

SITE DEVELOPMENT PLAN FOR SUBDIVISION

SHEET INDEX

SEQ.	Sheet #	Sheet Title
1	AS-101	SITE DEVELOPMENT PLAN FOR SUBDIVISION
2	AS-102	CONCEPTUAL SITE PLAN
3	AS-103	CONCEPTUAL PEDESTRIAN PLAN
4	LS-101	CONCEPTUAL LANDSCAPE PLAN
5	VS-101	EASEMENT EXHIBIT
6	CG-101	CONCEPTUAL GRADING PLAN
7	CU-101	CONCEPTUAL UTILITY PLAN
8	A-701	DESIGN STANDARDS
9	A-702	DESIGN STANDARDS
10	A-703	DESIGN STANDARDS
11	A-704	DESIGN STANDARDS
12	A-705	DESIGN STANDARDS
13	A-706	DESIGN STANDARDS
14	A-707	DESIGN STANDARDS

Project Summary	
Minimum GSF with 1/200 Parking	638,792
Total Maximum Bldg GSF	767,842
Total Site Acreage	48.9
Total parking required Per CABO Zoning Code	2,393
Total Parking Provided	2,464
Difference	71
% Difference	3%

Land Use Summary	
Office ("MIN"/"MAX" GSF)	386,200 - 515,250
Retail	18,000 MAX.
Restaurant	9,000 MAX.
Hotel	225,592 MAX.
Total Bldg. GSF ("MIN"/"MAX")	638,792 - 767,842
* MINIMUM GSF BASED ON 1/200 SF PARKING	
** MAXIMUM GSF BASED ON CABO MINIMUM PARKING REQUIREMENTS	

Total parking required pursuant to the Zoning Code (CABO Parking Regulations 14-16-3-1)			
Business NLSF (First Floor)*	151,425	Parking Req'd (1/200)	757
Business NLSF (Second through Fourth Floors)*	312,300	Parking Req'd (1/300)	1,041
Hotel Keys (Rooms) Tract # 1	250	Parking Req'd (1/key)	250
Hotel Keys (Rooms) Tract # 3	155	Parking Req'd (1/key)	155
NLSF Retail (Tract #2)	16,200	Parking Req'd (1/200 & 1/250 NLSF)	80
Restaurant (Tract #4) Occupants	167	Parking Req'd (1/3 Occupants)	56
Restaurant (Tract #6) Occupants	164	Parking Req'd (1/3 Occupants)	55
Total Parking Required			2,393

- Notes:
- Tract uses and areas indicated on this sheet are consistent with those used in the traffic impact study for the North I-25 Corporate Center site, dated March 30th 2009, and prepared by Terry Brown. Intensity of development is to be maintained in accordance with the TIS (traffic impact study). Any proposal substantially exceeding the TIS may require a TIS amendment. Any revisions to the TIS shall require consultation with transportation staff and/or the city traffic engineer.
 - Building heights are limited to 120' maximum and as further defined on sheet A-704 design standards.
 - Subject site is zoned SU-2/M-1. Parking requirements are pursuant to the zoning code 14-16-3-1. See parking table this sheet.
 - Any variation of access point location which differs from what is shown in these drawings shall require consultation with and approval by the city traffic engineer.
 - Private, blanket cross lot access, drainage, and dry utility easements granted on and for the benefit of tracts 1-15 and tracts 18 & 19. See sheet VS-101.
 - Minor variations to parking totals per tract are allowed.
 - Tracts 13, 15, 18, 19, 20, and 21 are common tracts owned and maintained by the Property Owner's Association.

NORTH I-25 CORPORATE CENTER

LEGAL DESCRIPTION:

Signetics Albuquerque facility as the same is shown and designated on the corrected amendment plat of land in section 12, T11N, R3E, N.M.P.M. blocks 6, 7 and 8, tract A, unit B, North Albuquerque Acres, filed in the office of the county clerk of Bernalillo county, New Mexico, on December 17, 1981, in plat book C19, folio 48, and containing 59.6622 acres, more or less.

LAND USE SUMMARY:

This SU2/M-1 (light manufacturing zone) property is intended to be developed as a business park with a mix of commercial and office uses. Design standards are provided to integrate the mix of uses by establishing an architectural style, unified landscaping throughout, pedestrian linkages, lighting and signage standards, and compliance with the north I-25 sector development plan. The proposed mixture of commercial uses on the site is intended to appeal to surrounding areas, as well as provide some on-site amenities in support of the on-site office uses. Although zoned SU2/M-1, the marketing effort will be toward the mixed commercial and office uses described above. The site includes a large open space area designed to encourage outdoor interaction and uses on the site. Pedestrian linkages as indicated on the pedestrian plan are located throughout the site to help tie buildings to each other and to the large open space area. These linkages also provide internal access to the site from bounding streets. Key points of emphasis described within this site development plan for subdivision are:

- Strong pedestrian linkages
- Unified architecture
- Open space areas
- Unified landscaping

VEHICULAR ACCESS & CIRCULATION TO AND THROUGH THE SITE:

One internal private way (see legend) that runs east and west between San Mateo Blvd. and Pan American freeway will provide vehicular access through the site. It is a private way 64' in width (40' curb to curb asphalt). It will serve as primary access to the site. Access to each individual tract is from one or sometimes both of the two access streets. Access to the site from Pan American freeway (single direction traffic going south) is improved by the addition of deceleration lanes 300 feet in length. Two access points along Modesto are anticipated. One is to be a shared access point for both tracts #9 & #11. The other will be individual access points serving tract #3. While locations for the access points on Modesto are shown, actual locations may vary based on actual site layout and access needs. From San Mateo there will be access to the two internal streets mentioned above. Existing south bound turn lanes in the median at San Mateo will serve these access points. North bound traffic along San Mateo will not require new turn lanes into the site. There is no vehicular access to the site from San Diego ave. Because of the La Cueva arroyo lying along the sites northern boundary. The 12' AMAFCA access drive along the southern edge of the arroyo will be paved for bicycle and pedestrian traffic. A 15' wide gravel access way for AMAFCA will be maintained along the northern edge of the arroyo.

PEDESTRIAN ACCESS & CIRCULATION TO AND THROUGH THE SITE:

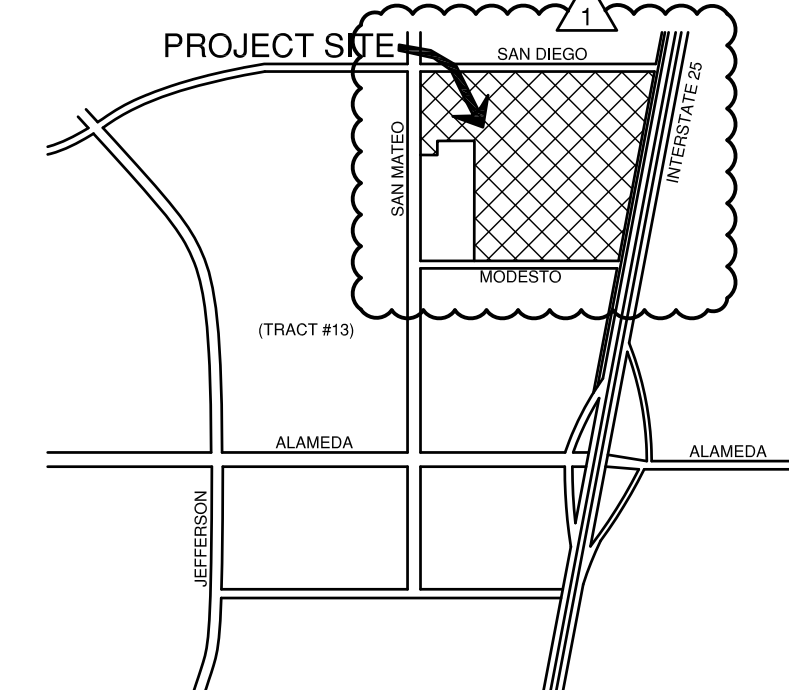
Each of the two east/west streets within the site are to have 6' sidewalks along each side. New pedestrian sidewalks will also be provided along San Mateo Blvd. and Modesto Ave. where pedestrians are most likely to approach the site. At the intersection of Modesto and San Mateo a new crosswalk made from colored, textured concrete shall be provided to both slow vehicular traffic and provide safer pedestrian access to the site. Each tract shall have a pedestrian connection to either San Mateo or Modesto or to at least one of the internal East/West streets that in turn provides pedestrian connection to San Mateo and the existing bus stop location located near the midpoint of the San Mateo boundary of the site. The north/south vehicular access way discussed above in vehicular access, is to accommodate at least one pedestrian walk-way of at least 6' in width. These walkways will provide pedestrian connection to the two east/west connections within the site. A third north/south pedestrian circulation route shall also connect the north and south east/west connections between tracts #8 & #7 at the center of the site. A pedestrian route from tract #2 will run east and west to connect tracts #10 and #11. This route runs along the southern edges of tract #4 & #10 (the central commons/park area). Pedestrians will also be able to access the site from the bicycle/pedestrian path on the southern edge of the La Cueva arroyo at the northern boundary of the site. Pedestrian access to tracts #1, #7, & #12 shall connect to this pedestrian/bicycle path. All pedestrian connections shall be as described in the design standards for this site development plan detailed on subsequent sheets.

PHASING:

The first site plan for building permit (tract #13) shall be heard by the environmental planning commission for approval. Vehicular and pedestrian access from San Mateo sufficient to serve the needs of tract #13 will be constructed as a part of phase one. This will include the improvement of the existing bus stop on the East side of San Mateo. The central commons/park and remainder of the two main internal streets running East and West shall be constructed ahead of or concurrent with any next tracts development following the completion of tract #13. Development of other tracts will progress based on market conditions and demands.

NOTE: INFRASTRUCTURE LIST TO BE ESTABLISHED WITH FUTURE PLATTING OR SITE PLAN FOR BUILDING PERMIT

- REMOVAL OF A 9.96 ACRE TRACT FROM THIS SITE PLAN. ADJUSTMENTS TO THE REMAINING TRACTS AND CIRCULATION SYSTEM. THE REMAINING COMMON AREA TRACT (TRACT 13) ALONG SAN MATEO BOULEVARD HAS BEEN CALLED OUT AS COMMON POA TRACT. GENERAL NOTE G WAS ADDED TO INDICATE THAT TRACTS 13, 15, AND 18-21 ARE COMMON TRACTS TO BE OWNED AND MAINTAINED BY THE PROPERTY OWNER'S ASSOCIATION. LANDSCAPING WAS ALSO ADDED TO ALL OF THE COMMON TRACTS AS A USE.



VICINITY MAP SCALE: 1" = 1,000'-0"

PROJECT NUMBER:
Application Number:

This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC), dated _____ 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 DRC 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:

Traffic Engineering, Transportation Division	Date
ABCWUA	Date
Parks and Recreation Department	Date
City Engineer	Date
Solid Waste Management	Date
DRB Chairperson, Planning Department	Date

Fanning Bard Tatum Architects AIA, Ltd.
6100 Indian School Rd. NE Ste 210
Albuquerque NM 87110
Phone 505/883.5200
Facsimile 505/884.5390
Web www.fbtarch.com

LEGEND

- PROPERTY LINES
- NEW PRIVATE PRIMARY (INTERNAL) WAY.
- NEW PRIVATE SECONDARY (INTERNAL) WAY.
- PEDESTRIAN/VEHICULAR CONNECTION
- PEDESTRIAN CONNECTION
- PEDESTRIAN/BIKE PATH

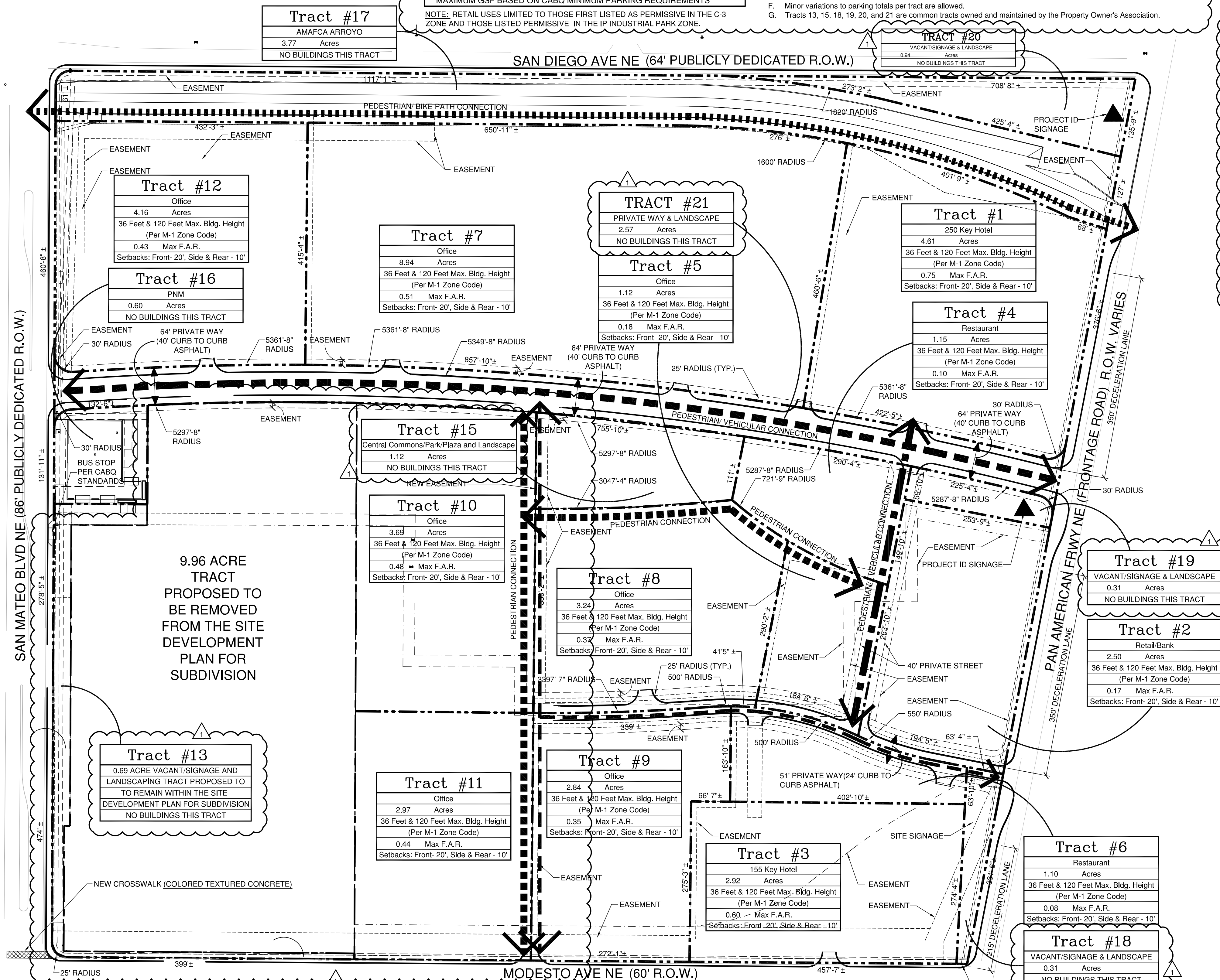
PROJECT NUMBER	1000310
APPLICATION NUMBER	
EPC SITE DEVELOPMENT PLAN SIGNOFF APPROVAL:	
Traffic Engineering, Transportation Division	03/10/10
ABCWUA	03/10/03
Parks and Recreation Department	3/10/10
Bradley S. Brigham	3/10/10
CITY ENGINEER	DATE
ENVIRONMENTAL HEALTH DEPARTMENT (CONDITIONAL)	DATE
SOLID WASTE MANAGEMENT	DATE
DRB CHAIRPERSON, PLANNING DEPARTMENT	DATE
NORTH I-25 CORPORATE CENTER	

MARK	DATE	DESCRIPTION
	3/2/10	DRB SUBMITTAL
	12/16/09	REVISED EPC SUBMITTAL
	8/20/09	REVISED EPC SUBMITTAL
	6/30/09	REVISED EPC SUBMITTAL
	5/29/09	REVISED EPC SUBMITTAL
	5/20/09	REVISED EPC SUBMITTAL
	4/10/09	REVISED EPC SUBMITTAL
	3/31/09	INITIAL EPC SUBMITTAL

PROJECT NO:	N-25-CC
CAD DWG FILE:	AS-101 SITE DEVELOPMENT PLAN FOR SUBDIVISION & BUILDING PERMIT.DWG
DRAWN BY:	JLL
CHECKED BY:	JLL

SHEET TITLE
SITE DEVELOPMENT PLAN FOR SUBDIVISION AMMENDMENT 12/3/15

AS-101



0 50 200
20 100

NOTE: SEE SHEET VS-101 FOR DETAILED INFORMATION ON ALL EASEMENTS, EXISTING AND PROPOSED.