

CITY OF ALBUQUERQUE

Planning Department
Brennon Williams, Director



Mayor Timothy M. Keller

March 30, 2022

Mark Baker, RA
Baker Architecture & Design
505 Central Ave NW
Albuquerque, NM 87102

**Re: The Villa
205 7th St NW
Traffic Circulation Layout
Architect's Stamp 02-16-2022 (K14-D229)**

Dear Mr. Baker,

Based upon the information provided in your submittal received 03-24-2022, the above referenced plan cannot be approved for Building Permit until the following comments are addressed:

1. 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.
2. Public Alley:
 - Flat curb is shown on alley way but not notes defining existing or proposed. If existing no comment but if proposed you will need a work order to to work with public ROW.
3. **Proposed ramp at ADA access aisle:**
 - Ramp will need to be locate on sidewalk and not protruding onto access aisle.
 - All transition wings will need to be **12:1 max** and not 10:1
 - Provide pavement marking will need detail.
4. **Parking bumper:** Provide detail.
5. **Proposed addition off Alley:** Door will need to swing inwards.
6. **The minimum parking stall dimensions are:**

Type of parking	Min. Width	Min. Length	Min. Overhang
Standard	8.5'	18'	2'
Compact	7.5'	15'	1.5'
Motorcycle	4'	8'	N/A
ADA	8.5'	18'	2'

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7. 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)
8. ADA curb ramps must be updated to current standards and have truncated domes installed (**Corner of Copper/7th St.**).
9. All bicycle racks shall be designed according to the following guidelines:
 - a. The rack shall be a minimum 30 inches tall and 18 inches wide.
 - b. The bicycle frame shall be supported horizontally at two or more places. Comb/toaster racks are not allowed.
 - c. The rack shall be designed to support the bicycle in an upright position. See the IDO for additional information.
 - d. The rack allows varying bicycle frame sizes and styles to be attached.
 - e. The user is not required to lift the bicycle onto the bicycle rack.
 - f. Each bicycle parking space is accessible without moving another bicycle.
10. Bicycle racks shall be sturdy and anchored to a concrete pad.
11. A 1-foot clear zone around the bicycle parking stall shall be provided.
12. Bicycle parking spaces shall be at least 6 feet long and 2 feet wide.
13. 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. Surface will need to be concrete/asphalt.
14. 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.
15. All sidewalks along streets: Provide width.
16. Refuse vehicle maneuvering shall be contained on-site. **The refuse vehicle shall not back into the public right of way.** Provide a copy of refuse approval.
17. Fire Department: An approval Fire 1 plan needs to be provided.
18. It is not apparent what type of pavement surface is being proposed. A hard driving surface will be required as part of this proposed project for parking area, **ADA parking stalls** and drive aisles.

Clear Sight

19. Please provide a sight distance exhibit at **Public Alley entrance**.
20. Please specify the City Standard Drawing Number when applicable.
21. 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).

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22. Please provide a letter of response for all comments given.
23. 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**).

Once corrections are complete resubmit

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

for log in and evaluation by Transportation.

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If you have any questions, please contact me at (505) 924-3630.

Sincerely,

Albuquerque

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Nilo Salgado-Fernandez, P.E.
Senior Traffic Engineer, Planning Dept.
Development Review Services

www.cabq.gov

C: CO Clerk, File

