

RESPONSE TO
City of Albuquerque
Plan Check Division

January 3, 2024- Revised on January 9, 2024 * Revised line items

Response For: Permit No. BP-2023-02312 8737 West Central Ave.

Attention: Marwa Al-najjar, associate engineer

For letter of comments dated Dec. 26, 2023

Received on Dec. 29, 2023

Item No. 1 – A vicinity map is herein provided *

Item No. 2 – The number of parking spaces has been discussed over and over again with various reviewer, mostly with Mrs. Trujillo and it was agreed that we were providing as many spaces as the site permitted. All that documentation is on the latest plan dated September 29, 2023. The parking count is based on the use for Light Retail purpose. I refer you to the dated TCL Plan, nothing more can be done. **Not able to provide more spaces.**

It is a known fact that most retail and hospitality business generally function at an approximate 85% occupancy, hardly ever at 100%; therefore, the 25-26 spaces are all that can be provided.

Item No. 3 -- According to the current survey by the surveyor dated November 22, 2023, there are no access or utility easements associated with this property at 8737 West Central there is an unimproved alley on the north end of the property.

Item No. 4 -- The original architect's Site Development Plan a new 6'-0" wide concrete sidewalk was reference as part of the site development, but later the City of Albuquerque. Decided to install [most recently early last fall] new pavement on the Frontage Road and low and behold the placed a conc. swale full width of the property frontage, therefore, there can not be a sidewalk there, you need to research that issue and be up to date.

Item No. 5 -- Site access is as shown on the latest TCL and the revised Site Plan dated on Sept. 29, 2023, although we were not give any drawings or information regarding the swales and the property access paved driveways for entry and exiting to the site are shown within the front limits as shown on all the plans, refer to TCL plan dated Sept. 29, 2023. There are no access design details to our knowledge.

Item No. 6 -- This comment regarding one-way access does not apply here, what is shown on the TCL plan is what can be expected due to the City of Albuquerque's major changes to access from the Frontage Road, we had to accept what they did, including the placement of the fire hydrant, which ended up right in the middle of our proposed entrance driveway with original Site Plan, so we wish for the latest plans to be accepted based on the facts.

Item No. 7 -- Does this comment refer to the circle markup around the F.H. ?, if so Item No. 6 identifies what the city placed at the frontage without notifying the property owner that the F.H. was being placed there and had to be accepted and to work around it.

Item No. 8 – Refer to TCL plan for the dimensioned sizes of all regular parking spaces and the spaces motorcycle area of at 17'-0" x 6'-2" [2- or more can be parked in the space

Item No. 9 -- Again we refer you to the TCL plan which clearly show the 8 ft. wide x 18'-0" access isle between the two assigned ANSI parking spaces as adequate for # of spaces.

Item No 10 -- The request for the signage for the ADA parking spaces has been passed on to the general contractor who will see to its placement before final approval of the site.

Item No. 11 -- Same reference to the contractor for installation of the large ADA symbol.

Item No. 12 -- The motorcycle space is assigned as stated in Item No. 8 above and the contractor is to post the required signage required prior to site approval

Item No. 13 The same reference to the contractor for the symbol "MC" at the space.

Items No. 14 & 15 The general contractor shall be responsible for securing and providing all of the listed sub-items a thru f and placement in a conc. pad. Rack is shown on Plan.

Item No. 16 -- There is ample space around the rack and is placed next to the building or where suited for all around clearances.

Item No. 17 -- Does this refer to the placement of the rack within the 6 foot space ??

Item No. 18 -- The keyway at the south end of the last parking spaces has been altered and the showing of curbing has been removed, since that space is now devoted to access to the last 3- employee parking spaces in the un-improved alley space, the drive space for the spaces is recommended to be compacted gravel. The legend symbol "J" no longer applies and the KN # 4 has been removed as a reference. The keyway is now very clear and open, refer to the revised attached page of that area.

Item No. 19 -- The pedestrian pathway is currently shown as 4'-0" wide. it can be 6'-0" . but what difference does it make, most people will not really use it, they will walk from parking in an direction they wish towards the building. The contractor will be advised to We are herein agreeing that the pedestrian pathway be 6'-0" wide, no details needed,
Item No. 20 -- Has been responded to in Item No. 19 above.

Item No. 21 There are no ramps associated with the pedestrian pathway, the parking space, the full length driveway is all one level up to the 6'-0" wide conc. walkway in front.

Item No. 22 & 23 Both comments have been addressed above with -- [#18]

Items No. 24 & 25 Contractor is waiting for both approval all plans to both reviewers were submitted back in November [C-1 and C-2 and F-1 and F-2]

Item No. 26 -- The clear sight triangle has been addressed on the final C-1 and other plans and it is the best that can be demonstrated, considering the disadvantaged position that the city has placed on the property owner with the placement of the F.H. in the middle. None of the suggested landscaping, mainly trees, interfere with the sight triangle, you should refer yourself to the C-1 for clarity in the matter.

Item No. 27 -- We have no knowledge of the city's std. dwg. No. please advise G.C . Please furnish the contractor that information if really applicable to this project.