



Architect's Response Letter

Project: Event Center
Date Issued: May 6, 2024
Issued by: Daniel Duran
Modulus Architects

To: COA Development Review Services

To whom may concern,

Per your comments, below I have listed my response in red under each comment.

1. There should be 8 accessible parking spaces when the total number of parking spaces provided is 101-300 (2015 NM Accessible Parking Checklist). In addition, 2 van spaces should be provided. Revise the parking table as necessary, add three more accessible parking spaces and show which 2 accessible spaces will be designated as the Van Accessible spaces. **As per the 2015 NM Accessible Parking Check list, we have updated our plan to have 8 accessible parking stalls and updated two spaces to accessible van spaces.**
2. Where are the Shared Car Vehicle spaces? **Shared car parking are keyed note 6**
3. The two "Compact" spaces should have "COMPACT" pavement markings in the rear of the space. **Compact spaces have been updated to have COMPACT markings.**
4. Show the drainage inlet on the plan that is located in the west/northwest area of the cul-de-sac. The gutter transition begins 5' on either side of the inlet. It appears you may have to relocate the inlet, if approved by Hydrology. This will require a drainage submittal to Hydrology and a Work Order for the relocation. It may also require reconstructing the cul-de-sac to change the low point to the new inlet location. **As per our site updates, the inlet is now out of the west entrance of the culdesac.**
5. There is a patterned surface around the fountain, which appears to be where vehicles will drive. Provide: material, width of driving surface and inside radius. **The Material of**
6. The patterned surface in comment #2 above, overlaps the curb and gutter in a few places. Probably should reduce the diameter of the patterned surface. **The material for the pattern will be Colored Concrete.**
7. Is there a curb or similar (e.g. apron) to prevent drivers from crashing into the fountain? **Yes there is a concrete curb.**
8. Provide the width of the drop-off lane on the west side of the patterned surface. **Drop off lane width is 10'-0" it is provided on the site plan**
9. Please label the front door/main entrance. **Main Entrance label is provided.**
10. Provide/show the 6' accessible path from a ROW to the building. **6' accessible ROW provided on the east side of the site.**

11. The sidewalk and landscape area appear to merge at the building entrance and there is no accessible path from the accessible spaces to the front door. **The sidewalk and landscape area do not merge at the front door. The pedestrian path goes around it to go into the main entrance.**
12. What are the slopes of the "ramps" on the north and south sides of the building. Max is 5%. I noticed the site drops approx. 30 ft from the cul-de-sac to near the west property line. **Slopes of the drivable ramps are noted on the site plan. The calculations were done by the civil engineer.**
13. Do the perpendicular lines cross the ramps at the east and west end indicate change in slope? It would help with visibility if the south ramp flattened 50 ft or so from the flowline in the cul-de-sac. **Yes the perpendicular lines indicate the change in slope.**
14. It appears you have the 5' minimum keyway distance in the small parking lot south of the building. Please add a dimension. **Dimensions have been added to the keyway.**
15. The mini clear sight triangles are drawn too far from the back of sidewalk at the east entrance. **Clear sight Triangles have been addressed for both entrances.**
16. Show the existing sidewalk, Keyed Note 16, between the proposed entrances. **Existing side walk between entrances has been noted with Keyed note 16**
17. Provide dimensions for the spacing between the bike racks as well as the distance from the building. A bicycle parking space is 2'x6' (4' between racks) with a 1' clear zone around the perimeter of the bike racks. A detail may be helpful. **Bike rack dimensions have been added.**
18. The proposed western entrance will need ramps on either side of it and please draw the proposed valley gutter. **Ramps have been provided at either side of the western entrance.**
19. In Detail 11 Sht G6, the bottom of the lowest sign (e.g. "Van Accessible") is to be 60"/5'. **Bottom of signs are now at 5'**
20. In Details 1 and 2 on Sht G6, the accessible aisles are to be painted with blue diagonal stripes and the "Slope N.T.E. 2.0% in any Direction" also applies. The City uses 2.0%, rather than 2%, as slopes are measured to the tenth of a percent for acceptance. Also, please revise the pavement markings on the Site Plan. **Detail 1 and 2 have been updated per comments.**
21. General Note 3. Improvements in the ROW will not be done on a Work Order, unless the inlet is to be relocated. In general, rather than a general note for this purpose, I've found it more helpful to include the "Work Order" language in the build note: e.g. Pave Alley by Work Order" or similar. I'll attach a document that shows when a Work Order is necessary. **General Note 3 has been removed per your comment.**
22. All sheets will need to be stamped and dated and the note "Not For Construction" removed. **All Sheets are stamped and dated.**
23. For information only; Detail 5 on sheet G6 appears to show expansion joint material between the flume and the sidewalk, but there is not a build note for it. **Detail 5 has been updated with a note as Expansion Joint Material.**