

CITY OF ALBUQUERQUE

Planning Department
Alan Varela, Director



Mayor Timothy M. Keller

February 6, 2023

Miguel Trujillo, RA
MTA Architect
918 Highway 304
Veguita, NM 87062

Re: Retail Spaces
8737 Central Ave. NW
Traffic Circulation Layout
Architect's Stamp 06-22-23, Revised 9-29-23 (K09\D053)

Dear Mr. Trujillo,

Based upon the information provided in your submittal received 12-22-23, the above referenced plan cannot be approved for Building Permit until the following comments are addressed:

1. Thank you for coming into the office the other day for the meeting. After finding out about the City/Water Authority project, Marwa and I visited the site. Most beneficial to note:
 - a. Fire hydrant in current proposed driveway location.
 - b. Drainage catch basin in landscape buffer area west of fire hydrant.
 - c. Edge of pavement (EOP) to fence (assumed property line) 10 feet on west end and 9 feet on east end of property.
 - d. Westbound lane width of Frontage Road is 13' and asphalt is 14'.
2. I am leaving some comments from Marwa's letter and will be adding new ones/changing previous ones based upon your response to comments dated January 3rd, 2024.
3. I spoke to my Supervisor, Ernest Armijo, concerning construction of the sidewalk and curb and gutter fronting the property with the catch basin along the road side and showed him the City Construction plans. He told me that to not build the sidewalk and/or the curb and gutter a DPM Variance request through the Development Hearing Officer (DHO) is required. Contact a Navigator at 505-764-8938 or 505-924-3358 for the application and hearing schedule.
4. The entrance should not have a Fire Hydrant in the middle of it. It is not clear at this time, which will be moved, the fire hydrant or the entrance.
5. The building in its current location crosses a lot line. Buildings are not allowed to cross lot lines and Code Enforcement will not permit the building this way. The two lots should be combined into one. The Sketch Plat submittal, 5-19-21, was to combine 2 lots and vacate the alley. Comments were provided.
6. It appears the drive aisle is only 20 feet wide. The minimum for two-way traffic is 22 feet.
7. A vicinity map will be added to the plan.

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8. List the number of parking spaces required by the IDO as well as the proposed number of parking spaces, including bicycle and motorcycle parking. Use the general retail category. I spoke with Code Enforcement and they mentioned that a waiver to reduce the number of parking spots may be submitted. Code Enforcement had the number of parking spaces at 23. The Waiver may reduce this number to 21.
9. Per your comments there are no access or utility easements on the property(s).
10. The site access design will have to wait until after the DHO hearing on the sidewalk/curb and gutter waiver.
11. Parking stall sizes are shown on the plan, however, per the City's DPM, accessible spaces are to be 8.5' wide and the bike rack should be detailed. The City has a rather long list of requirements for the bike rack, but a bike rack of the inverted "U" design meets the DPM and can park 2 bicycles each. They are also to be on a concrete pad. A detail will help the Contractor be successful. Incorrect installations are observed too often.
12. Van accessible aisles appears to be 5' wide on the plan. It is drawn to 8', but note calls out 5'.
13. The ADA signage, pavement markings, motorcycle signage and bicycle parking are to be designed by the Architect or Engineer and not left up to the Contractor to decide.
14. 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.
15. 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)
16. Motorcycle parking spaces shall be designated by its own conspicuously posted upright sign, either free-standing or wall mounted per the zoning code.
17. A 5' keyway is required at the north end of the parking lot.
18. The ADA accessible pedestrian pathway from the sidewalk/street to the site can be developed after the DHO hearing as mentioned above.
19. Per our discussion, you mentioned the possibility of a roll-away dumpster. Due to earlier possible site redesign, the dumpster enclosure may work out better.
20. Forward the Solid Waste and Fire Dept. approvals.
21. The mini clear site triangle should be shown on the TCL rather than on the C-1 plan as it is Traffic issue. In addition, 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.
22. Additional comments are presented below.

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23. The delivery truck must have a dedicated back-up location. This could be coordinated with the Solid Waste truck movement.
24. Keyed Note 4. Something permanent like curb should be built.
25. Revise Keyed Note 6 as discussed previously.
26. Revise Keyed Note 2 as the large truck should be backing-up across a sidewalk.
27. For Keyed note 8. I recommend not using asphalt for the swale as concentrated flows will degrade the asphalt in approximately 5 years. In addition, the approved grading and drainage plan shows a curb along the west edge of the swale with openings for drainage. Hence, the swale is dirt/landscaping.
28. Remove Keyed Note 9. This is not a good place for a parking space as it is hard to drive into due to the corner of the building and there is no keyway for this vehicle to back into.
29. Keyed Note 10. The dimension/size of a parking stall is dictated by the striping. So if the striping is 18' long so is the parking space. 18 feet long is the minimum length. Specifying an 18' long parking space may also help you obtain the required 22' minimum drive aisle width.
30. Remove the improvement shown in the alley. The alley is City property and they are used for access, not for storage.
31. To summarize: it appears you should wait to resubmit the plan after the platting action, vacation action parking reduction hearing and sidewalk waiver items are resolved.

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If you have any questions or would like to discuss any of the comments above, please contact me at (505) 924-3986 or send an email.

Once corrections are complete, email the plan directly to me.

Sincerely,

Curtis A Cherne

Curtis Cherne, PE
Senior Engineer, Planning Dept.
Development Review Services