

CITY OF ALBUQUERQUE

Planning Department
Alan Varela, Director



Mayor Timothy M. Keller

June 6, 2024

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

Re: Retail Spaces
8737 Central Ave. NW
Traffic Circulation Layout
Architect's Stamp 5-29-24 (K09D053)

Dear Mr. Trujillo,

Based upon the information provided in your submittal received 6-1-24, the above referenced plan cannot be approved for Building Permit until the following comments are addressed:

The following comments were sent in a letter dated 2-6-23 (should have been 2-6-24) and have not been addressed. **Annotations to the previous comments are shown in red.**

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NM 87103

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1. 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.
2. 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. **(If the building did fit in the east lot, you would need an access easement between the two lots. According to the Owner the two lots are to be replatted into one. Proved the new plat once it is recorded).**
3. It appears the drive aisle is only 20 feet wide. The minimum for two-way traffic is 22 feet.
4. A vicinity map will be added to the plan.
5. 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. **Required parking not shown on plan. Provide approved parking waiver.**
6. The site access design will have to wait until after the DHO hearing on the sidewalk/curb and gutter waiver.
7. 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

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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.

8. Van accessible aisles appears to be 5' wide on the plan. It is drawn to 8', but note calls out 5'.
9. 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. **There are no Keynotes for signage.**
10. 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.
11. 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)
12. Motorcycle parking spaces shall be designated by its own conspicuously posted upright sign, either free-standing or wall mounted per the zoning code.
13. A 5' keyway is required at the north end of the parking lot.
14. The ADA accessible pedestrian pathway from the sidewalk/street to the site can be developed after the DHO hearing as mentioned above.
15. Forward the Solid Waste and Fire Dept. approvals.
16. 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. **Sight triangle shown is not per the DPM.**"
17. The delivery truck must have a dedicated back-up location. This could be coordinated with the Solid Waste truck movement.
18. Revise Keyed Note 2 as the large truck should be backing-up across a sidewalk **(and not backing required parking spaces).**
19. 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.
20. 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. **(You can't have a parking space in the alley as the City has the right to improve this ROW.)**
21. 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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New comments on plan with reissued date May 29, 2024

22. The main issue this site is having is that the building is too big/usage not right for the size of the lot. The building was purchased prior to the Site Development Plan/TCI submitted.
23. The parking space are to be a minimum of 18' deep. The plan shows a 20' dimension from the west property line to the rear of the parking stall, but there is a 3' wide swale. Therefore the parking stalls are only 17' deep.
24. Show the edge of asphalt on Central Ave frontage road.
25. Show the swale and inlet adjacent to the property frontage on Central Ave. frontage road.
26. How does the driveway accommodate the drainage in the swale along the Central Ave frontage road?
27. The plan shows a 29' radius for what appears to be a hammerhead in the alley. Alley improvements are administered through the City's Work Order process and there are requirements for paving them, including a full-width section.
28. It does not appear possible to provide 3 off-site parking spaces due to the swale along the frontage of the property. The validity of the parking spaces is not shown.
29. The note "First Phase-Suite 'A' Only" does not affect Transportation as the entire building will need a Certificate of Occupancy.

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Once corrections are complete resubmit:

1. The Traffic Circulation Layout
2. Responses to comments in a written letter.
3. A Drainage Transportation Information Sheet (DTIS)
4. Send an electronic copy of your submittal to PLNDRS@cabq.gov.
5. The \$75 re-submittal fee.

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for log in and evaluation by Transportation.

Sincerely,

Curtis A Cherne

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