



April 29, 2022

Nilo Salgado Fernández  
Senior Traffic Engineer  
City of Albuquerque Planning Department

RE: Little Stars Daycare – 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. Coordination with NMDOT is required for any type of Development fronting their ROW/roadway (Coors). *Per District 3 Administrator, Jenay Gallegos, (505-362-3632 [Jessica.Griffin@state.nm.us](mailto:Jessica.Griffin@state.nm.us)), coordination with the NMDOT is not necessarily due to site access is not changing.*
2. *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. *Parking calculations were corrected to include motorcycle and bicycle parking spaces.*
3. Hanover existing Public Sidewalk: It appears, from you design, a partial width of sidewalk is located outside of public ROW. This will require a Sidewalk Easement. *Property line was modified and corrected to be outside of the ROW.*
4. Keyed Note 1: The existing land and ramp will need to comply with the most current updated ADA accessibility requirements. Please verify this is the cause. *A concrete ramp that meets ADA requirements was designed and added to the drawings.*
5. Keyed Note 3: Reference sheet for location of detail. You just have XXXx for sheet number. *The placeholder of xxxx was corrected throughout the attached TCL and provided the proper detail reference.*
6. Keyed Note 11:
  - Drive pad will need to be current updated ADA accessible and it appears that this existing drive pad condition is not. Please provide a more current design. *The existing drive pad off Hanover does appear to be accessible. It has a flat 5' surface throughout the length and beyond the drive pad.*
  - Your note is confusing since the drive pad is located on Hanover but the note specifies Coors. Please clear up this note. *There is an existing drive pad off of Coors that is blocked and not accessible. I was just calling it out as an existing condition.*
7. All existing public sidewalk: Provide existing widths. *The drawing was corrected to include*



- dimensions of existing sidewalks.
8. Private sidewalk dimensions: Some dimensions are not shown on layout. Please provide dimensions. **Dimensions were provided of new sidewalks in drawings.**
  9. Detail 3: **Please see added notes of running slope and cross slopes on parking pad as well as landings.**
    - Where is your 50:1 max landing. Please label on detail.
    - Shown is 12:1 max but on TCL layout it needs to be shown.
  10. Keyed Notes: All references need to be provided or take out the XXX and call out this sheet. **The placeholder of xxxx was corrected throughout the attached TCL and provided the proper detail reference.**
  11. Please identify all existing buildings, doors, structures, sidewalks, curbs, drive pads, wall and anything that influences the parking and circulation on the site. **Existing buildings, doors, and anything that influences the parking circulation on the site has been identified.**
  12. Identify the right of way width, medians, curb cuts, and street widths Coors and Hanover. **The widths of streets, medians have been labeled and identified.**
  13. Maximum access width for arterial, collector, and local streets are as follows:
  14. Provide existing drive pad width (Not shown). **Drawings were corrected to include drive pad widths.**
  15. Please list the width and length for all existing and proposed parking spaces. Some dimensions are not shown. **Typical dimensions were added to a few parking stalls to meet requirement.**
  16. The minimum parking stall dimensions are: **Typical dimensions were added to a few parking stalls to meet requirement.**
  17. Motorcycle parking spaces shall be designated by its own conspicuously posted upright sign, either free-standing or wall mounted per the zoning code. Label pavement MC. **The motorcycle parking will be identified with sign as shown on details. There is not a way to label "pavement" as owner does not intend to pave the entire parking.**
  18. All bicycle racks shall be designed according to the following guidelines: **Please see attached bike rack details.**
  19. Bicycle racks shall be sturdy and anchored to a concrete pad. **Please see attached bike rack details.**
  20. A 1-foot clear zone around the bicycle parking stall shall be provided. **Please see attached bike rack details.**
  21. Bicycle parking spaces shall be at least 6 feet long and 2 feet wide. **Please see attached bike rack details.**
  22. A 5 ft. keyway is required for dead-end parking aisles. **A 5' keyway has been labeled and dimensioned on plan.**
  23. Per the DPM, a 6 ft. wide ADA accessible pedestrian pathway is required from the public sidewalk to the building entrances. Please clearly show this pathway and provide details. **Please see noted dimension at new sidewalk. Also, see new ADA ramp leading to building**



- entry.
24. 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. **Please see noted dimension at new sidewalk. Also, see new ADA ramp leading to building entry.**
  25. Fire Department: An approval Fire 1 plan needs to be provided. Since the addition of more parking stalls has compromised the turnaround for FD trucks. **Per the Fire Marshalls office, a FIRE 1 is not required. Please see attached email chain.**
  26. Drive Aisle and Parking Area: A hard driving surface will be required as part of this proposed project for parking area and drive aisles. Provide concrete design for ADA parking stalls and access aisle. A concrete ADA parking pad will be provided. See attached detail. **A solid surface to support 75,000 lbs per section 7-4(J)(4)(5) of DPM will be provided.**
  27. Please provide a sight distance exhibit. **Please see added sight triangle.**
  28. Show the clear sight triangle and add the following note to the plan: "Landscaping and signage will not interfere with clear sight requirements. Therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in the clear sight triangle. **Please see added sight triangle and added note.**
  29. Shared Site access (IF APPLICABLE): driveways that straddle property lines, or are entirely on one property but are to be used by another property, shall have an access easement. Please include a copy of your shared access agreement with the adjacent property owner. **Does not apply.**
  30. 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). **See note 3 on "general notes".**
  31. Please provide a letter of response for all comments given.
  32. 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). Also, need to coordinate with NMDOT. **Please see attached letter from Matt Grush stating a traffic impact study is not necessary.**



Please see the attached and corrected TCL plan. Please feel free to email me at [edgar@jeebsandzuzu.com](mailto: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