



January 30, 2014

Matt A. Moore, P.E.
ClayMoore Engineering
1105 Cheek Sparger Rd.
Colleyville, TX 76034

**Re: McDonald's Old Town MRP, 2305 Central Ave,
Traffic Circulation Layout
Engineer's Stamp dated 1/27/14 (J13-D053)**

Dear Mr. Moore,

Based upon the information provided in your submittal received 1/28/14, the above referenced plan cannot be approved for Building Permit until the following comments are addressed:

1. Please refer to all applicable city standards.
2. Relationship between site plan keyed note 13 and sheet C-11 detail needs correction, incorrectly references "COT" and "Oklahoma".
3. Per the *DPM*, a 6 ft. wide *ADA* accessible pedestrian pathway is required from the handicap parking stalls to the building entrances. Please clearly show this pathway and provide details. Please include the clear path with the door swing and ramps incorporated.
4. Show a detail of the wheelchair ramps located at the proposed driveway, or refer to the appropriate city standard. Key note 1 references sheet C-11 for ramp detail however this detail is not applicable for the proposed curb return with uni-directional ramps at the entrance from Central.
5. It appears adjacent eastern lot has a driveway cut within 2-3 feet of the eastern property line. Show how proposed infrastructure is tied to the existing. The *ADA* ramp associated with proposed curb return requires an 8 ft run (8" curb height, 12:1 slope) and a landing, minimum 5 ft run at 50:1 slope. If the proposed infrastructure crosses the property line, a letter of acceptance from the adjacent property owner is required to modify their section of COA ROW; otherwise proposed layout must be contained within the property limits and frontage.
6. The proposed infrastructure changes include modifications to the northern parking lot that cross the property line into property identified in submitted Easement Agreement, Lot 5-A-2. Please provide documentation from the owner conveying construction modifications are permissible.
7. The western drive access on Central warrants pavement striping due to its width and median access. Refer to *DPM* Chapter 23, Section 6, Part B.10. If the land owner of Lot 5-A-2 will allow construction modifications to their parking lot for the benefit of McDonald's, then providing appropriate

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directional striping would also seem appropriate, acceptable and a reasonable installation.

8. The western drive access on Central does not appear to be ADA compliant. Please provide ADA compliant sidewalk ramps and crossing. Provide details.
9. Some of the listed radii for proposed curves do not meet DPM standards. Per the DPM, the minimum end island radius is 15 feet, and 25 feet minimum on inside edge of drive aisles. The inside radius on the drive-thru lane can be reduce to 15 foot radius with an increase lane width to 14 ft. The Traffic Access Plan submitted to demonstrate a passenger vehicle can maneuver through the proposed 12 ft wide drive-thru lane with a 20.5 ft inside radius is not a strong enough argument to vary from the DPM. This is a new site with no existing obstructions that would warrant variance consideration (see the *DPM*, Chapter 23, Section 6, Part B.7.E).
10. The proposed motorcycle parking spaces do not meet DPM requirement of 4 ft wide by 8 ft long. Please modify.

If you have any questions, you can contact me at 924-3924.

Sincerely,

PO Box 1293

Cynthia K Beck
Associate Engineer, Planning Dept.
Development and Review Services
C: File

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