

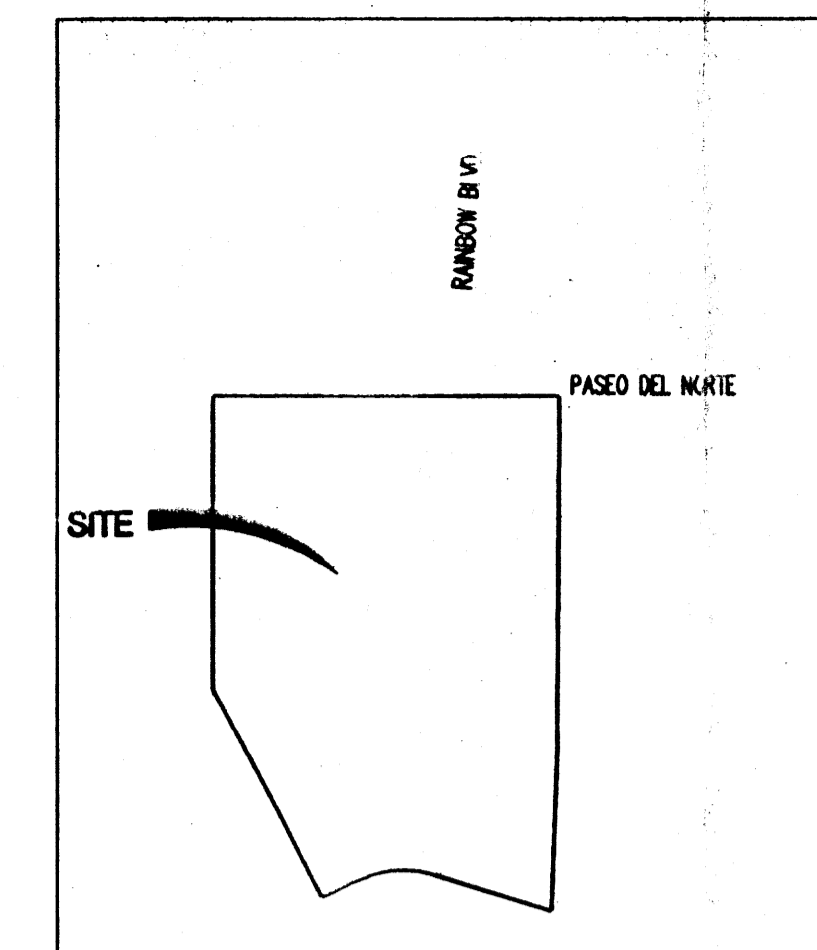
The Trails

PHASE 1

SITE DEVELOPMENT PLAN FOR SUBDIVISION

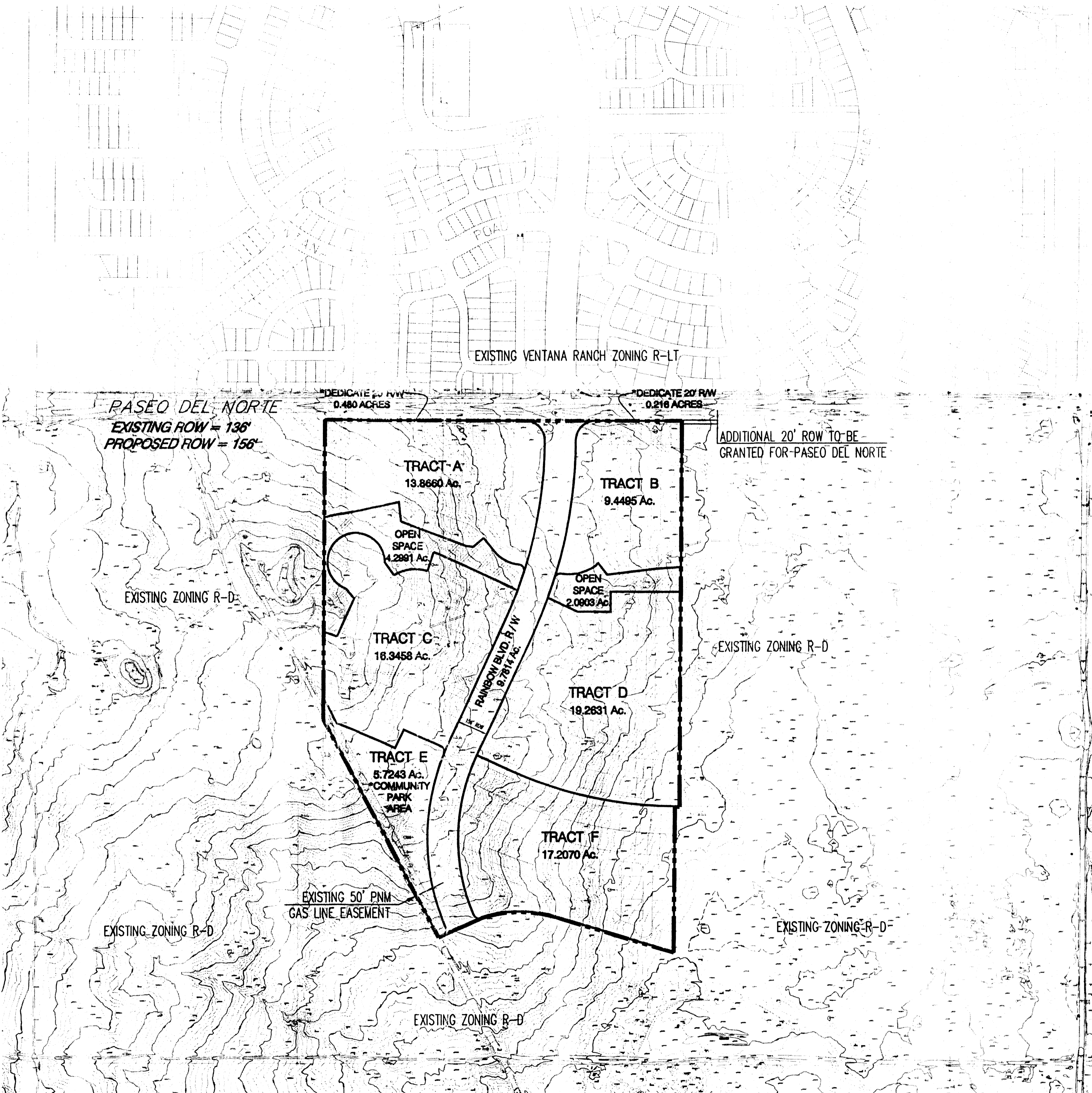
SITE PLAN

PROJECT 1002962



LOCATION MAP

ZONE ATLAS PAGE B9-Z & C9-Z
NO SCALE



SITE PLAN

GENERAL NOTES

- Existing zoning: RD - proposed zoning: no change.
- Lot size, setbacks and widths for individual subdivision parcels shall conform to the R-T zoning regulations.
- See roadway sections for row width and curb and gutter configuration.
- As described and permitted in Chapter 23 of the City of Albuquerque Development Process Manual, off street parking will be provided in accordance with The P-1, intermittent parking design standards. This is applicable where the roadway right-of-way and pavement widths within individual subdivisions equal 46' and 28' respectively.
- All internal subdivision residential roads are proposed to be 46' row w/ 28' f-f pavement section.
- Entry roadways to individual subdivisions are proposed to be 72' row w/divided entry/exit drive aisles.
- Subdivision lot layouts depicted are for general information only. Exact lot size, configuration, quantity and internal roadway configuration will vary.
- Community park and open space parcel sizes and configuration will be dependent on exact configuration of adjoining subdivision parcels.
- This site development plan package depicts the proposed development for "The Trails" subdivision. Minor modification to parcel boundaries and/or roadway alignments may occur following technical review by city staff. Such modifications, if applicable, will be addressed through the City of Albuquerque platting process.
- Community park area (w/easement) = 5.7243 acres.
Community park area (w/o easement) = 4.1774 acres.
- 20' r/w dedications for Paseo del Norte subtracted from Tracts A & B.

PROJECT NUMBER: 1002962

Application Number: 03DRB-01530

DRB SITE DEVELOPMENT PLAN APPROVAL:

[Signature] 10/22/03
Traffic Engineering, Transportation Division Date

[Signature] 10/22/03
Utilities Department Date

[Signature] 10/22/03
Parks and Recreation Department Date

[Signature] 10/22/03
City Engineer Date

[Signature] _____ Date
Environmental Health Department (conditional)

[Signature] 11-4-03
Solid Waste Management Date
[Signature] 10/22/03
DRB Chairperson, Planning Department Date

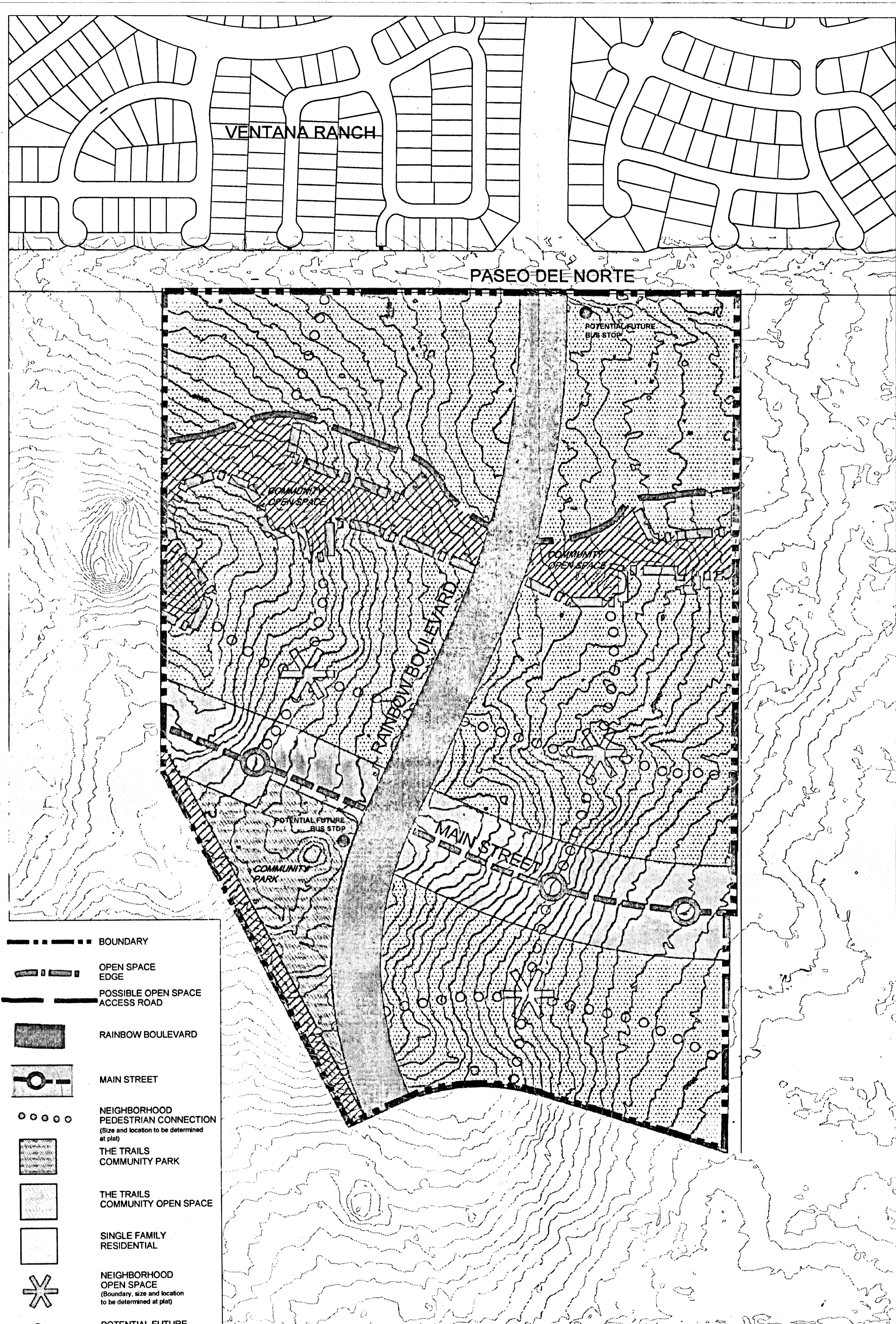
THE TRAILS LLC.
LAND DEVELOPER

DESIGNWORKSHOP
LAND PLANNING / LANDSCAPE ARCHITECTURE

DENISH - KLINE & ASSOCIATES
PLANNING CONSULTANTS

BOHANNAN HUSTON
CIVIL ENGINEERING





OVERALL CONCEPT PLAN

Overall Concept

The Trails - the project name reflects the primary design concept for this new community. The Trails project emphasizes open space, native landscapes, pedestrian trails, walks and connections to create a diverse residential community.

The design is organized to highlight a series of basalt outcrops that exist on the property. These natural rocky high points relate the community design back to the geology that created this land and provide panoramic views of the surrounding natural environment—the basalt volcano peaks to the southwest, the Sandia Mountains to the east, and the winding Rio Grande valley in between. The project plan incorporates these outcrops into a community open space system 'backbone' of multi-use trails and native landscapes.

The individual residential neighborhoods are attached to this backbone and connected to each other by a system of neighborhood trails. From the point of view of the individual residence, neighborhood scale open space and sidewalks connect each residence with pathways to the walking and trails system of the community.

This concept of a walking residential environment is to be further celebrated in the design of a residential 'main street'. Paralleling the open space backbone, 'main street' is a pedestrian promenade that is the urban counterpart to the natural community open space trail. The tree lined median and parkway, pedestrian corner islands, and roundabouts are designed to encourage walking on this street.

At the regional level, all the major streets in The Trails emphasize pedestrian activity. Rainbow Boulevard is envisioned to be offset to one side in its right-of-way, creating a large pedestrian zone all along the west edge of the boulevard. Both sides of Rainbow Boulevard are intended to include multi-use trails that accommodate pedestrians, recreational bicyclists, and other non-motorized users. Rainbow Boulevard is noted as a bike route on the City of Albuquerque Long Range Trails plan.

The trail system is also integrated with a proposed park site. The Trails Community Park is shown on the southwest corner of the intersection of 'main street' and Rainbow Boulevard. This park is intended to be a major destination for the community. The park design will integrate recreational opportunities for toddlers, youths and adults. In future phases, this site will connect directly with another site reserved for public purposes.

A Diverse Community

The Trails is intended to be a diverse residential community, with a broad economic range and a diversity of uses. Because the site is zoned R-D under the City of Albuquerque Comprehensive Zoning Code, the developer for The Trails has submitted this Site Development Plan for Subdivision. Its approval allows denser development patterns to accommodate families with a wider variety of incomes, in various stages of life, to live at The Trails.

Part of a Larger Plan

The Trails submission is the beginning of a larger community design that will be presented to the City for review. The Trails is the first part of a sector plan intended to advance the concept of pedestrian environments that respect and enhance the natural landscape within a diverse community of residential, civic, and neighborhood scale commercial-retail services.

Proposed Land Uses

The Trails site is located directly south of the intersection of Paseo del Norte and Rainbow Boulevard. The site is approximately 99 acres. The Trails is proposed as a single family residential development with tracts for community open space and parks. The Site Development Plan for Subdivision is submitted to obtain approval for allowed higher densities through the site plan process consistent with the provisions of the R-D zone. The Trails is subject to the requirements of the 'View Area' of the Northwest Mesa Escarpment Plan.

Maximum Total Dwelling Units: 450.

Lot Size Range: 3,800 to 7,000 square feet per lot.

Utility providers that have agreed to service this project are:

Water	New Mexico Utilities, Inc.
Sanitary sewer	New Mexico Utilities, Inc.
Electrical	PNM
Natural gas	PNM
Telephone	QWest
Cable	Comcast

Circulation

Pedestrian Ingress and Egress

Pedestrians will primarily enter The Trails from the intersection of Paseo del Norte and Rainbow Boulevard. Trails along Rainbow Boulevard are to be designed to create a pedestrian friendly landscaped route into The Trails project from Paseo del Norte. In addition, smaller neighborhood pedestrianways are to be designed from Paseo del Norte via pedestrian openings at cul-de-sacs and road ends into the north neighborhoods. Vehicle access controls are to be included as part of these openings. Internally, The Trails community-wide trail system and walkway connections within and between the neighborhoods are intended to create opportunities for all residents to be active pedestrians.

Vehicular Ingress and Egress

Vehicles will also enter and leave The Trails by the Paseo del Norte and Rainbow Boulevard intersection. Both Paseo del Norte and Rainbow Boulevard are designated as principal arterials on the City of Albuquerque Long Range Roadways System Plan.

The Trails intends to dedicate right-of-way for Rainbow Boulevard from the intersection with Paseo del Norte to the south end of The Trails site. The Albuquerque Public Works Department has agreed to The Trails development building Rainbow Boulevard within the project site as a medianed four-lane road with bike lanes which would fulfill The Trails commitments to the development of Rainbow Boulevard. Future expansion of Rainbow Boulevard to a six-laned section is to be done by others.

The Trails intends to dedicate twenty feet of right-of-way along the project's Paseo del Norte frontage. This dedication will provide the City of Albuquerque with the full dedicated right-of-way needed for Paseo del Norte to be built as a major arterial. The project also intends to contribute to the mitigation of other off-site traffic impacts identified through the attached Traffic Impact Analysis by means of a development agreement with the City of Albuquerque.

Street Design

Street designs for The Trails project have two objectives. First is to meet City of Albuquerque safety standards. Second is to be pedestrian friendly. Thus, each road uses the narrowest appropriate road cross-section within current City standards. Evolving national neighborhood street standards emphasize narrower streets to create safer pedestrian neighborhoods. Major intersections are to be designed to clearly mark pedestrian crossings. Along the roadways, other safe pedestrian crossings will be developed as appropriate. Walkways along all streets are to be separated from road edges to increase pedestrian safety. Creating a people friendly vs. auto focused community is of great importance to Albuquerque as a city and The Trails as a project. See Sheet 4 of this submission for general concepts for road cross-sections.

Internal Vehicular Circulation Requirements

'Main street' will be a unique internal road - as much a community pedestrian promenade as a street. It is to be designed to be the urban counterpart to the main community trail. See the Main Street cross-section on Sheet 4 for the general design concept.

Other internal neighborhood streets are to be designed per the Neighborhood Street Cross-section on Sheet 4.

Off-Street Parking Requirements

Off-street parking will be provided in accordance with the "P-1", Intermittent Parking Design Standard as described and permitted in Chapter 23 of the City of Albuquerque Development Process Manual.

Transit Facilities

The Trails is not served by any current or planned City of Albuquerque transit routes. In anticipation of future transit routes, potential locations for future bus stops are noted on the Overall Concept Plan should the City desire in the future to pursue that opportunity.

The Trails

PHASE 1

SITE DEVELOPMENT PLAN FOR SUBDIVISION

OVERALL CONCEPT PLAN

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Traffic Engineering, Transportation Division	Date
Utilities Development	Date
Parks and Recreation Department	Date
City Engineer	Date
*Environmental Health Department (conditional)	Date
Solid Waste Management	Date
DRB Chairperson, Planning Department	Date

*Environmental Health, if necessary 4-15-03

THE TRAILS LLC.

LAND DEVELOPER

DESIGNWORKSHOP

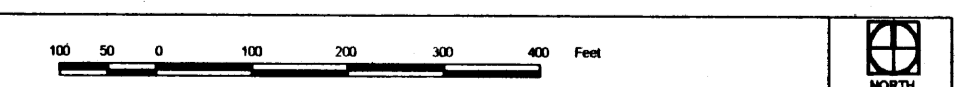
LAND PLANNING / LANDSCAPE ARCHITECTURE

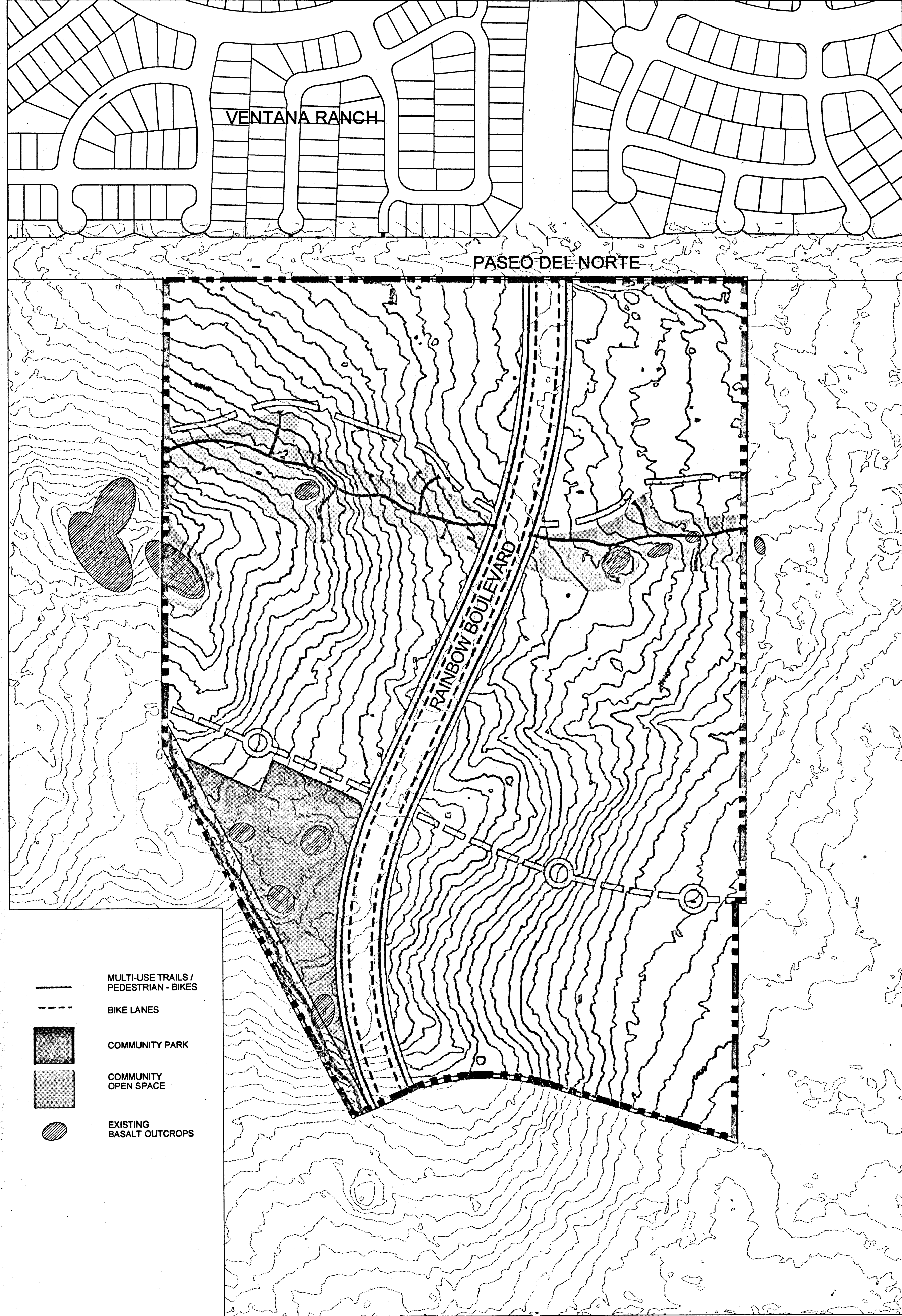
DENISH - KLINE & ASSOCIATES

PLANNING CONSULTANTS

BOHANNAN HUSTON

CIVIL ENGINEERING





OPEN SPACE / PARKS PLAN



Landscape Design

Overall Concept

The Trails landscape concept combines colorful xeric natives and drought-tolerant plants with the existing natural landscape in the community open space.

The plant palettes in the Northwest Mesa Escarpment Plan are to be incorporated into The Trails landscaping as are the requirements of City water and plant ordinance. Developed landscape areas are to be designed with automatic irrigation systems that utilize water conserving low flow and drip components. Terrain management and erosion control requirements will be integrated into the landscape design.

Community Open Space Landscaping

The majority of the Community Open Space at The Trails will be either existing natural areas or areas revegetated with a mixture of native trees, shrubs and ground covers. The mixture will as much as practical reflect the indigenous plants that exist on site today. To enhance the site's native species, existing plants—such as the magenta-flowered pickly pear cacti—where practical are to be transplanted from areas that are to be built upon to Community Open Space as part of the site-wide landscape approach. Limited portions of the Community Open Space will be improved with colorful native and drought-tolerant plants around high use areas such as trail heads and seating locations to act as buffers for the fragile native landscape. The Community Open Space will allow for drainage and water harvesting features that are integrated with the overall natural land pattern of the site. Where the drainage and water harvesting features occur, they are anticipated to be revegetated with a native plant mix and plants from the plant lists in the Northwest Mesa Escarpment Plan. The Community Open Space will be developed and initially maintained by The Trails developer with future maintenance by either a homeowners association, or other non-profit entity, or the City should it accept dedication of the open space.

Community Park Landscaping

The Trails anticipates that a portion of the park will remain in its natural landscape condition. This natural area is intended to be a mini-botanical display using signs to interpret the indigenous plants of the site. The Trails development intends to educate and enhance appreciation of the value and uniqueness of the native high desert plants in the middle Rio Grande Valley.

A small area of the Community Park may have drought-tolerant turf to provide an active play area for residents to play ball or enjoy group activities. Colorful native and drought-tolerant plants will be used around the main activity areas of the park to act as a buffer to the more fragile native landscape.

An agreement is currently in process for dedication of the Community Park to the City of Albuquerque Parks and Recreation Department. The park will be developed and initially maintained by The Trails developer with future maintenance by either a homeowners association, or other non-profit entity, or the City as per the agreement for dedication of the park.

Rainbow Boulevard Streetscape

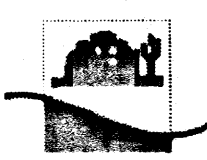
The Rainbow Boulevard Streetscape design is to use native evergreens, such as junipers and pinons, and flowering native and drought-tolerant trees, shrubs, and perennials to create a colorful and water conserving landscape for the community. The Rainbow Boulevard Streetscape is envisioned as a pedestrian friendly zone where clusters of shade trees may be part of the landscape pattern. Drought tolerant tall grasses that blend with the native landscape are part of the planting concept. The Rainbow Boulevard Streetscape will be built and initially maintained by The Trails developer, with maintenance by a homeowners association or other non-profit entity or the City should it accept dedication of the street in the future. The general concept for the Rainbow Boulevard Streetscape is portrayed on Sheet 4.

Neighborhood Streetscapes and Open Space Landscaping

Within The Trails neighborhoods, Neighborhood Streetscapes and Open Spaces are to be landscaped to conserve water and be visually pleasing and colorful. In the Neighborhood Streetscapes and Open Spaces, native and drought-tolerant trees, shrubs, and perennials will be allowed based on a plant palette designed specifically for The Trails.

The Neighborhood Streetscapes are to be designed with pedestrian sidewalks and low maintenance landscapes. Designs are to minimize water use. Turf areas will be limited in compliance with City of Albuquerque water conservation ordinances and limited to twenty-five percent of the Neighborhood Open Space.

The design of the Neighborhood Open Spaces are anticipated to be reviewed by The Trails developer for coordination with the community open space and trails concepts. The Neighborhood Streetscapes and Open Spaces will be developed and initially maintained by the neighborhood builder with future maintenance by a homeowners association or other non-profit entity.

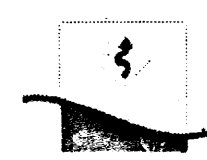


Architectural Design

Design of structures at The Trails must comply with the height and color requirements for 'View Areas' of the Northwest Mesa Escarpment Plan. It is planned that the maximum single family residential building height will be in accordance with the RT residential zone, which is below the allowed maximum building heights in the Northwest Mesa Escarpment Plan. Architectural standards for massing, finish materials and colors will be selected to complement the site's natural earth tones and to reflect the requirements of the Northwest Mesa Escarpment Plan.

The Trails will encourage neighborhood builders to follow the contours of the natural rolling landscape of the site and to accommodate long-range views from the basalt rock outcrops that are in the Community Open Space. The design of perimeter walls that define The Trails community are envisioned to be articulated and finished in textures and colors that complement the sage colored landscape and earth tones of the site and incorporate the requirements of the Northwest Mesa Escarpment Plan. Walls are to be a maximum of six feet from the high ground side. Along the community open space, the design of residential rear yard wall, will be encouraged, to maintain views into the open space. This serves two important purposes, it integrates the open space with the adjacent neighborhoods, and it creates sight lines into the open space which increases personal safety for users of the open space.

The Trails developer intends through builder and homeowner covenants to obtain conformance to architectural standards. A homeowner association design review board will have long-term design review responsibilities for the community architectural standards.



Signage Design

The Trails will have a comprehensive signage plan for community monumentation, neighborhood entries, community directories, community directional signs, and temporary construction and sales signage. The Trails signage is to be designed with long-lasting durable materials. The community signage plan intends to be consistent with City of Albuquerque sign ordinances for overall size and placement. Traffic control signage will be coordinated to comply with City of Albuquerque standards.



Lighting Design Concept

The Trails project will respond to New Mexico State 'Night Skies' policies. Shielded light fixtures will be encouraged on the exterior of all buildings. Street lighting will be coordinated and located with the Public Service Co. of New Mexico (PNM).



Pedestrian Amenities

The trail and walkway system that connects and integrates The Trails community is to be the most important pedestrian amenity. The design of the trails system is to incorporate strategically located seating areas and walking distance markers related to the natural features of the land. The trails system will be designed to connect the neighborhoods with the Community Open Space, the Community Park, the 'Main Street' and in the future other public uses at The Trails.

Sidewalks developed along all neighborhood streets will be constructed of concrete. Community trails may be built from a variety of materials as most appropriate for their intended uses. Trails may be constructed of asphalt, concrete, stabilized soil, or crushed stones.

The Trails PHASE 1

SITE DEVELOPMENT PLAN FOR SUBDIVISION

OPEN SPACE / PARK PLAN

PROJECT NUMBER: 1002962

Application Number: 03DRB-01530

DRB SITE DEVELOPMENT PLAN APPROVAL:

Traffic Engineering, Transportation Division	Date
Utilities Development	Date
Parks and Recreation Department	Date
City Engineer	Date
Environmental Health Department (conditional)	Date
Solid Waste Management	Date
DRB Chairperson, Planning Department	Date

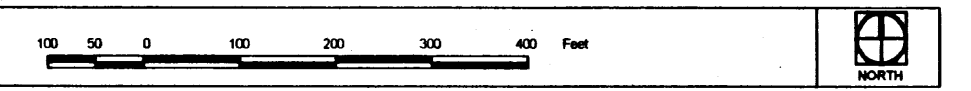
Environmental Health, if necessary 4-10-03

THE TRAILS LLC. LAND DEVELOPER

DESIGNWORKSHOP LAND PLANNING / LANDSCAPE ARCHITECTURE

DENISH - KLINE & ASSOCIATES PLANNING CONSULTANTS

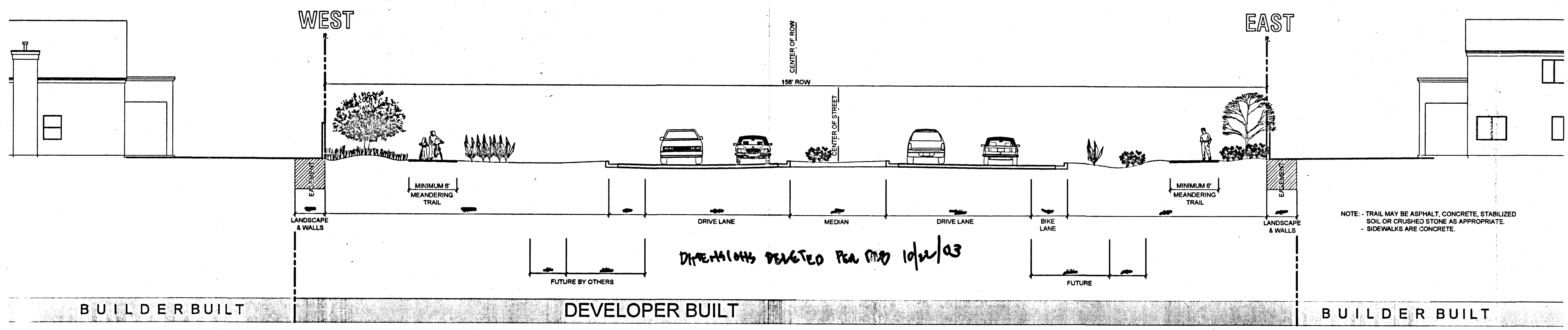
BOHANNAN HUSTON CIVIL ENGINEERING



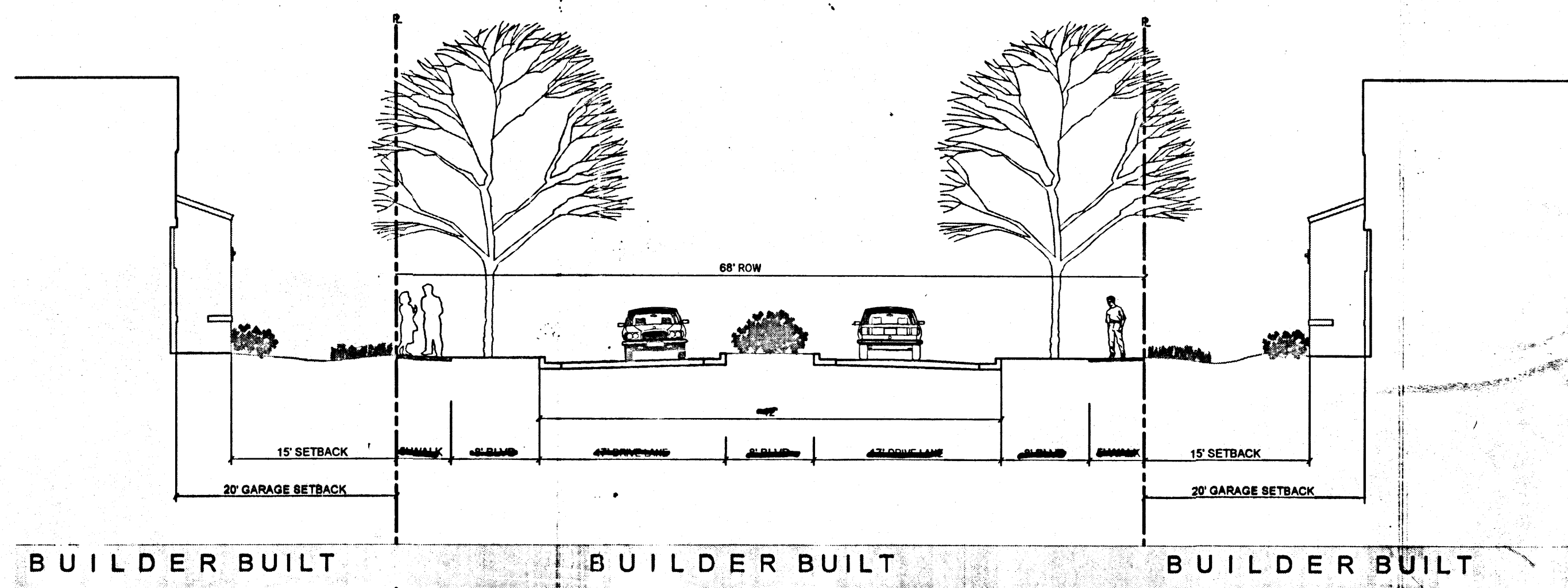
DATE	PAGE
AUG. 28, 2003	3 OF 4

SITE DEVELOPMENT PLAN
FOR SUBDIVISION

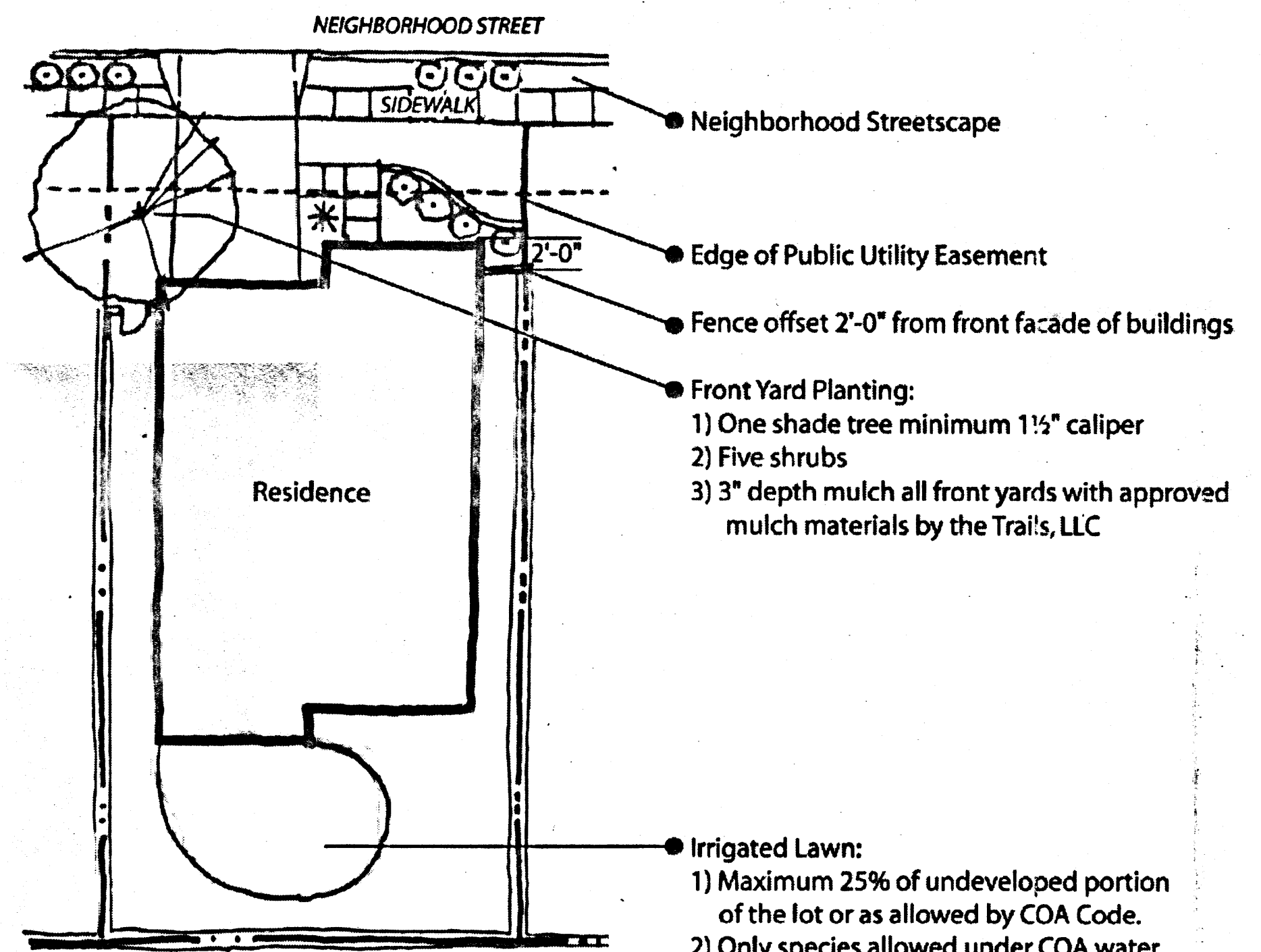
ROAD CROSS SECTIONS



RAINBOW BOULEVARD CROSS-SECTION scale 1:10



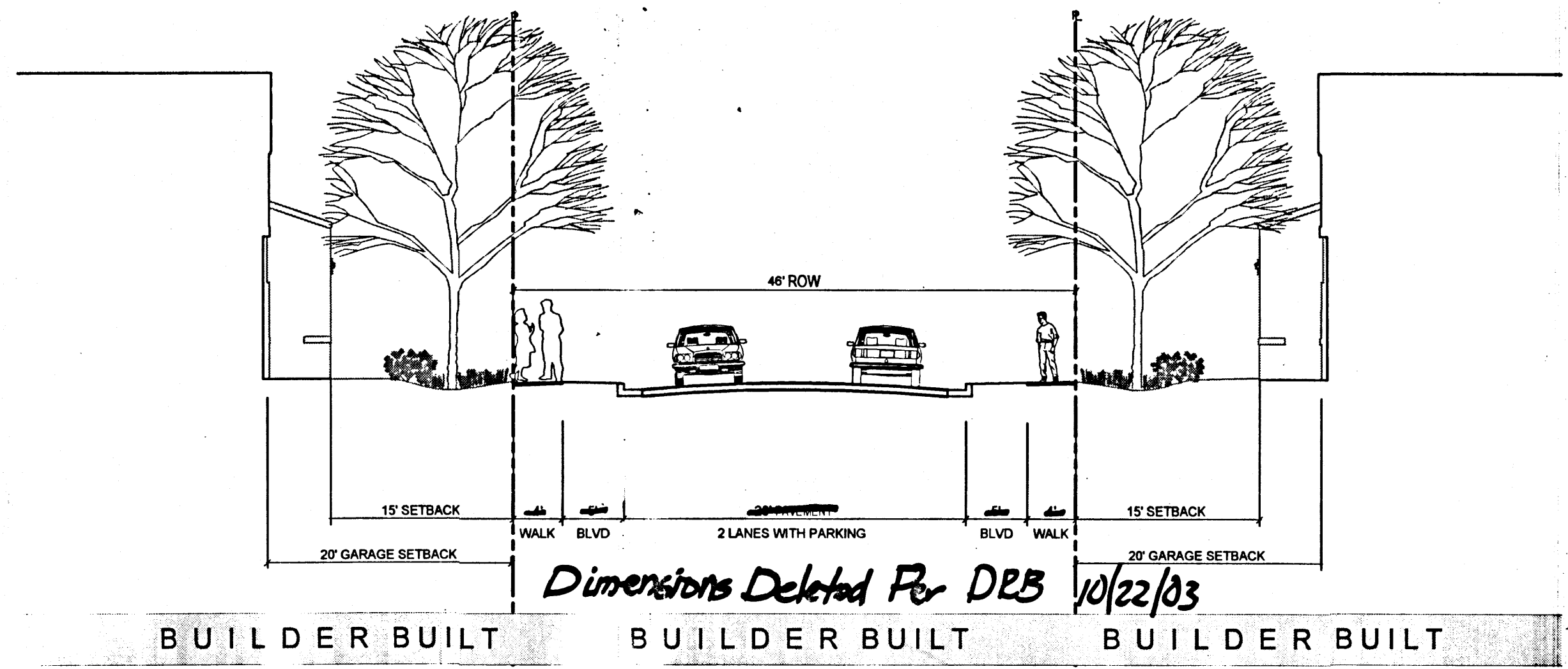
MAIN STREET CROSS-SECTION scale 1:10 DIMENSIONS DELETED PER DRB 10/22/03



ON LOT LANDSCAPE REQUIREMENTS

Note:
Homes will conform to the maximum building height in the RT zone.

Note:
Cross-sections and plans are illustrative in nature and depict what could be built under this site development plan, but do not necessarily represent final design. Final cross-sections and plans will be subject to technical review at preliminary plat.



NEIGHBORHOOD STREET CROSS-SECTION scale 1:10

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