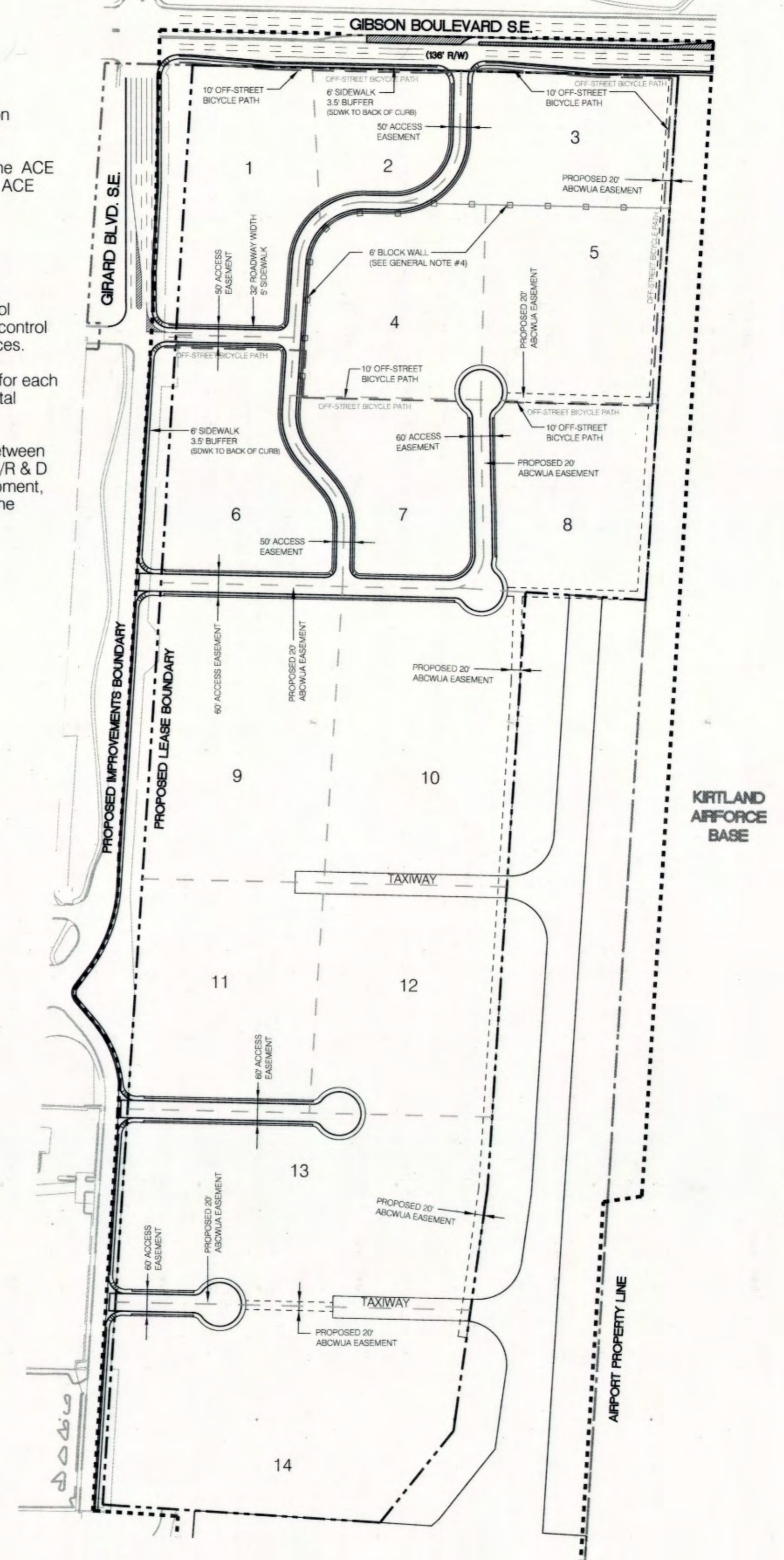
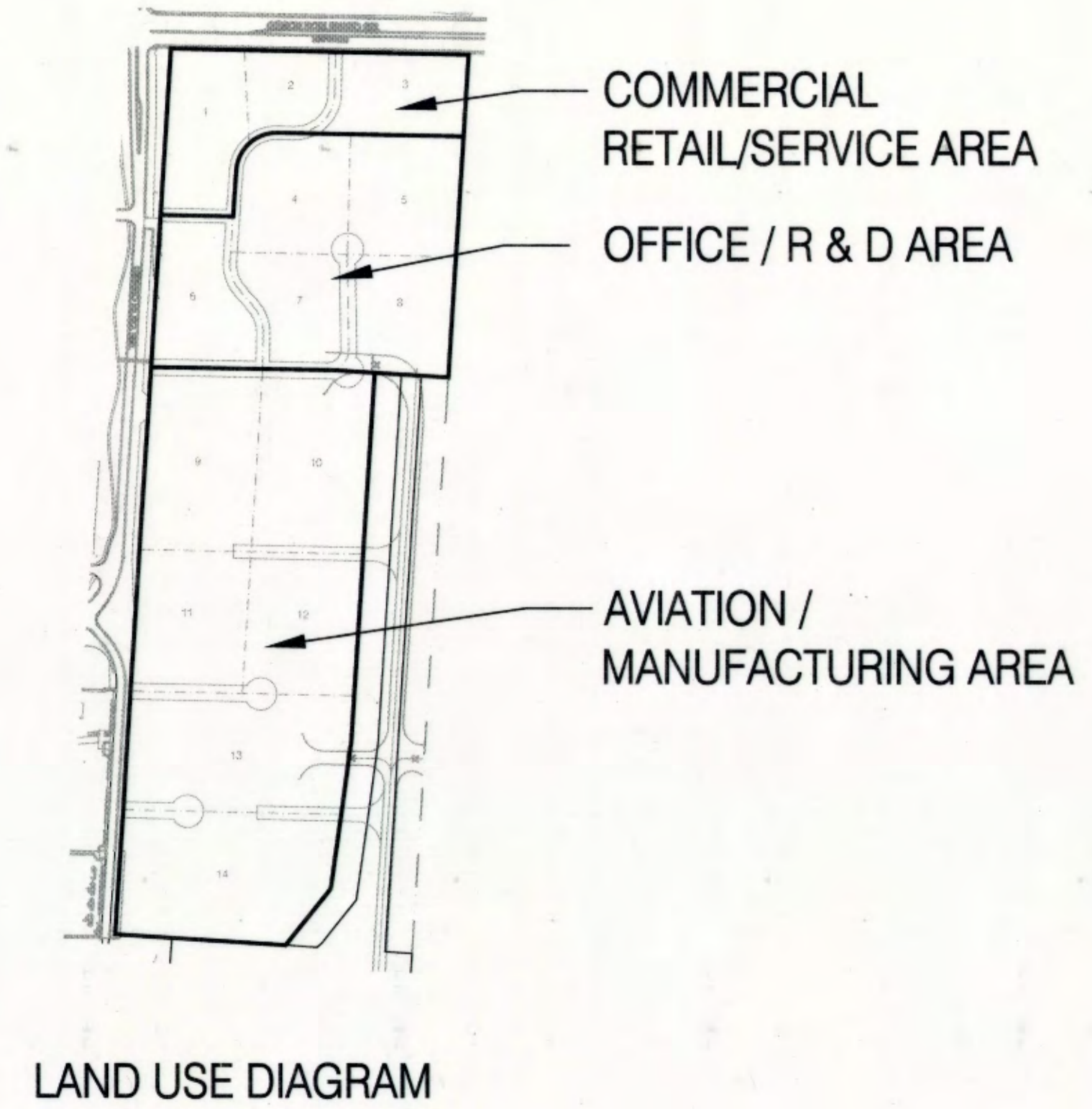


General Notes:

1. Lot lines are illustrative. There will be no subdivision actions on the property.
2. There is no minimum lot size for development at the ACE project; however, each leased area shall meet the ACE Design Standards and the DPM requirements for transportation access and circulation.
3. The exact alignment of the interior roads shall be established at the time of development.
4. All future site plans shall contain stormwater control measures designed to manage the first flush and control runoff generated by contributing impervious surfaces.
5. A Traffic Circulation Layout (TCL) plan is required for each development as part of the building permit submittal requirements.
6. The intent of block wall is to provide separation between the Commercial Retail/Service area and the Office/R & D area. Depending on the final layout of this development, the block wall may be relocated in order to meet the intent.



SITE PLAN FOR SUBDIVISION - REQUIRED INFORMATION

THE SITE:
The Site is Tract A-1, Sunport Municipal Addition, consisting of approximately 70.35 acres. The property is bounded on the west by Girard Boulevard, to the north by Gibson Boulevard, to the east by Kirtland AFB, and Albuquerque International Sunport to the south.

ZONING AND PROPOSED USE:
The Site is zoned SU-1 Airport and Related Facilities and is part of the Sunport Master Plan. Land use includes commercial, retail and office along Gibson Boulevard, and industrial, manufacturing, warehousing, and office uses to the south. The property ownership will remain with City of Albuquerque Aviation Department and individual parcels will be leased to users. No subdivision actions are anticipated for this property. Lot lines shown on the site plan are illustrative.

APPLICABLE PLANS: Albuquerque Sunport Master Development Plan governs this site and the rest of the Sunport property.

PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS:
Vehicular Access: The primary access to the ACE property is from Gibson Boulevard, a limited access arterial, and from Girard Boulevard, an urban collector. The Transportation Coordinating Committee of the Metropolitan Transportation Board of the Mid-Region Council of Governments approved a modified access on Gibson Boulevard to the ACE property, providing a right-in/right-out/left-in access (R-15-01 TCC).

Transit: Transit routes 217 and 96 run along Gibson Boulevard and route 222 runs along Girard Boulevard. A bus stop is located in front of this property along Gibson Boulevard and another one is located across the street along Girard Boulevard.

Bicycle Access: The Gibson Trail, a multi-use, paved trail runs along the north side of Gibson Boulevard and south along Girard Boulevard. Bike lanes are within the Gibson Right-of-Way. The project has been designed to accommodate bicyclists along the Gibson frontage and from Girard through the property along the north side of lot 6 and between lots 4-5 and 7-8 to the eastern property boundary and back north to Gibson.

Pedestrian Access: Internal sidewalk and pedestrian facilities will be designed consistent with the design guidelines included in this site plan and future site plans for building permits. Six foot sidewalks shall be constructed adjacent to Gibson Boulevard and Girard Boulevard.

BUILDING HEIGHTS AND SETBACKS: Maximum building height for the commercial area along Gibson Boulevard shall be pursuant to the O-1 Zone. The maximum building height for the southern parcels shall be pursuant to the O-1 Zone and Federal Aviation Administration Airspace Review and Regulations (See Design Standards, Section H. Building and Structure Heights). Setbacks shall be per the O-1 Zone.

MAXIMUM FAR: Maximum F.A.R. for commercial area is .28. The remainder is .40.

LANDSCAPE PLAN:
Landscape plans shall be submitted with future Site Plans for Building Permit and shall be consistent with the Water Conservation Landscaping and Water Waste Ordinance, Pollen Control Ordinance, and the Design Standards (Sheet 2).

STREETS:
-All interior roadways will be private.

UTILITIES:
All public waterlines that are not within public right-of-way shall be located in exclusive public waterline easements granted to the Albuquerque Bernalillo County Water Utility Authority (ABCWUA). All sanitary sewer lines will be private.

PROJECT NUMBER: 1000270
Application Number: 14EPC-40024

This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC), dated May 8, 2014 and the Findings and Conditions in the Official Notification of Decision are satisfied.

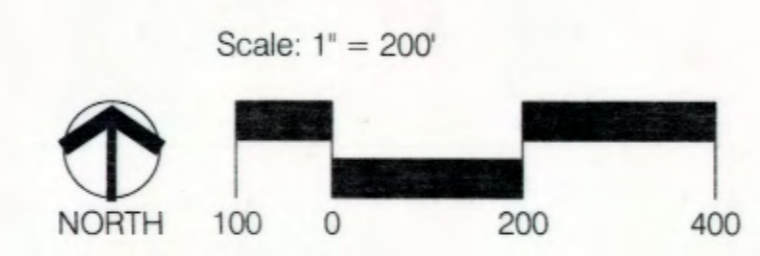
Is an Infrastructure List required? () Yes () No If yes, then a set of approved DRB plans with a work order is required for any construction within Public Right-of-Way or for construction of public improvements.

DRB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL:

<i>Russell M. Mehl</i>	1/27/16
Traffic Engineering, Transportation Division	Date
<i>Christoph Coak</i>	01/27/16
ABCWUA	Date
<i>Carly S. Dumont</i>	1-27-16
Parks and Recreation Department	Date
<i>[Signature]</i>	1-27-16
City Engineer	Date
<i>[Signature]</i>	1-27-16
Solid Waste Management	Date
<i>[Signature]</i>	1-27-16
DRB Chairperson, Planning Department	Date

LEGEND

- PROPOSED IMPROVEMENTS BOUNDARY
- PROPOSED LEASE BOUNDARY
- AIRPORT PROPERTY LINE
- OFF-STREET BICYCLE PATH



AVIATION CENTER OF EXCELLENCE

SITE PLAN FOR SUBDIVISION

Prepared for:
City of Albuquerque Aviation Department

Prepared by:
Consensus Planning, Inc. Molzen Corbin
302 8th Street NW 2701 Miles Road SE
Albuquerque, NM 87102 Albuquerque, NM 87106

JANUARY 2016

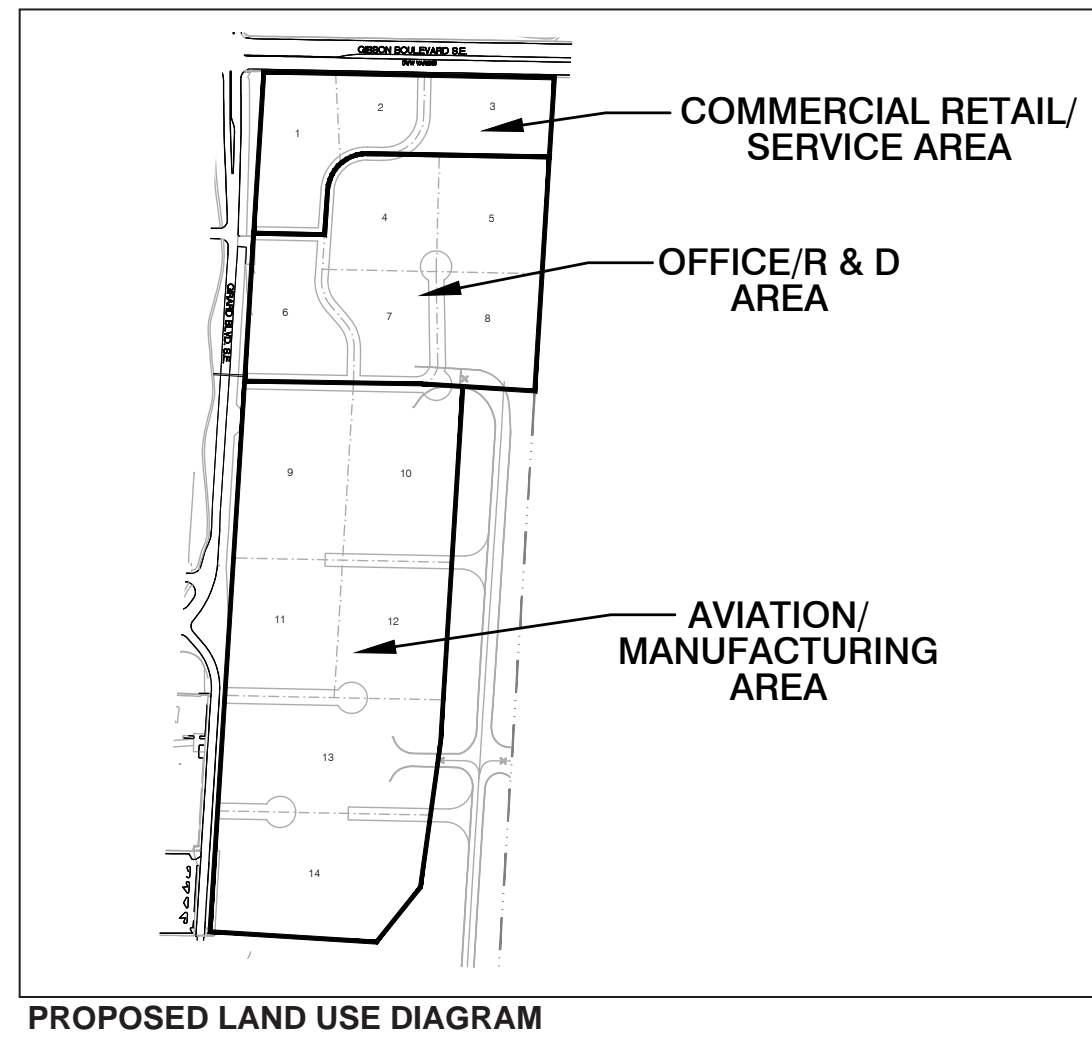


DESIGN STANDARDS

The purpose of these Design Standards is to provide a framework for the design of the Aviation Center of Excellence (ACE) property and to ensure that as each individual project gets developed, the overall integrity of the ACE is maintained. Subsequent Site Development Plans for Building Permit for each project shall be delegated to the Design Review Team (DRT), provided they are consistent with this Site Plan for Subdivision and Design Standards.

The northern portion of the property along Gibson Boulevard is intended to include commercial retail and service uses. The mid section of the property is intended to include office and research and development uses. The southern portion of the property is intended to include aviation related uses, which will not be visible from the public right-of-way. As such, the Design Standards are intended to be somewhat less stringent for the southern area. Unless stated otherwise, the Design Standards are assumed to apply to all areas of the ACE property.

In addition to the City Planning Department's approval process, all buildings, structures, and site plans for projects at the ACE property shall be reviewed and approved by the ACE Architectural Control Committee (ACC).



1. PERMISSIVE USES

The ACE property is zoned SU-1 for Airport and Related Uses. This zone provides suitable sites for a wide range of industrial and commercial uses, provided such uses are conducted in a compatible and harmonious manner. Permissible uses include the following:

- 1) Air separation plant for nitrogen, oxygen and argon only.
- 2) Aircraft sales and service, aircraft storage, aircraft and aerospace technology, and aircraft manufacturing.*
- 3) Cold storage plant.
- 4) Laboratory experimental, testing, or medical, provided all activities are conducted within a completely enclosed building. Noxious fumes, odor, or dust shall not be emitted from the premises.
- 5) Machine Shop.
- 6) Manufacturing, assembling, treating, repairing, or rebuilding articles provided manufacturing is conducted within a completely enclosed building.
- 7) Metal processing and painting provided it is conducted within a completely enclosed building.
- 8) Office.
- 9) Office machine equipment sales and repairs.
- 10) Printing, publishing, lithographing, blueprinting, or photostating.
- 11) Public utility use or structure and fire stations.
- 12) Retailing of any consumer product and provision of any customer, personal, or business service, except adult amusement establishments and adult stores.*
- 13) Sales & display rooms or buildings for wholesalers, distributors, warehouses, or manufacturers.
- 14) Services:
 - a) Automobile repairing, including bodywork, provided repairing shall be done within a completely enclosed building.
 - b) Banking, loaning money, including pawn. Drive-in facilities permitted on the condition the vehicle movement plan is approved by the City Traffic Engineer.
 - c) Barber, beauty.
 - d) Clinic.
 - e) Dry cleaning, laundry, clothes pressing.
 - f) Health gymnasium.
 - g) Hotel or motel, including incidental uses.
 - h) Photography, except adult photo studio.
- 15) Signs on-premises as provided in § 14-16-3-5 of the City Comprehensive Zoning Code, and as regulated by the Design Standards included as part of the Site Plan for Subdivision.
- 16) Sheet metal working.
- 17) Technology incubator facilities.
- 18) Training facilities and schools related to aviation and aerospace.
- 19) Warehouse.
- 20) Wholesaling.

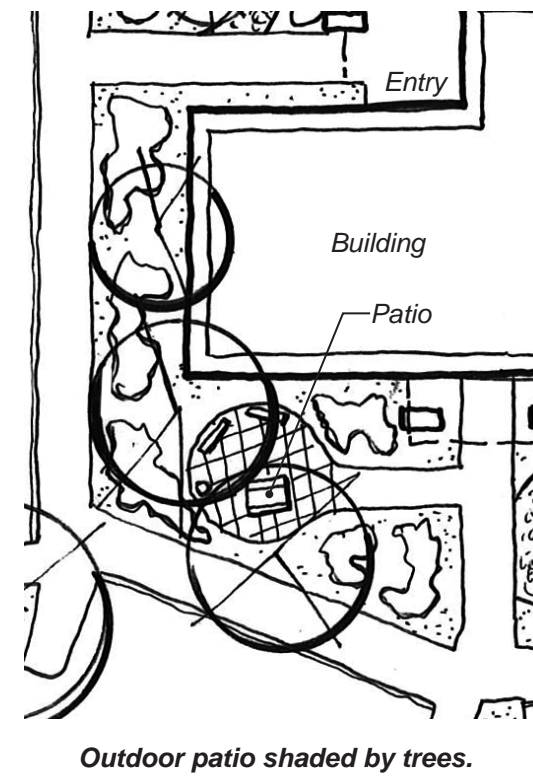
* As determined by the City of Albuquerque Aviation Department, the following uses shall not be permitted including: dispensing of aviation fuels and lubricants; ground services and support; tiedown, aircraft rental; flight training; and aircraft charter and air taxi, unless conducted as an ancillary use in conjunction with the primary business and as approved by the ACC.

**Unless specifically approved by the FAA and the City Aviation Department, wireless telecommunications facilities are not allowed within the ACE project.

2. SITE DESIGN

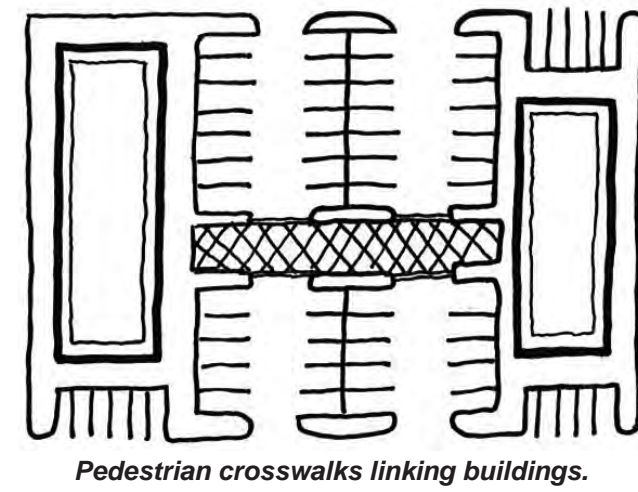
A. GENERAL SITE PLANNING

- 1) An outdoor patio space shall be provided for any buildings greater than or equal to 10,000 square feet. For sites with more than one building, shared patio areas are permitted.
- 2) Patios, plazas, courtyards, and other outdoor activity or seating areas shall be shaded (25% minimum, 50% maximum) from summer sunlight by tree canopies and/or shade structure that is architecturally compatible with the building.
- 3) Open courtyard designs shall be employed in order to form transitions between parking areas and building facades. Building access and entries should be visible from the street through open passages (such as garden courts).
- 4) Any exterior storage and sales areas shall be architecturally integrated to the main building by use of walls, roofs, and fencing.
- 5) Drive-up service windows in the commercial area shall be constructed in accordance with Section 14-16-3-18 (D) (5) General Building and Site Design Regulations for Non-Residential Uses of the City Comprehensive Zoning Code.



B. CIRCULATION & ACCESSIBILITY

- 1) Sidewalks shall be provided pursuant to Section 14-16-3-18 (C) (1) General Building and Site Design Regulations for Non-residential Uses of the City Comprehensive Zoning Code.
- 2) Sites shall be designed in accordance with the Americans with Disabilities Act, the American National Standards for Accessible and Usable Buildings and Facilities, and the New Mexico Building Codes for accessibility criteria for places of public use.
- 3) Pedestrian connections (minimum 6-foot clear path) shall be provided from each building to the internal circulation system and to an adjacent roadway. Shade trees shall be provided along the pedestrian connection at an interval of 25 feet in planters that have a minimum interior dimension of 6' x 6'.
- 4) Pedestrian crosswalks shall be provided in the commercial and office/R&D areas, and shall be a minimum of 6 feet in width and constructed of material other than asphalt.
- 5) All ramps within the City right-of-way shall include truncated domes, as required by the Development Review Board.
- 6) Pedestrian connections shall be provided to the existing transit stop on Gibson Boulevard in order to facilitate multi-modal transportation.

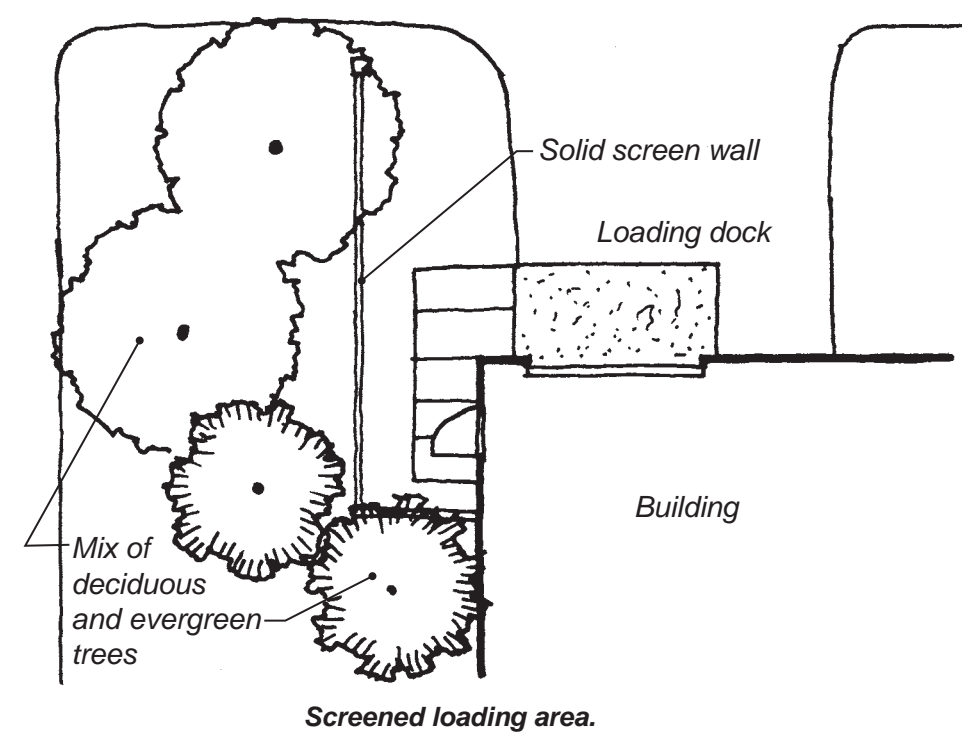


C. SCREENING & WALLS / FENCES

- 1) Roof-mounted mechanical equipment shall be screened from the public right-of-way pursuant to Section 14-16-3-18 (C) (6) General Building and Design Regulations for Non-Residential Uses of the City Comprehensive Zoning Code.
- 2) Screening devices for parking lots, loading areas, refuse collection, delivery/storage areas, and drive-up service windows shall be used to limit their adverse visual impact from the public right-of-way. Walls and fences shall be kept as low as possible while performing their screening and security functions.
- 3) Parking located adjacent to Gibson Boulevard or Girard Boulevard Street shall be screened by buildings or a combination of landscaping, walls, and earthen berming to a minimum height of 2.5 feet (30 inches). Screen walls shall be compatible with the building architecture relative to materials and color and a maximum of 42 inches.
- 4) All outdoor refuse containers shall be screened within a minimum 6-foot tall enclosure and large enough to contain all refuse generated between collections, and provide an area for recycling. Design and materials of enclosures shall be compatible with the building architecture.
- 5) Perimeter walls, if provided, shall comply with the City's Wall Regulations. Chain-link is allowed for airport security fencing purposes, as well as where out of public view. The use of razor or barbed wire, wood fencing, or plastic vinyl fencing is not permitted unless required by airport regulations.
- 6) Design ground-mounted equipment screening to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance, and repair purposes. Refer to PNM Electric Service Guide at www.pnm.com for specifications.

D. SERVICE/LOADING AREAS

- 1) Loading areas shall follow Section 14-16-3-18 (C) (6) General Building and Site Design Regulations for Non-Residential Uses of the City Comprehensive Zoning Code, except as provided below.



- 2) All service functions, with the exception of airplanes viewed from taxilanes, shall be screened from public view. This includes, but is not limited to exterior refuse facilities, mechanical equipment, storage yards, and loading docks. Screens should be visually solid and be compatible with the overall building design, color, and primary materials.

E. PARKING

- 1) The minimum number of vehicular, disabled, motorcycle, and bicycle parking spaces shall be per Section 14-16-3-1 Off-street Parking Regulations contained in the City Comprehensive Zoning Code.
- 2) No on-street parking shall be permitted along Girard Boulevard.
- 3) Parking areas visible from Gibson Boulevard shall be segmented into smaller subareas of 100 or fewer parking spaces and separated by landscaping and/or pedestrian walkways.
- 4) Employee parking areas shall be separated from visitor parking.
- 5) Parking shall be placed on at least two sides of a building.
- 6) A covered and secured bicycle storage area (may be inside the building) that is a minimum of 200 square feet shall be provided for each building over 35,000 square feet. For sites with more than one building meeting this threshold, the required secured bicycle and storage areas may be combined in one central location.

F. SETBACKS

The use of building and parking area setbacks is required to provide space for the creation of visually attractive streetscapes. Required within these setbacks will be pedestrian walkways and screening materials, including landscaping, earthen berms, or walls, or a combination.

- 1) Minimum building and structure setbacks shall be per Section 14-16-2-15 O-1 Office and Institution Zone contained in the City Comprehensive Zoning Code.
- 2) Exceptions to setback requirements include having a minimum dimension of 36 feet from taxilane pavement to building. In addition, a clear line of site from air traffic control tower controller positions to airfield pavements shall be maintained.
- 3) Taxilane Shoulders must be either stabilized or paved to reduce possibility of blast erosion and engine ingestion problems.
- 4) Minimum separation between centerline of taxilane to structure (parked aircraft, structure, etc.) is 0.70 times the wingspan of the most demanding airplane, plus 10 feet. Setback standards have been designed to accommodate all Type III aircraft.
- 5) Parking lot setbacks shall be a minimum of 10 feet.

3. TAXILANE AREAS

Aircraft circulation must be developed to minimize interaction with vehicular traffic. Taxilane guidelines are based on an average tailing speed of at least 20 mph and wingspan and wingtip clearance.

- 1) Taxilane access shall have a minimum right-of-way width of 150 feet with a minimum paved surface area 50 feet in width.
- 2) Taxilane shoulders must be either stabilized or paved to reduce possibility of blast erosion and engine ingestion problems.
- 3) Minimum separation between centerline of taxilane to structure (parked aircraft, structure, etc.) is 0.70 times the wingspan of the most demanding airplane, plus 10 feet. Setback standards have been designed to accommodate all Type III aircraft.
- 4) Sites along taxilanes and service corridors are assumed to support aviation related activities which may require the storage of aircraft on-site. All areas related to on-site aircraft should be screened from view on all sides. This includes but is not limited to; exterior storage facilities, aircraft maintenance areas, and aircraft loading areas. Screens should be visually solid and be compatible with the overall building design, color, and primary materials. Landscape materials may be used as visual screens.

4. ARCHITECTURAL DESIGN

All buildings and structures shall comply with the current City of Albuquerque Zoning Code. However, in cases where the ACE requirements exceed the Zoning Code, the ACE standards will govern. The focus of these architectural standards and guidelines is on the front facade of buildings facing the public right-of-way.

Specific architectural style shall not be dictated. However, the architectural style of the commercial retail and office/R&D areas shall be complementary and include some common elements. Architectural design should respond to climate, views, solar access, and aesthetic considerations.

A. GENERAL

- 1) Buildings shall employ a variety of structural forms to create visual character and interest. Columns, arcades, corner articulation, overhangs, awnings, marquees, gutters and scuppers, breezeways, vertical fins, wall recesses, soffits, and deciduous tree canopies should be carefully dimensioned and detailed to provide a human-scale, visual interest, and a means of shading building facades while lending color and formal articulation to the buildings.
- 2) Buildings should be sensitive to the local character of the region and the vernacular elements of buildings.
- 3) Extended architectural detailing on the ground floor in an elevational band from 0 to 10 feet, such as a change in color or texture, the architectural expression expansion joints as reveals, door and window articulation and architectural accents, is required.
- 4) All canopies, roof structures, and design elements of related buildings shall be architecturally integrated to the main building design.
- 5) Use of plastic or vinyl is prohibited on building panels and awnings.

In addition to the above standards, the following standards shall apply to buildings and structures within the aviation area:

- 6) Buildings within the aviation area should convey an image appropriate to a state-of-the-art industrial airport facility.
- 7) Special attention shall be given to the articulation of aircraft hangar facilities through use of color, materials, or building offsets. Metal structures are acceptable, however, they must visually tie to other building elements, such as the front office, storage areas, etc.

B. BUILDING AND STRUCTURE HEIGHT

- 1) Maximum height for buildings and structures within the commercial area shall be per the O-1 Zone of the Comprehensive City Zoning Code.
- 2) For the aviation area, the Federal Aviation Administration (FAA) limits building and signage heights to below Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace, surfaces including a 7:1 (horizontal to vertical from a distance 250 feet from runway centerline) Transitional Surface and the Horizontal Surface located 150 feet above airport elevation. Additionally, FAA FAR Part 77 states that any structure penetrating the plane created by a 100:1 sloped surface beginning at the nearest point or the nearest runway must be airspaced by FAA in accordance with Part 77. Notification is required by completing and submitting SF 7460, Notice of Proposed Construction of Alteration, to the FAA for review and airspacing.

C. BUILDING FACADES

- 1) The scale, proportion, and composition of fenestration of facades shall be designed to give visual interest from the exterior, to provide variation in quality of light on the interior, and to coordinate with the lighting requirements for each activity area.
- 2) The front building facade shall employ variety in structural forms to create visual character and interest. With the exception of hangar doors, front facades should have varied front setbacks, with wall planes not running in one continuous direction for more than 100 feet without a change in architectural treatment (i.e., 3 foot minimum offset, fenestration, material change, etc.)
- 3) Building edge treatments shall "step down" to relate to the scale of pedestrians. Building masses should be arranged to cast shadows on each other in order to emphasize the contrast of light and shaded surfaces at corners and edges.
- 4) Buildings shall have windows on the front facades that face public rights-of-way with a glazing transparency that allows a pedestrian to see inside the window.
- 5) Major facades greater than 100 feet in length shall be per Section 14-16-3-18(C)(3) of the Comprehensive City Zoning Code.
- 6) Facades facing public rights-of-way shall:
 - a) vary in height, depth and articulation to create a pedestrian-scaled environment;
 - b) be articulated with a variety of architectural elements, colors and materials;
 - c) have all accessory buildings and enclosures, whether attached or detached from the main building, treated with similar compatible design and materials as the main structure or structures; and
 - d) be treated with a consistent level of detail at all sides of all buildings and structures.

D. BUILDING ENTRANCES

- 1) The major public entry to each building should face the "fronting street" that is established by the business address.
- 2) Entry ways shall be clearly defined, either by a canopy or inset (minimum 4 feet), and distinguished by lighting and architectural treatment.

E. BUILDING MATERIALS & COLORS

- 1) Materials prohibited as the main architectural feature include the following:
 - a) exposed, untreated precision block or wood walls within public view;
 - b) highly reflective surfaces; and
 - c) metal paneling within commercial and office/R&D areas (Lots 1-8)
- 2) The use of contrasting colors between roofs and walls shall be used to further differentiate the planes of building masses.
- 3) Primary colors - The wall colors shall be earth tones, light tans, browns, sage greens, and dull reds. Other colors may be acceptable as determined by the ACC.
- 4) Accent colors - A variety of colors may be used to accent architectural features such as entries, window trim, awnings, fascias, and other architectural features. Colors allowed are earth tones, white, green, red, blue, and browns.

F. ROOF STYLE, MATERIALS, & COLORS

- 1) Roofs may be flat, pitched, or a combination of both and shall be made of non-reflective materials. Pitched roof color shall provide contrast to the building wall color.

G. PORTABLE BUILDINGS

- 1) All portable buildings, both temporary (buildings on site for less than 1 year) and permanent (buildings on site for more than 1 year) must be screened from the public street with opaque walls, fencing, and/or landscaping.
- 2) Permanent portable buildings must be finished to match the primary materials of the overall building.

AVIATION CENTER OF EXCELLENCE

DESIGN GUIDELINES

Prepared for:
City of Albuquerque Aviation Department

SEPTEMBER 2015

Prepared by:
Consensus Planning, Inc. Molzen Corbin
302 8th Street NW 2701 Miles Road SE
Albuquerque, NM 87102 Albuquerque, NM 87106



SHEET 2 OF 5

5. SUSTAINABILITY and STORMWATER CONTROL

1) Energy efficient techniques shall be utilized to reduce energy and water consumption, where possible.

2) Water harvesting techniques such as curb cuts for drainage to landscaped areas, permeable paving, bioswales to slow and treat storm water runoff, or cisterns for the collection and reuse of storm water and gray water shall be provided, where appropriate.

3) Stormwater control measures shall be designed to manage the first flush and control runoff generated by contributing impervious surfaces.

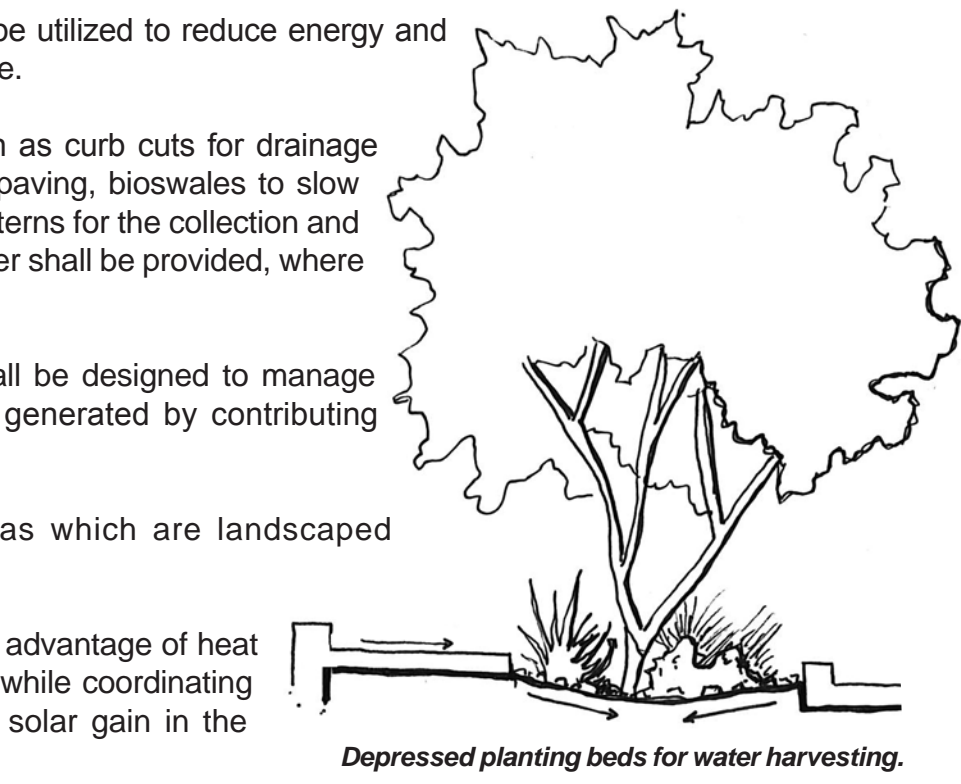
4) Roofs shall drain water to areas which are landscaped appropriately for such run-off.

5) Buildings shall be oriented to take advantage of heat gain in the winter where possible while coordinating with shading strategies to inhibit solar gain in the summer.

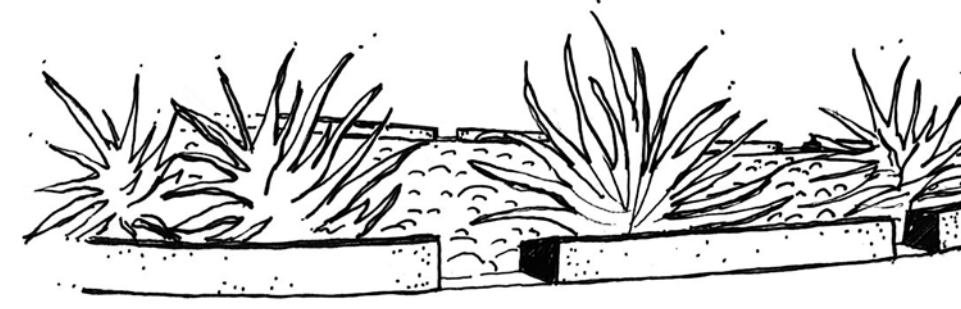
6) Grasses and other ground vegetation should be placed near project edges to help filter and slow runoff as it exits and enters the site.

7) Convenient recycling collection facilities shall be provided by all tenants of the site.

8) The use of sustainable design principles, environmentally-responsible building concepts, and earth-friendly products is encouraged.



Depressed planting beds for water harvesting.



Curb-cuts allow drainage to landscape areas.

6. LIGHTING

The lighting standards are intended to enhance the safety, security, and visual aesthetics of the property, while also considering the special circumstances of this property's adjacency to the Sunport.

1) All lighting shall comply with Section 14-16-3-9, Area Lighting Regulations of the Comprehensive City Zoning Code. Placement of fixtures and standards shall conform to state and local safety and illumination standards.

2) The specific fixture style shall be established by the Architectural Control Committee and shall be compatible and consistent with the other projects within the ACE property.

3) Lighting shall not impinge upon airfield sight planes. Lighting shall not be directed at aircraft movement areas, runway approaches, or air traffic control facilities.

4) Lighting shall be fully shielded horizontal lamps so that no fugitive light may escape beyond the property line and no light source shall be visible from the site perimeter. Cobra and sodium lights are prohibited.

5) Maximum height standards for light fixtures shall be as follows:
a) Parking area light fixtures shall not exceed 20 feet within the commercial area
b) Lighting fixtures for walkways and entry plazas shall not exceed 15 feet

6) Controlled, directional lighting should be used to highlight public spaces and walkways. The use of walkway level lighting, such as wall pocket or bollard lights, is encouraged to accent pedestrian areas.

7) Uplighting fixtures to highlight trees, walls and architectural features shall be limited to 100 maximum wattage per fixture, and shall be designed to comply with the New Mexico Night Sky Protection Act.

7. LANDSCAPE

The landscape environment is intended to enhance the aesthetics of the development, aid in reinforcing the street edge and pedestrian environment, and provide a welcoming retreat from sun exposure and glare.

1) Landscape plans shall comply with Section 14-16-3-10 Landscaping Regulations Applicable to Apartment and Nonresidential Development of the Comprehensive City Zoning Code and the Water Conservation Ordinance and Pollen Ordinance with regard to plant species, installed sizes and quantities, landscape area, irrigation systems, and backflow preventers. Exceptions include landscaping within the aviation related use area shall be limited to the building frontage and visitor parking area so as to not interfere with the taxilane service.

2) Fruit and nut trees, which may attract wildlife, shall not be permitted on the ACE property.

3) Street trees shall be provided along public rights-of-way with either even spacing or in random clusters. The spacing of evenly spaced street trees shall be no greater than the diameter of the street tree canopy at full maturity (i.e., smaller trees require closer spacing than larger trees). Where street trees are randomly clustered, the number of street trees shall be equal to or exceed the number required if trees were evenly spaced; however, gaps between randomly spaced street trees that exceed 50 feet are discouraged.

4) Landscaping and signage shall not interfere with clear sight requirements. Signs, walls, trees, and shrubs between 3 and 8 feet in height (as measured from the gutter pan) shall not be acceptable in this area.

5) Fully automated irrigation systems shall be installed as part of the landscaping for the ACE property. The irrigation systems shall be capable of using treated effluent. They shall be designed to avoid overspraying walks, buildings, fences, etc.

6) All plant material, including trees, shrubs, groundcovers, turf, wildflowers, etc. shall be maintained by the lessee in a living, attractive condition. All areas shall be maintained free of weeds through the use of pervious filter material. Each individual lessee will be responsible for the installation and maintenance of the landscape on their property and within the adjacent public right-of-way.

7) Gravel, colored rock, and similar mulch materials are acceptable as a top dressing for landscape areas; however, they shall not be considered a focal landscape element and they shall not be placed on the airside of the aviation area.

8) Steel, brick, or equivalent landscape headers shall be used to separate any turf and shrub / groundcover areas.

9) Timing of Installation. All landscaping must be completed no later than two months after completion of construction of the site improvements.

10) High water use turf is not allowed at the ACE property.

11) Lighting fixtures and landscaping shall be placed so they are not in conflict with each other.

8. SIGNAGE

The following signage standards were developed to regulate the size, location, type, and quality of sign elements within the ACE property. The goal is to provide a signage program that maintains a consistent high quality, helps to direct and inform employees and visitors, and complements the visual character of the ACE property.

General

1) All signage shall be in compliance with Section 14-16-3-5 General Sign Regulations of the Comprehensive City Zoning Code unless otherwise noted herein.

2) The location, number, and illumination of signs shall be per the C-2 Zone, Section 14-16-2-17 (A) (10) of the City Comprehensive Zoning Code.

3) In order to enhance readability, all signs shall have a minimum contrast of 70% between the background and the text.

4) No sign may overhang a right-of-way or property line, or intrude upon any architectural features, including windows, columns, mouldings, or any decorative features.

5) Banners, pennants, ribbons, streamers, strings of light bulbs and spinners (except during holiday season or special thematic events); brightly colored signs with moving or flashing lights; signs which are animated in any manner; or portable signs are prohibited.

6) Off-premise signs referring to a business or merchant not doing business on the premise where the sign is displayed are prohibited.

Freestanding Signs

7) All freestanding signs shall be monument signs only.

8) The specific signage design at the project entries shall be established by the Architectural Control Committee. All signage at the project entries shall be coordinated in order to have the same appearance and shall be internally lit.

9) Monument sign height for signage along Gibson Boulevard shall not exceed 15 feet in height and shall have a maximum sign area of 72 square feet.

10) Monument sign height for signage along Girard Boulevard shall not exceed 10 feet in height and shall have a maximum sign area of 50 square feet.

11) There is no limit on the number of panels within each project monument sign.

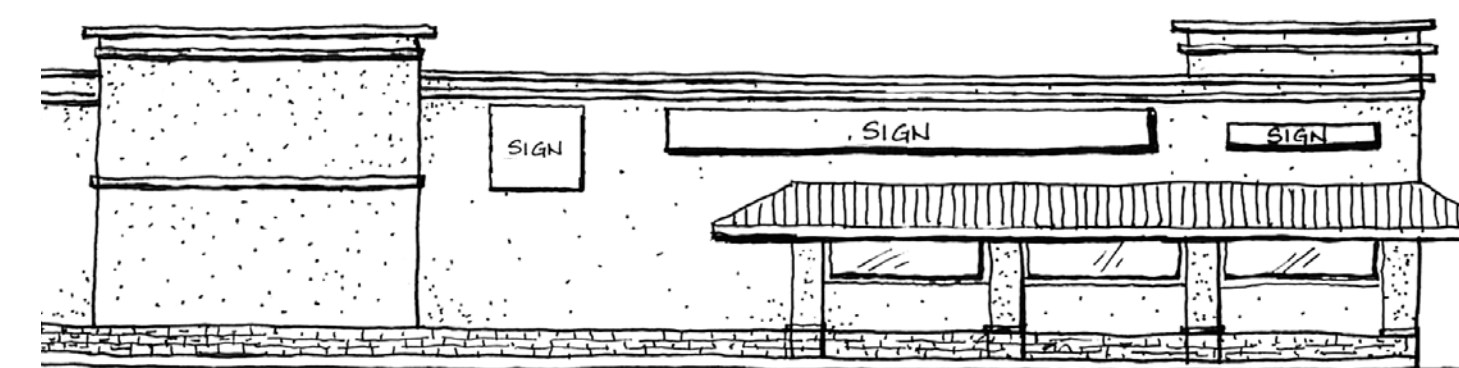
12) Each building pad is permitted to have one 30 square foot monument sign adjacent to the internal site drive. The sign shall be architecturally integrated with the associated building color and materials.

13) Directional signs may be provided, at the discretion of the ACC, to direct visitors to particular businesses. Directional signs shall not exceed 4 feet in height and 16 square feet in area.

14) Landscaping and signage shall not interfere with clear sight requirements. Signs, walls, trees, and shrubs between 3 and 8 feet in height (as measured from the gutter pan) shall not be acceptable in this area.

Wall-Mounted Signs

15) Wall-mounted signs shall not exceed 6 percent of the facade area. Illuminated plastic panel signs are prohibited.



16) Maximum letter size on wall-mounted signs for buildings within the commercial area only shall not exceed 2 feet in height, and maximum logo size shall not exceed 3' x 5'.

17) The following types of letters are acceptable:

a) Type 1: Opaque lettering indirectly illuminated by goose neck type lighting;

b) Type 2: Channel letters internally illuminated with letter sides to match letter face colors;

c) Type 3: Same as 2 except halo lit; and

d) Type 4: halo lit letters cut out of solid metal background spaced off the face of the building.

18) Can type signs are prohibited. Any logos associated with a specific tenant shall be non-illuminated.

19) Wall-mounted signs shall not project more than 1 foot from the building. All canopy and marquee signs shall be included in the total area calculation allowed for wall-mounted signs.

9. UTILITIES

1) Developers shall contact PNM's New Service Delivery Department to coordinate electric service and options for the location of electric service connection. Any existing or proposed public utility distribution easements are to be indicated on subsequent Site Plan for Building Permit utility sheets. PNM's standard for public utility distribution easements is 10 feet in width to ensure adequate, safe clearances.

2) All electric distribution lines shall be placed underground.

3) Transformers, utility pads, and telephone boxes shall be appropriately screened with walls and/or vegetation when viewed from the public right-of-way. Screening of transformers, utility boxes and other utility structures shall not impede access to the equipment and shall provide for safe maintenance and repair by utility workers.

4) Transformers, utility pads, and ground-mounted equipment screening shall allow for access to utility facilities. All screening and vegetation surrounding ground mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance, and repair purposes. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.

5) When an above-ground backflow prevention device is required by the City of Albuquerque, the heated enclosure shall be constructed of materials compatible with the architectural materials used as the main elements of the building. If pre-fabricated fiberglass enclosures are used they shall be appropriately screened from view by walls and/or landscaping.

6) Any wireless communication facilities shall meet FAA regulations, and shall be concealed and architecturally integrated.

AVIATION CENTER OF EXCELLENCE

DESIGN GUIDELINES

Prepared for:
City of Albuquerque Aviation Department

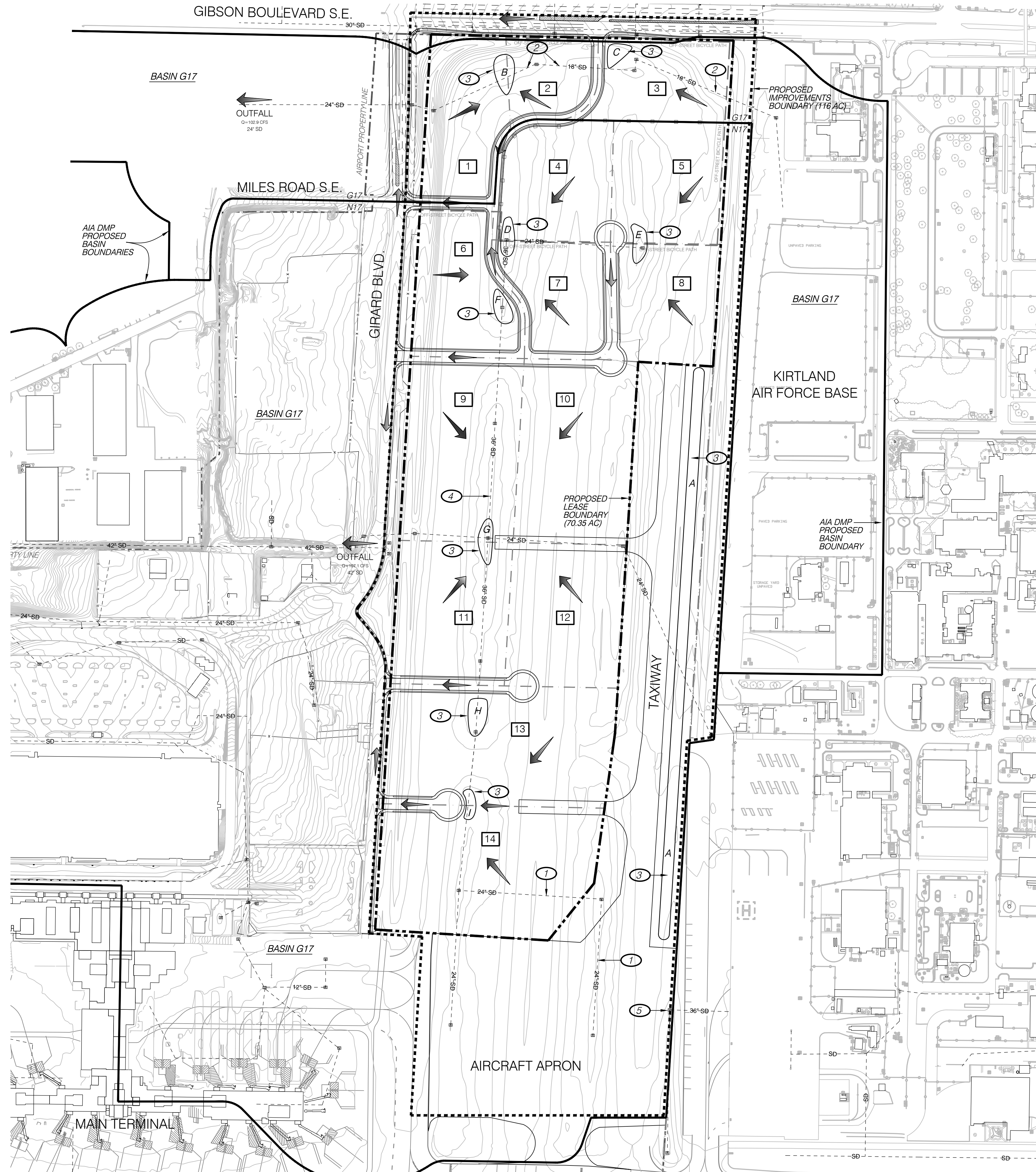
SEPTEMBER 2015

Prepared by:
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SHEET 3 OF 5



MASTER DRAINAGE PLAN NARRATIVE

PROJECT DESCRIPTION:

The Albuquerque International Sunport is planning to develop the northern section of the property where the decommissioned Runway 17-35 is. The Sunport plans to develop and lease "lots" they've created for planning purposes. These lots are in the conceptual stage of design and could change in size and shape depending on the need of future developers. Lots 1 through 3 are planned for commercial retail/service, Lots 4 through 8 are planned for office development, and Lots 9 through 14 are planned for aviation and/or manufacturing. Refer to the map shown on this sheet for lot configuration. Interior access roads will be constructed as the site develops and associated improvements to Gibson Blvd and Girard Blvd will be constructed for access and capacity purposes. Improvements not included with the leaseable lots include a new taxiway and apron for aviation access to the lots.

It is important to note the lots lines shown are illustrative and there will be no subdivision actions on the property.

HYDROLOGIC CRITERIA:

The hydrologic criteria for this drainage report were determined using the City of Albuquerque Development Process Manual, Chapter 22. Hydrologic calculations were based on the 100yr/10day storm and precipitation data was collected from the NOAA Atlas specific to the project location. Tables listed below show first flush volumes and hydrologic characteristics of the site. References throughout this drainage report are made to the Albuquerque International Airport Storm Drainage Master Plan (AIA DMP) dated May, 1995. (Drainage File AIA DMP - M16D024)

EXISTING CONDITIONS:

The area of the proposed improvements is approximately 116 acres and consists of an out-of-service runway and two unused taxiways. The location is utilized for remote parking for aircraft and special events. The site has not changed since the AIA DMP was accepted; consequently, all the existing conditions for the ACE Development can be assumed to be the same as the existing conditions in the AIA DMP.

Two basins from the AIA DMP encompass the project site. Refer to the attached pages from the AIA DMP for basin characteristics and outfalls. Runoff from the existing site is collected in the subsurface storm drainage system and infield ponds onsite. The runoff from the project site within the N17 basin discharges into the Yale Blvd storm sewer system and outfalls into the Kirtland Channel. The project site within the G17 basin discharges into a storm sewer system between the developed commercial lots (west of the project site) and into the Gibson Blvd storm sewer system.

DEVELOPED CONDITIONS:

The developed condition for the ACE project site differs from the AIA DMP in the following instances: the AIA DMP proposed a terminal building expansion making a large portion of the site impervious. The proposed basins boundaries will move based on lot development.

Though the land use description for the ACE project is different than the AIA DMP suggested, the hydrology can be used for the purposes of this report. The ACE site development is expected to have an overall area of impervious surfaces (land treatment D) equal to or less than what is shown in the AIA DMP. As each lot develops, the storm sewer system will be constructed to match proposed condition of the AIA DMP. There is a proposed alternative shown in the AIA DMP of a single 48" storm drain from south N17 to middle N17 in the case that the current storm drain configuration proved to be impractical. For the purposes of this report, the proposed conditions will be to upsize the existing storm drain configuration. Refer to the attached Drainage Basin Map for Proposed Future Development to note the increased sizes in storm sewer pipes. Table 1 below shows the hydrology of the site.

The developed condition basins for the ACE development will differ from the proposed basins in the AIA DMP; however, the overall area of each basin will remain the same. Due to the layout of the proposed lots for the ACE development, it is assumed that lots 1 through 3 will be incorporated into Basin G17 and the remaining project site will be incorporated into Basin N17. This change removes the southern ends of sub-basins 104 and 106 from Basin G17 and adds to Basin N17. The change also removes the northern ends of sub-basins 205 and 206 from Basin N17 and adds to Basin G17. The exchange in area is nearly identical, making the overall Basins' area equal to that shown in the AIA DMP. It appears that the far west edge of Subbasin 1400 of Middle Basin will be added to Basin N17 to include the eastern edge of the proposed aircraft apron. The drop inlet at this location will be relocated east to avoid accepting any flows from the proposed improvements area. This will add approximately 0.4% of area to Basin N17 and will be captured by the upsized storm drains on the proposed apron and Pond A. Refer to the attached Drainage Basin Map for Proposed Future Development for the updated Basin boundary layouts. Offsite flows are not anticipated to enter the project site.

The conceptual phasing for this project begins with demolition and grading of the entire site. As each lot is developed, the necessary access roads and/or taxiway will be constructed. EACH DEVELOPER OF A LOT WILL BE REQUIRED TO MANAGE THE 90TH PERCENTILE STORM EVENT (FIRST FLUSH) ONSITE BASED ON THE PROPERTIES OF THE RESPECTIVE LOT. Table 2 lists conceptual pond calculations for first flush management.

FIRST FLUSH CALCULATION

$$Volume_{first\ flush} = \frac{0.34\ in.}{12\ in./ft} \times Area_{Land\ Treatment\ D}$$

$$2.4354\ ac \cdot ft = \frac{0.34\ in.}{12\ in./ft} \times 85.95\ ac\ (entire\ project\ site)$$

TABLE 1: SITE HYDROLOGY

LOT NO.	TOTAL AREA	IMPERVIOUS AREA	BASED ON 100YR/10DAY STORM		
			TOTAL VOLUME	FLOW	FIRST FLUSH
	(acres)	(acres)	(ac-ft)	(cfs)	(ac-ft)
1	4.07	3.4595	1.13	18.16	0.0980
2	2.22	1.8870	0.62	9.90	0.0535
3	3.53	3.0005	0.98	15.75	0.0850
4	4.28	3.6380	1.19	19.10	0.1031
5	4.25	3.6125	1.18	18.96	0.1024
6	4.38	3.7230	1.22	19.54	0.1055
7	3.63	3.0855	1.01	16.20	0.0874
8	3.97	3.3745	1.10	17.71	0.0956
9	6.49	5.5165	1.80	28.96	0.1563
10	6.52	5.5420	1.81	29.09	0.1570
11	5.06	4.3010	1.40	22.58	0.1219
12	5.06	4.3010	1.40	22.58	0.1219
13	8.43	7.1655	2.34	37.61	0.2030
14	8.43	7.1655	2.34	37.61	0.2030
Aviation R.O.W.	45.68	26.18	9.95	184.0	0.7418
Totals	116 ac	85.95 ac	29.47 ac-ft	497.75 cfs	2.4354 ac-ft

TABLE 2: POND CHARACTERISTICS

Pond Name	Pond Accepts Flows from	Pond Volume	Volume Required
		(ac-ft)	(ac-ft)
A	Proposed TW and Apron	1.94	0.75
B	Proposed Lots 1 & 2	0.29	0.16
C	Proposed Lot 3	0.17	0.09
D	Proposed Lots 4 & 7	0.23	0.19
E	Proposed Lots 5 & 8	0.35	0.26
F	Proposed Lot 6	0.18	0.11
G	Proposed Lots 9, 10, 11, & 12	0.58	0.56
H	Proposed Lot 13	0.25	0.21
I	Proposed Lot 14	0.25	0.21
TOTAL		4.24	2.54



Scale: 1" = 200'



LEGEND

- EXISTING TOPOGRAPHY CONTOUR
- EXISTING STORM DRAINAGE UTILITIES
- DRAINAGE FLOW DIRECTION
- LOT NUMBER
- CONCEPTUAL POND
- AIA DMP PROPOSED BASIN BOUNDARY
- PROPOSED IMPROVEMENTS BOUNDARY
- PROPOSED LEASE BOUNDARY
- AIRPORT PROPERTY LINE

NOTES

- THE DEVELOPER OF A LOT WILL BE REQUIRED TO MANAGE THE 90TH PERCENTILE STORM EVENT (FIRST FLUSH) ONSITE FOR THE RESPECTIVE LOT. THE ALBUQUERQUE DEPARTMENT OF AVIATION WILL MANAGE THE 90TH PERCENTILE STORM EVENT RUNOFF FOR THE NEW ROADWAYS, TAXIWAY, AND APRON ONSITE BY PONDS. FOR LARGER STORMS THE POND WILL OVERFLOW INTO THE STORM SEWER SYSTEM AS DESCRIBED BY THE ALBUQUERQUE INTERNATIONAL AIRPORT STORM DRAINAGE MASTER PLAN, MAY 1995.
- Q SHOWN IS DISCHARGE GENERATED FROM EACH SITE (100 YR / 6 HR STORM). FLOWS IN EXCESS OF THE ALLOWABLE Q 100/6 SHALL BE PONDED ON SITE.
- V SHOWN IS VOLUME GENERATED BY 100 YR / 24 HR STORM.
- DESIGN OF STORM DRAINAGE FACILITIES WILL BE BASED ON THE ALBUQUERQUE INTERNATIONAL AIRPORT STORM DRAINAGE MASTER PLAN MAY 1995. THE MASTER PLAN INCLUDES A CONCEPTUAL STORM DRAIN PLAN FOR THE MANAGEMENT OF STORMWATER FROM THE SITE. HYDROLOGY IN THE MASTER PLAN ASSUMES THAT THE SITE WILL BE DEVELOPED IN MANNER SIMILAR TO THE PROPOSED DEVELOPMENT SHOWN IN THIS SITE PLAN FOR SUBDIVISION.

KEYED NOTES

- EXISTING 24" STORM DRAIN TO BE REPLACED WITH 36" STORM DRAIN.
- EXISTING 18" STORM DRAIN TO BE REPLACED WITH 24" STORM DRAIN.
- NEW 90TH PERCENTILE STORM EVENT RUNOFF MANAGEMENT POND.
- EXISTING STORM DRAIN TO REMAIN.
- EXISTING DROP INLET TO BE RELOCATED.

TABLE 3: AIA DMP FLOWS VS. ACE FLOWS

Basin	Subbasin	Q100	Portion of subbasin used for ACE	Adjusted Q100
		(cfs)	(%)	(cfs)
G17	103	65.13	100%	65.13
	104	72.79	100%	72.79
	105	75.76	20%	15.15
	106	68.8	45%	30.96
	201	9.67	100%	9.67
	203	48.83	100%	48.83
N17	204	52.67	100%	52.67
	205	34.26	100%	34.26
	206	25.67	100%	25.67
	207	91.5	100%	91.50
	208	30.82	90%	27.74
	209	107.05	100%	107.05
210	109.64	50%	54.82	

AIA DMP Proposed Flows (TOTAL) = 636.24

ACE Development Proposed flows (TOTAL) = 497.75



AVIATION CENTER OF EXCELLENCE

MASTER DRAINAGE PLAN

Prepared for:
City of Albuquerque Aviation Department

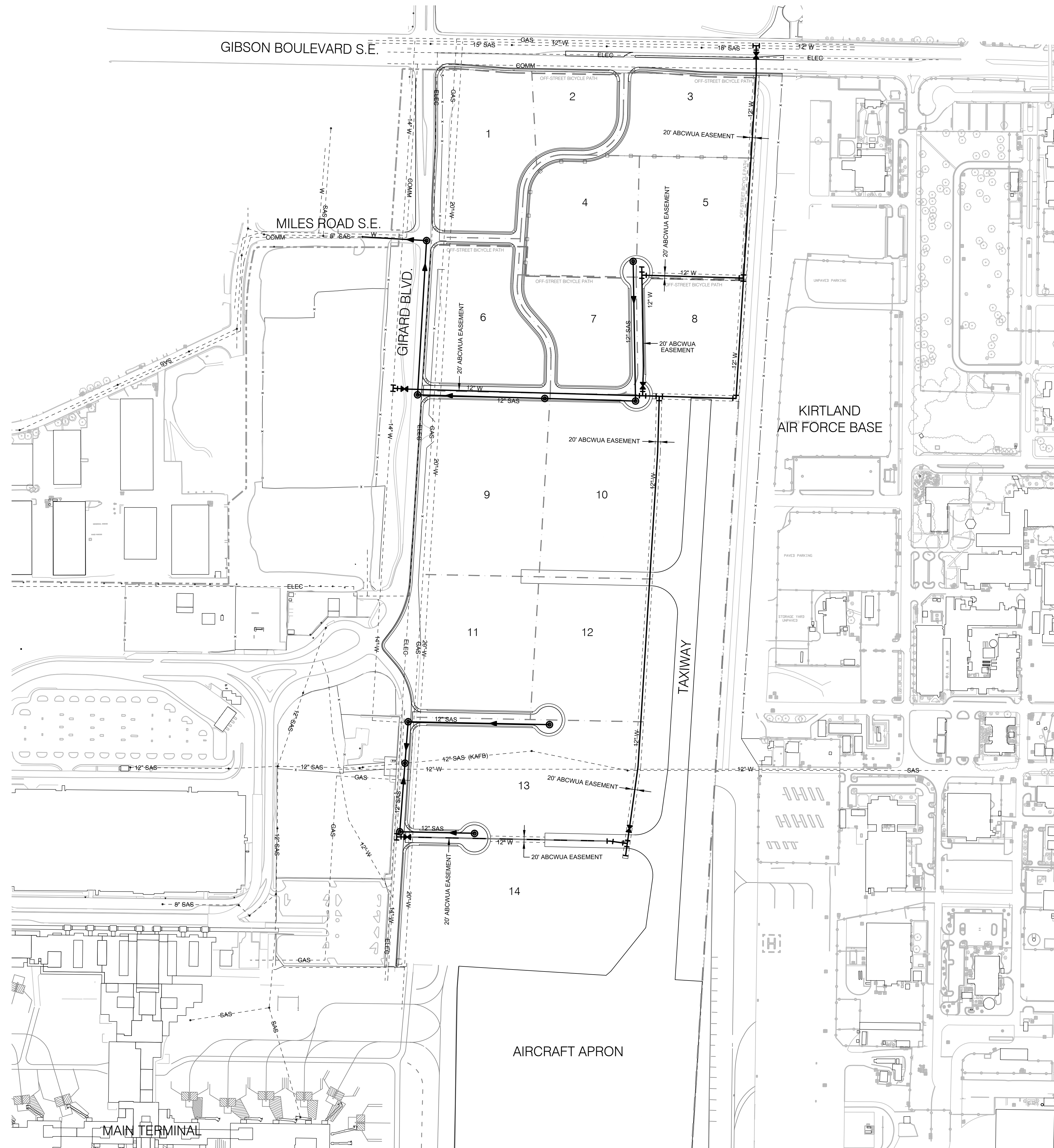
JANUARY 2016

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SHEET 4 OF 5



LEGEND

	EXISTING	PROPOSED
SEWER LINE	-SAS-	-SAS-
WATERLINE	-W-	-W-
MANHOLE		⊙
WATER VALVE		⊕

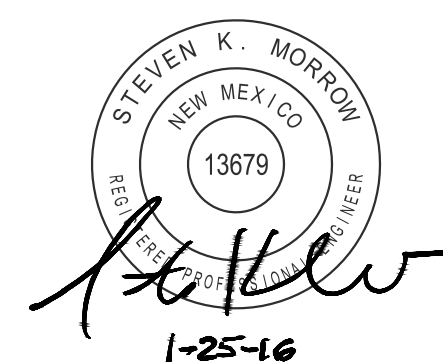
NOTES

1. ALL PUBLIC WATERLINES THAT ARE NOT WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE LOCATED IN EXCLUSIVE PUBLIC WATERLINE EASEMENTS GRANTED TO THE ALBUQUERQUE BERNALILLO COUNTY WATER UTILITY AUTHORITY (ABCWUA). ALL SANITARY SEWER LINES WILL BE PRIVATE.
2. THE INSTALLATION OF PUBLIC WATERLINE AND PUBLIC SANITARY SEWER MAY BE REQUIRED AS A CONDITION OF FUTURE DEVELOPMENT APPROVAL, ONCE THE WATER SERVICE, FIRE PROTECTION, AND SANITARY SEWER SERVICE REQUIREMENTS OF ANY FUTURE DEVELOPMENT IS KNOWN.
3. WATER AND SEWER LINE SIZES AND ALIGNMENTS ARE SUBJECT TO CHANGE AS PARCELS DEVELOP.



NORTH

Scale: 1" = 200'



AVIATION CENTER OF EXCELLENCE

UTILITIES PLAN

Prepared for:
City of Albuquerque Aviation Department

JANUARY 2016

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CONSENSUS
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SHEET 5 OF 5