

CITY OF ALBUQUERQUE



Planning Department
Brennon Williams, Director

Mayor Timothy M. Keller

April 14, 2021

Chris Steffen
JB Henderson Construction
501 Eubank Blvd SE
Albuquerque, NM 87123

Re: JB Hendrson Fabrication Facility
10200 Bell Ave. SE
Traffic Circulation Layout
Architect's Stamp 01-15-2021 (L21-D075)

Dear Mr. Steffen,

Based upon the information provided in your submittal received 04-08-2021 the above referenced plan cannot be approved for Building Permit until the following comments are addressed:

1. List the number of parking spaces required by the IDO as well as the proposed number of parking spaces including bicycle and motorcycle parking and discuss with Zoning.
2. Clarify the extents of the current phase. Provide a phasing plan.
3. Provide details for all referenced key notes on Site Plan.
4. Drive aisle connection at Bell Ave.: a diagonal drive aisle from is shown with a connection into Bell Ave. Are their any existing/proposed driveway to service this drive aisle? Please provide details (width of aisle, detail of proposed driveway).
5. The proposed drive aisle on site doesn't shown how a vehicle will be able to access parking lot since the proposed aisle boundries doesn't shown if there is curbing to traverse over to existing parking lot.
6. Identify all existing access easements and rights of way width dimensions.
7. Identify the **right of way width**, medians, **curb cuts**, and **street widths** on Bell Ave, Conggas St., and Trumbull Ave.
8. Clarify existing property lines and proposed property lines. The property lines appear to be different from AGIS. Please clarify this concern.
9. Conchas St. proposed entrance (**curb returns**): You need to show/provide ADA ramp with truncated domes for the proposed curb returns (**See note 16 on this letter**). **Since the are no ADA ramps at these two corners, you will have to include a note to provide ADA ramps and address the property line issue within these parameters as well as providing details for these ramps.**
10. Maximum access width for local streets are as follows (width not shown):

	Arterial & Collector	Local Streets
One-way Drive	20'-25'	12'-20'

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Two-Lane Drive	22'-30'	22'-24'
Three-Lane Drive	24'-35'	22'-30'
Larger Vehicles	≤50'	≤30'

11. All existing public sidewalk widths need to be shown.
12. **Please list the width and length for all existing and proposed parking spaces. Some dimensions are not shown.**
13. The minimum parking stall dimensions are **(some dimensions not shown)**:

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

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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. ADA curb ramps must be updated to current standards and have truncated domes installed with Public ROW (**corner of Bell/Conchas and Conchas/Trumbull**).
17. **Motorcycle parking spaces shall be designated by its own conspicuously posted upright sign, either free-standing or wall mounted per the zoning code.** Label pavement MC.
18. **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.**
19. **Bicycle racks shall be sturdy and anchored to a concrete pad.**

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- 20. A 1-foot clear zone around the bicycle parking stall shall be provided.
- 21. Bicycle parking spaces shall be at least 6 feet long and 2 feet wide.
- 22. Show all drive aisle widths and radii. Some dimensions are not shown.
- 23. The minimum drive aisle dimensions are shown below

	Minimum Drive Aisle Width
Two Way Traffic	22'
Main Circulation Road	24'
Fire Lane	20'

- 24. Per the IDO, 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.**
- 25. 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.**
- 26. ADA accessible pedestrian pathway should not be placed behind parking space or adjacent to a vehicular way. Vehicle and pedestrian/wheel chair conflicts should be avoided as much as possible.
- 27. All sidewalks along streets should be placed at the property line.
- 28. Curbing should be installed to delineate landscape, parking, and pedestrian ways and identify points of access. Please call out detail and location of barrier curb.
- 29. 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 and drive aisles.
- 30. Please provide a sight distance exhibit
- 31. Show the clear sight triangle and 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.
- 32. Please specify the City Standard Drawing Number when applicable.
- 33. **Shared Site acces: driveways that straddle property lines, or are entirely on one propertybut are to be used by another property, shall have an access easement. Please include a copy of your shared access agreement with the adjacent property owner.**
- 34. **Shared access/parking agreement is required if access/parking is shared with parking lot adjacent to site. (This can be established on a plat if submittal of a plat is required or by an agreement.)**
- 35. **All public roadway facilities must be within public right-of-way including the entire width of the public sidewalk, all public curb ramps, overhead utilities, traffic signals and lighting, etc. You will need to adjust your**

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property line in order to comply with this concern. DRB Plat Action will be needed for this requirement.

36. Any private structures that are located within public right-of-way such as **gate/door**, fences and walls shall either be removed or else a revocable permit with the City is required in which an annual fee is paid per year, based on square footage of the encroachment
37. Unused curb cuts must be replaced with sidewalk and curb & gutter. A build note must be provided referring to the appropriate City Standard drawings (2430 & 2415). Identify on plans off Bell Ave, **Conchas Street** and Trumbell Ave.
38. 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.
39. Please provide a letter of response for all comments given.
40. **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 **(IF Applicable)**.

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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.

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

Sincerely,

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

C: CO Clerk, File