALLEL TO THE DIRECTION OF TRAVEL.
- G. RECESS OR CAST-IN DETECTABLE WARNINGS SO THAT THE SURFACE TO WHICH THE TRUNCATED DOMES ARE ATTACHED IS FLUSH WITH ADJACENT CONCRETE.
- H. IN RETROFITS, DETECTABLE WARNING MAT MAY BE MECHANICALLY ANCHORED TO THE SURFACE OF THE CONCRETE IF THE MAT EDGE IS BEVELED WITH A MAXIMUM SLOPE OF 2H: 1V.
- J. 8.3% MAX SLOPE, 7% PREFERRED SLOPE.

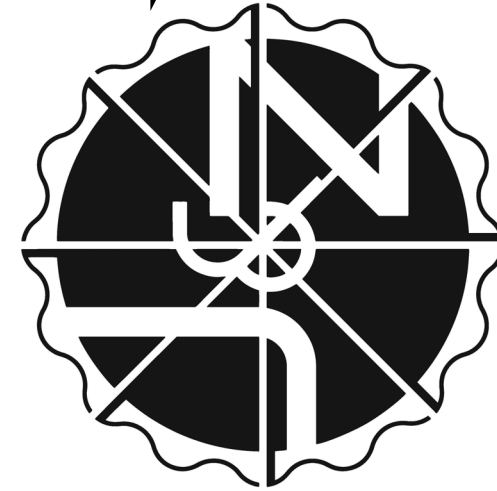
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