

SITE DEVELOPMENT PLAN FOR SUBDIVISION:
 REQUIRED INFORMATION
 THE SITE: THE SITE CONSISTS OF 1 EXISTING LOT (TRACT 5-A-1-C, EL RANCHO ATRISCO PHASE III).
 THE SITE CONTAINS APPROXIMATELY 3.23 ACRES.

PROPOSED USE: THE EASTERN PORTION OF THE SITE WILL BE DEVELOPED WITH INDOOR STORAGE AND THE WESTERN PORTION WILL BE FOR FUTURE RETAIL.

ZONING: SU-2/SU-1 FOR C-1 TO INCLUDE INDOOR STORAGE.

FUTURE DEVELOPMENT WILL EXCLUDE TWO PERMISSIVE USES: GAS STATIONS AND RESIDENTIAL.

PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS: AN EXISTING SIDEWALK IS LOCATED ON LADERA DRIVE. AN EXISTING MULTIPURPOSE TRAIL IS LOCATED ON UNSER BOULEVARD. VEHICULAR ACCESS IS LOCATED ON LADERA DRIVE. ACCESS LINES UP WITH THE EXISTING MEDIAN OPENING ON LADERA DRIVE AND THE PARKING LOT ENTRANCE ACROSS LADERA DRIVE.

INTERNAL CIRCULATION REQUIREMENTS: VEHICULAR CIRCULATION THROUGH THE SITE SHALL BE FACILITATED BY A 40' WIDE ENTRANCE ACCESSING THE SITE FROM LADERA DRIVE. THIS DRIVE PROVIDES FOR CUSTOMER ACCESS TO THE STORAGE AND FUTURE RETAIL USES.

BUILDING HEIGHTS AND SETBACKS: HEIGHT FOR STORAGE USE SHALL BE 35'. HEIGHT FOR RETAIL USE SHALL BE 26'. THE EPC HAS DISCRETION OVER THE HEIGHT ALLOWANCES, PER THE SU-1 ZONING DESIGNATION. THE HEIGHT ALLOWANCE PROVIDED BY THIS SITE PLAN FOR SUBDIVISION IS AN EXEMPTION FROM THE C-1 ZONE REQUIREMENT. THE FRONT AND SIDE SETBACKS SHALL BE A MINIMUM OF 50'. THE CLEAR SIGHT TRIANGLE SHALL NOT BE INFRINGED UPON.

MAXIMUM F.A.R.: MAXIMUM FLOOR AREA RATIO SHALL BE 1.5 FOR THE STORAGE USE AND 0.2 FOR THE RETAIL USE.

LANDSCAPE PLAN: A CONCEPTUAL LANDSCAPE PLAN SHALL BE DEVELOPED IN ACCORDANCE WITH THE SITE PLAN FOR BUILDING PERMIT AND CONSISTENT WITH THESE LANDSCAPING REQUIREMENTS (SHEET 2) AND ANY OTHER REQUIREMENTS.

SIGNAGE TO BE UNDER A SEPARATE PERMIT PER C-1 REGULATIONS AND THE UNSER BOULEVARD DESIGN OVERLAY STANDARDS WHICH LIMITS FREE-STANDING SIGNS TO ONE PER STREET FRONTAGE (ONE ON LADERA DR NW AND ONE ON UNSER BOULEVARD NW) AND LIMITS WALL SIGNS TO ONE PER FACADE PER BUSINESS.

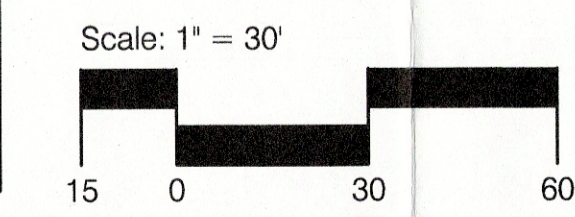
APPROVAL PROCESS: UPON APPROVAL OF THIS SITE PLAN FOR SUBDIVISION, TRACT 5-A-1-C-2 SHALL BE REQUIRED TO OBTAIN SITE DEVELOPMENT PLAN FOR BUILDING PERMIT APPROVAL DELEGATED TO THE DEVELOPMENT REVIEW BOARD (DRB) AT A PUBLIC HEARING. ANY SUBSEQUENT SUBDIVISION OF TRACTS 5-A-1-C-1 AND 5-A-1-C-2 SHALL REQUIRE APPROVAL FROM THE ENVIRONMENTAL PLANNING COMMISSION (EPC).

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.

DBB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL:

<i>[Signature]</i>	10/4/17
Traffic Engineering, Transportation Division	Date
<i>[Signature]</i>	10/4/17
ABCWUA	Date
<i>[Signature]</i>	10/4/17
Parks and Recreation Department	Date
<i>[Signature]</i>	10/4/2017
City Engineer	Date
Solid Waste Management	Date
<i>[Signature]</i>	10-4-17
DRB Chairperson, Planning Department	Date



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TITAN DEVELOPMENT LADERA CROSSING ALBUQUERQUE, NM

SITE PLAN FOR SUBDIVISION

LADERA CROSSING DESIGN STANDARDS

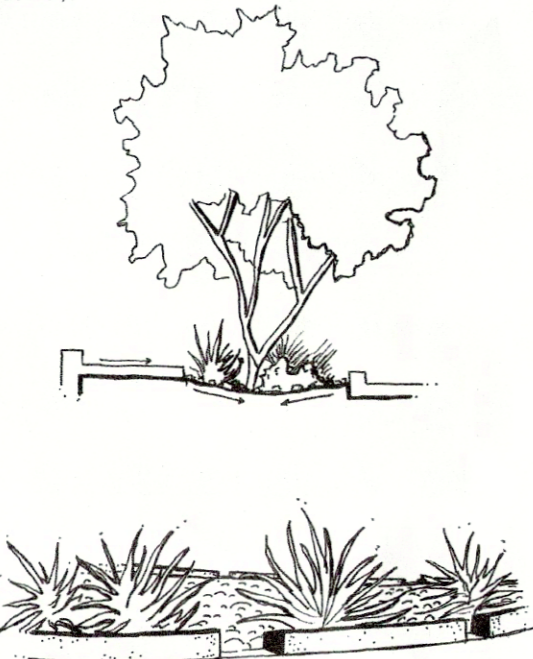
The purpose of these Design Standards is to provide a framework to assist developers and designers to understand the Owner's goals and objectives to create a high quality commercial development. These standards address the issues of landscape, setbacks, pedestrian amenities, screening, lighting, signage, and architecture that will create the visual image desired for Ladera Crossing. The guidelines for these two lots provide more architectural control over this area to create a visually pleasing environment.

A. Landscape Concept

The development of an overall landscape concept will establish a framework that unifies the two sites within Ladera Crossing. To achieve a totally unified development, all areas of design need to be coordinated and responsive to existing environmental conditions and local building policies. The landscape concept and the selection of the proper plant materials are extremely important as strong unifying elements for the project.

The following are minimum standards for specific site landscape plans:

- Off-Street parking areas shall have one tree for every ten (10) parking spaces.
- A mix of evergreen (coniferous and broadleaf) trees shall be used within parking areas. Buffer areas shall include a mix of evergreen and deciduous trees.
- One tree is required for each twenty-five linear feet of public roadway. The required trees should be informally clustered with not more than a fifty-foot gap between groupings and shall include a mix of deciduous and evergreen trees.
- On-site trees shall include an 80/20 mix of deciduous to evergreen.
- A landscape strip of no less than 10 feet shall be maintained between a parking area and the street right-of-way.
- An emphasis shall be placed on areas with streetside exposure.
- As a minimum, a 15 foot landscaped buffer is required between commercial use and residential properties. The buffer shall consist primarily of trees (evergreen and deciduous) and shrubs.
- Landscaping regulations require that 75% of landscaped areas over 36 square feet in size must be covered with living, vegetative material. High water use turf is prohibited.
- Minimum plant sizes at time of installation shall be as follows: Trees shall have at least a 2" caliper, or be 10 to 12 in height; shrubs and groundcovers shall be a five gallon container.
- An automatic underground irrigation system is required to support all required landscaping. Irrigation components should be checked periodically to ensure maximum efficiency.
- All planting areas not covered with plant material shall have a ground topping of landscape gravel, filter fabric, crushed rock, river rock, shredded bark, or similar materials, which extends completely under the plant material.
- All plant material, including trees, shrubs, groundcovers, wildflowers, etc. shall be maintained by the owner in a living, attractive conditions. All areas shall be maintained free of weeds through the use of chemical spray or pervious filter material.
- The landscape treatment at prominent entries and intersections should change in terms of intensity, pattern, texture, scale, or form to highlight these areas.
- Xeriscape principles shall be applied to all landscape areas including the use of drought tolerant plant materials and water harvesting areas where practical.
- Water harvesting techniques, such as curb cuts for drainage to landscaped areas, permeable paving, bioswales to slow and treat stormwater runoff, or cisterns for the collection and reuse of stormwater and gray water shall be provided, where appropriate.
- Stormwater control measures shall be designed to manage the first flush and control runoff generated by contributing impervious surfaces.



Retention ponds, curb cuts, and depressed planting beds collect stormwater throughout the site.

B. Site Layout

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, screening devices and landscape improvements (refer to Landscape Standards). These measures are taken to ensure the aesthetic appeal of Ladera Crossing.

B-1) Building Setbacks

- Buildings shall be located on each site according to the following setback dimensions:
- 15 feet minimum from the Unser Boulevard R.O.W and 10 feet for internal roadways.
 - 15 feet minimum from the property line of a residential zone.
 - Minimum of 15 feet from internal lot lines.

B-2) Parking

To allow for an appropriately sized landscape buffer adjacent to roadways, parking areas shall be setback as follows:

- A minimum of 10 feet from the Ladera Drive.
- The maximum allowed parking shall be equal to the required parking plus 10% unless approval by the Planning Director.
- ADA compliant parking shall be located adjacent to the building entry.
- Truck parking is not permitted on the interior streets within Ladera Crossing.
- Convenient connections shall be provided from each building to the internal circulation system and to adjacent roadways.

- Parking areas shall be designed so that pedestrians walk parallel to moving cars. Site layout should minimize the need for pedestrians to cross parking aisles and landscaped islands.
- Parking areas shall be designed to include a pedestrian link to the street sidewalk network.
- All parking facilities adjacent to the streets be screened with low walls and landscaping. Such screening shall have a minimum height of 3 feet.

B-3) Drive-Up Service Windows

Any future drive-up facilities shall require conditional use approval by the Zoning Hearing Examiner at a public meeting. Such facilities shall adhere to the following standards:

- Stacking lanes, order boxes and pickup windows shall be screened from view of the public right-of-way by walls, earth berms, or evergreen landscaping or a combination thereof and shall be a minimum of 42 inches in height.
- The building will be located close to the public right-of-way, with parking located in the rear.
- A pedestrian route shall be provided from the public sidewalk directly to the building's main entrance in order to maintain pedestrian access and separate vehicular and pedestrian traffic.

C. Pedestrian Circulation / Bikeways

To encourage and enhance the pedestrian nature of Ladera Crossing, sidewalks and/or bikeways are required in certain areas as an integral element of the streetscape. The following are standards for pedestrian and bicycle access within Ladera Crossing:

- Connections shall be provided to the sidewalk on Ladera Drive and to the sidewalk and trail on Unser Boulevard.
- Pedestrian linkages shall be clearly visible and highlighted with enhanced paving.
- All pedestrian paths shall be designed to be accessible to the handicapped (See Americans with Disabilities Act criteria for barrier free design).
- Pedestrian access and circulation shall provide direct connections from sidewalks to building entrances that minimize pedestrian/vehicular conflicts. All pedestrian ways and paths shall be at least 6 feet clear.
- Shaded pedestrian access shall be provided, including a clear 6 foot-wide path with adjacent trees.
- For commercial buildings, pedestrian crossings shall be a minimum width of 6 feet. They shall be provided where pedestrian paths cross vehicular entrances and drive aisles.
- A standard sidewalk that is a minimum of 10 feet wide shall be provided along the entrance side of all buildings.
- Bicycle racks shall be conveniently located near building entrances but not within pedestrian pathways or landscaped areas.

D. Screening Walls and Fences

The effective use of screening devices for parking lots and refuse collection areas is essential to limit their adverse visual impact on surrounding developments. The site orientation of the above service functions shall be away from any street or pedestrian area, whenever practical. The guidelines established in the landscape and setback sections will provide the main element to screening objectionable views and activities. Walls and fences will also serve a major screening function within the Ladera Crossing landscape.

The following are standards to ensure effective screening of negative elements:

- All outdoor refuse containers shall be screened within a minimum 6 foot tall masonry enclosure, which is large enough to contain all refuse generated between collections.
- The design and materials for refuse collection enclosures shall be compatible with the building. Refuse enclosures shall include gates.
- Chain link and razor are prohibited.

E. Lighting Standards

In order to enhance the safety, security and visual aesthetics of Ladera Crossing, careful consideration must be given to lighting design and features. To ensure a quality development, it is important to consider the daytime appearance of lighting fixtures. The lighting element is another site feature which contributes to the overall character of the development.

E-1) Height

The maximum height for lighting fixtures shall be:

- 16 feet for all walkways and entry plazas.
- 20 feet for street lights and parking area lights (restricted to 16 feet within 150 feet of residential). The height of street lights and parking area lights shall be kept to a minimum necessary to meet safety requirements.

E-2) Design

- Exterior elevations of any building fronting a street are encouraged to be feature light to enhance the identity of the building and the appealing ambiance of the total community.
- The use of spread lighting fixtures are required to accent landscapes and walkways. Uplighting fixtures are not permitted.
- Required Street Light specifications: G.E. 100 watt, bronze, Lumen shoebox type with Lexington bronze pole per PNM specification SL3.
- All site lighting fixtures, shall be fully shielded of a full out type. The color of fixtures must compliment the architecture.



Outdoor light poles

E-3) New Mexico's Night Sky Ordinance

In addition to the guidelines listed below, all lighting shall be consistent with the provisions of the State of New Mexico's Night Sky Ordinance. The following are additional standards for the design of the lighting system:

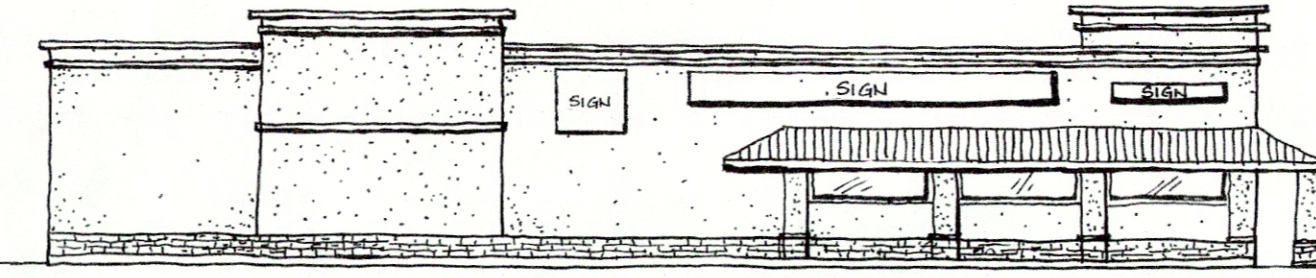
- Placement of fixtures and standards shall conform to state and local safety and illumination requirements.
- All light fixtures shall be shown as fully shielded horizontal lamps with no light, lens, or bulb protruding below the bottom of the cut-off fixture in order that no fugitive light shall escape beyond the property line and no site lighting light source shall be visible from the site perimeter.
- All light fixtures for pole and building mounted lights shall be fully shielded in order to prevent light spillage, with no light lens or bulb protruding below the fixture.
- A design objective of the site lighting system must be to maximize public safety while not affecting adjacent properties, buildings, or roadways with unnecessary glare or reflection.

F. Signage Standards

The signage standards were developed as reasonable criteria to regulate the size, location, type, and quality of sign elements within Ladera Crossing and are pursuant to the Unser Boulevard Design Overlay Zone. A properly implemented signage program will serve four very important functions: to direct and inform employees and visitors; to provide circulation restrictions; to provide for public safety; and, to complement the visual character of the development.

The following are general guidelines for signage design and placement:

- Signs shall be limited to wall signs and free-standing monument signs.
- All elements of a sign shall be maintained in a visually appealing manner.
- One free-standing monument sign shall be permitted on Ladera Drive. One free-standing monument sign shall be permitted on Unser Boulevard.
- The height of a business monument sign shall not exceed 6 feet and the sign face shall not exceed 38 square feet.
- Individual buildings are allowed façade mounted signs whose area shall not exceed 6% of the area of the façade to which it is applied.



Facade mounted signs shall not exceed 6% of the of the facade to which it is applied.

- Free-standing signs shall be designed that do not require any external bracing, angleiron supports, guy wires or similar devices.
- The height of a wall sign shall not exceed the height of the wall to which it is attached.
- Signs that are portable, fixed on a moveable stand, self-supporting without being firmly embedded in the ground, supported by other objects, mounted on wheels or moveable vehicles, or easily moveable in any manner are not permitted.
- All signage shall be designed to be consistent with and complement the materials, color, and architectural style of the building or site location.
- No sign shall overhang into the public right-of-way or extend above the building roof line.
- No illuminated wall signage shall face any residential area, except along Unser Boulevard.
- One wall sign is permitted per facade per business.

G. Architecture

G-1) Architectural Styles

The architectural objective is to create a site that is visually integrated through the use of a few select architectural styles. The recommended styles have many similarities of scale, proportion, massing, and color.

- Building types should be developed to address individual site conditions and local contexts rather than prototypical buildings or franchise architecture.
- Building styles shall include Modern and Industrial.
- Stucco, split face, masonry block or metal siding shall be used as the primary surface treatment.
- The maximum building height shall be 35 feet for storage, and 26 feet for future buildings. The EPC has discretion over the height allowances, per the SU-1 zoning designation. The height allowance provided by this Site Plan for Subdivision is an exemption from the C-1 zone requirement.
- Building design and construction shall be used to create a structure with attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side and rear elevations. Finished building materials must be applied to all exterior sides of buildings and structures. Any accessory buildings and enclosures, whether attached or detached from the main building, shall be of similar compatible design and materials.
- Windows and doors are key elements of any structure's form and should relate to the scale of the elevation on which they appear. The use of recessed openings help to provide depth and contrast on elevation planes.
- Berming in conjunction with landscaping can be used at the building edge to reduce structure mass and height along façades.
- The roofline at the top of the structure shall incorporate offsets to prevent a continuous plane from occurring.
- All rooftop and ground mounted equipment shall be screened from the public view by materials of the same nature as the building's basic materials.

- The top of all rooftop equipment shall be below the top of parapet or screened from view from the public rights-of-way.
- Screen walls shall screen all ground mounted equipment with the top of equipment below the top of screen wall.
- No freestanding cell towers or antenna shall be permitted; antenna shall be integrated into the building architecture.
- Parapets and/or architectural tents shall be used to screen mechanical equipment and penetrations from the development on the adjacent properties.
- Wall materials should be chosen that will withstand abuse by vandals or accidental damage by machinery and is easily repaired.

1. G-3) Architectural Color Palette

In order to facilitate a cohesive appearance throughout the site, all development shall utilize the following color palette:



H. Utilities

To mitigate the negative visual image presented by some utility equipment and to ensure the overall aesthetic quality of Ladera Crossing:

- All new electric distribution lines within Ladera Crossing shall be placed underground.
- When an above-ground backflow prevention device is required, the heated enclosure should 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.
- Transformers, utility pads, and telephone boxes shall be appropriately screened with walls and vegetation when viewed from the public right-of-way.

H-1) PNM Coordination

- Coordination with PNM's new service delivery department is necessary regarding proposed tree location and height, sign location and height, and lighting height in order to ensure sufficient safety clearances.
- Screening will be designed to allow for access to electric utilities. It is necessary to provide adequate clearance of ten feet in front and at least 5 feet on the remaining three sides surrounding all ground-mounted equipment for safe operation, maintenance and repair purposes.

I. Prohibited Uses

The following uses are prohibited from occurring on this site:

- Gas stations
- Residential Uses

J. Approval Process

Upon approval of this Site Plan for Subdivision, Tract 5-A-1C-2 shall be required to obtain Site Development Plan for Building Permit approval delegated to the Development Review Board (DRB) at a public hearing. Any subsequent subdivision of Tracts 5-A-1C-1 and 5-A-1C-2 shall require approval from the Environmental Planning Commission (EPC).

TITAN DEVELOPMENT LADERA CROSSING ALBUQUERQUE, NM

DESIGN STANDARDS

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DATE: 09/25/2017

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