SECTOR DEVELOPMENT PLAN
FOR

The QUINTESSENCE

NORTH ALBUQUERQUE ACRES
BERNALILLO COUNTY, NEW MEXICO

THE CLARK PARTNERSHIP

THE WITH PARTNERSHIP

MR. A. DABABNEH

AND OTHER PARTICIPATING OWNERS

SD-89-1, AX-92-114, Z-89-114

FINAL VERSION - JULY 1993 (Published ~~January~~ October 1994)

(AS APPROVED JUNE 7, 1993. REVISED ACCORDING TO FINDINGS AND COMMENTS)

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THE QUINTESSENCE SECTOR DEVELOPMENT PLAN

CITY OF ALBUQUERQUE, JULY 1993

SD-89-1, Z-89-114, AX-92-6

NOTES REGARDING THIS SECTOR PLAN AND ORGANIZATION OF THIS DOCUMENT:

1. The first eight chapters (Part One) are excerpts from an initial submittal (for boundary determination and scoping) made by Espey, Huston & Associates, Inc. for SD-89-1 and heard by the Environmental Planning Commission on December 21, 1989.

   A major change to that original submittal (for boundary determination) was made to reflect an all-residential land use (in lieu of the originally proposed commercial (office) land uses). This decision was influenced by water availability commitments (made subsequent to the initial hearings on boundary and content).

2. A modified and expanded conceptual Drainage Plan, a Water Availability Letter and a Traffic Impact Analysis are attached, for reference purposes only, and are located as part of the case file.

3. Development Review Board Action:

   I hereby certify that this document has been modified and is in accordance with the recommendation of the Environmental Planning Commission on January 21, 1993 and the approval of the City Council on June 7, 1993.

PARKS AND RECREATION DEPARTMENT	DATE
WATER UTILITIES DEPARTMENT	DATE
TRAFFIC ENGINEER, TRANSPORTATION DEPARTMENT	DATE
CITY ENGINEER, PUBLIC WORKS DEPARTMENT	DATE
CITY PLANNER, PLANNING DIVISION	DATE

TABLE OF CONTENTS

PART ONE

CONCEPTS

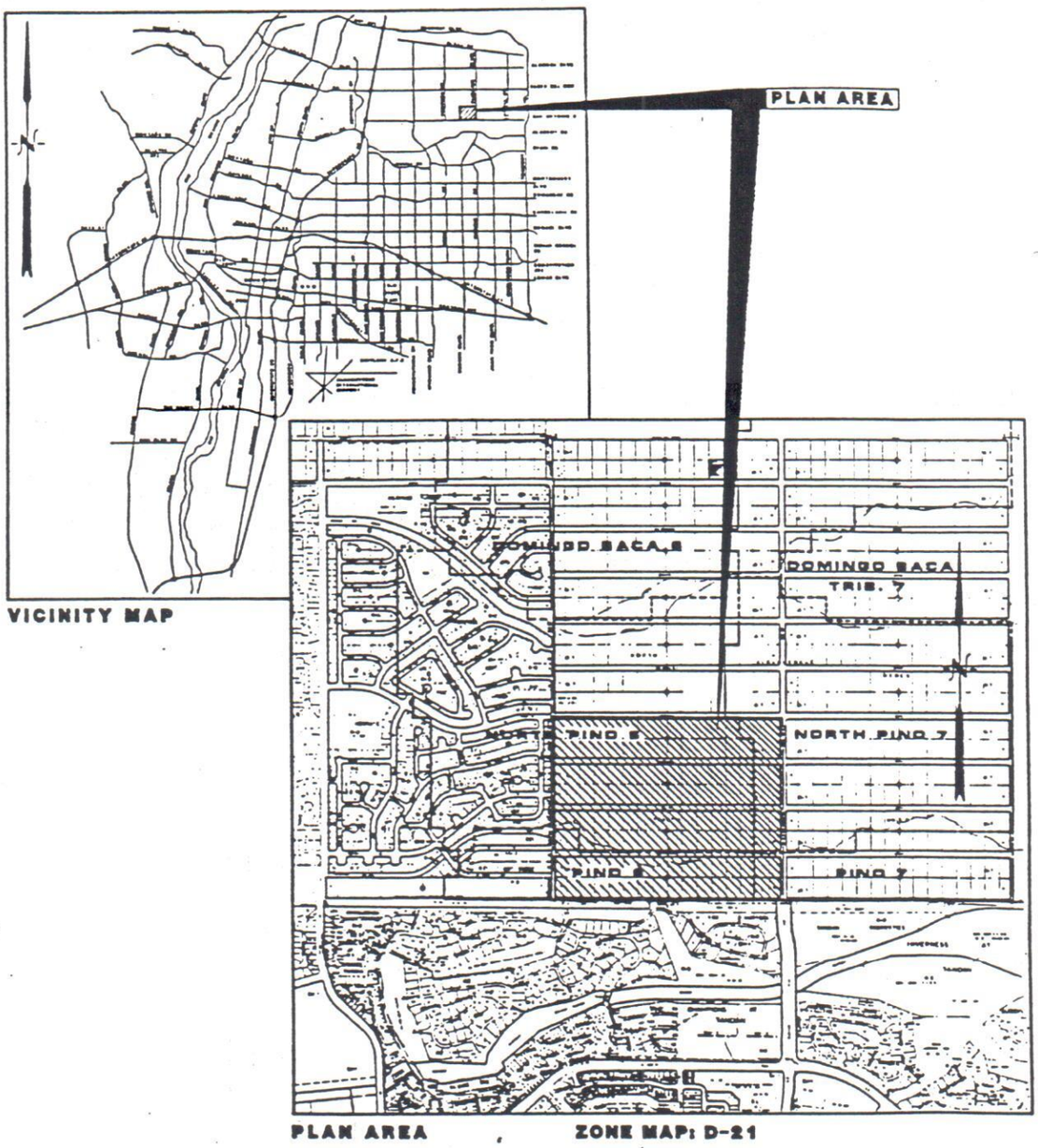


FIGURE 1 - LOCATION MAP

A. COMPREHENSIVE PLAN GOALS AND POLICIES

The subject site is located within the Developing Urban Area of the Comprehensive Plan. The Comprehensive Plan states that for Established and Developing Urban Areas, "The Goal is to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing environment".

Specific policies (objectives) applicable and accomplished by this request include the following:

II.B.5. (Policy a): The Established and Developing Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

II.B.5. (Policy b): Developing Urban Areas shall be subject to special requirements for low-density holding zones to allow for sector planning, special design treatments, and phasing of infrastructure in keeping with capital improvement priorities.

II.B.5. (Policy d): The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concern.

II.B.5. (Policy e): New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

II.B.5. (Policy f): Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.

II.B.5. (Policy g): Development shall be carefully designed to conform to topographic features and include trail corridors in the development where appropriate.

II.B.5. (Policy i): Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

II.B.5. (Policy k): Land adjacent to arterial streets shall be planned to minimize harmful effects on traffic.

II.B.5. (Policy l): Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the plan area.

II.B.5. (Policy m): Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

II.B.5. (Policy n): Areas prematurely subdivided and having problems with multiple ownership, platting, inadequate right-of-way, or drainage should be reassembled or sector planned before annexation and service extension is assured.

B. STATEMENT OF DEVELOPMENT ISSUES

The proposal is consistent with the following:

- -- Subareas Master Plan for the Developing Urban Area of North Albuquerque Acres (1978)
- -- Long Range Major Street Plan (1989 through 1992)
- -- Master Plan of Water Supply (1982)
- -- Areawide Waste Water Treatment and Facilities Plan (1978)

Development Issues: One of the most basic and most frequently respected objectives of the North Albuquerque Acres Subareas Master Plan is the "cost efficiency in the delivery of services and the development of the land." The Subareas Master Plan also recommends that "no urban services be provided, or zone changes approved in the Developing Urban Area of North Albuquerque Acres without acceptance of a Sector Development Plan for the entire subarea...". This proposal represents a logical and efficient extension of public infrastructure. The Academy, Tramway, Eubank Sector Development Plan and Heritage Hills Sector Development Plan each have extended or are responsible for the extension of public infrastructure up to the boundary of this proposal.

This proposal represents portions of several subareas. Portions of this area were previously included within the Heritage Hills East Sector Development Plan. Additionally, this proposal represents in excess of 75% participation of the individual North Albuquerque Acres (N.A.A.) 1-acre lot owners. The difficulties of consolidating lands in North Albuquerque Acres are well documented and accepted. Acceptance of partial subareas is and has been acceptable and appropriate in that extension of public infrastructure can be provided in a logical and efficient manner.

Development Standards: Development of all land uses will be in conformance with the subdivision regulations. Residential densities shall be governed by the RD zone.

As major arterials and collectors are extended and constructed, it is anticipated that transit service will be extended and accommodated.

Traffic Impact (on the long range major street plan): The proposed land uses are similar in intensity to adjacent land uses and in conformance with the comprehensive plan intensities and therefore are not anticipated to exceed existing and planned street capacities. 128 lots now exist. Additional traffic impacts (above the existing lotting) would be limited to a maximum of 512 dwelling units [(128 acres at 5 dwelling units/acre) 640 - 128 = 512].

Public Facilities: Street, water, sanitary sewer, storm drainage, electric, gas and telephone services are to be extended from existing adjacent facilities. The cost of these extensions (not part of a programmed City or County expense) shall be borne by the developer. The notable exceptions are: the crossing structure on Eubank at the North Arroyo del Pino, the crossing structure on Holbrook Street at the North Arroyo del Pino and the extension of Eubank Boulevard through the communities of Tanoan. This infrastructure is the responsibility of the City.

The proposal is not adjacent to acquired or proposed public open space.

The proposal is not located in an area of flood hazard, geological hazard or soil conditions unfavorable to urban development. Precautions to mitigate these drainage (floodplain) conditions and to minimize any hazard to life and property include confining the North Arroyo del Pino to a concrete channel consistent with downstream improvements. No unique geological hazard or soil conditions have been identified.

C. EXISTING DRAINAGE CONDITIONS

The project site is located in the far Northeast Heights of Albuquerque, New Mexico. This area is characterized by arroyo channels that convey storm water runoff from the Sandia mountains to the Rio Grande. The site is affected by the North Arroyo del Pino drainage basin. This basin originates in the foothills of the Sandia Mountains. Recent upstream improvements include a diversion dike that diverts a major portion of the upstream runoff south to the South Arroyo del Pino, which runs through the Tanoan Golf Course. The resulting drainage basin is composed of several sub-basins that flow through the site as tributaries of the main arroyo channel. The main arroyo channel cuts longitudinally through the southern one-third of the site and is designated as a 100-year Flood Hazard Zone (FHZ) by the Federal Emergency Management Agency (FEMA). North of the site, flows are intercepted by Holbrook Street and conveyed in an existing earth lined channel south along Holbrook Street, through this site, to the North Arroyo del Pino.

On-site soils consist of Embudo and Tijeras complexes. Embudo soils are typically found in drainageways and depressions and the Tijeras soil is on low ridges in narrow undulations. On both soils runoff is medium and the hazard of water erosion is moderate. Both soils are classified as hydrologic soil group "B" by the USDA Soil Conservation Service.

D. CONCEPTUAL GRADING AND DRAINAGE PLAN

The Conceptual Grading and Drainage Plan shown in the initial submittal was intended to illustrate the major infrastructure required to manage developed storm water due to the improvement of this site. Additional infrastructure and drainage/floodway improvements are identified in the Grading and Drainage Plan submitted with this plan (as subsequently revised) and specific design solutions may identify alternative or additional improvements.

The development of this site will require management of off-site as well as on-site flows. Off-site flows will be diverted around and along the north and east boundaries of the site to collection points. Portions of the northern basin will drain to Holbrook Street (vicinity) facilities, and the eastern basin will use Eubank Boulevard (future right-of-way expansion area and on-site permanent improvements) to convey flows to the inlet of the North Pino Arroyo channel. These diversions will be accomplished by utilizing street carrying capacity, storm sewers, and earthen or structural diversions.

The main arroyo channel will require improvement that will pass the 100-year design storm in a safe manner, acceptable to the City of Albuquerque and the Albuquerque Metropolitan Arroyo Flood Control Authority, and also allow the developer to reclaim land presently encumbered by the FHZ. Many types of channel improvements are available. However, a standard reinforced concrete trapezoidal section that will confine the design storm, with required freeboard, is probably the most realistic. Adequate right-of-way must be dedicated to allow for the placement of the improvement, and allow for maintenance by local jurisdiction.

Street crossing structures will ultimately be required at the arroyo channel. Arroyo crossings on streets designated as collector or above are the responsibility of the City. Construction of needed crossings is subject to fund availability. Per previous plans and the Adopted Transportation Improvement Program (1989-90), the Holbrook (vicinity) crossing was scheduled for construction in the 1990

calendar year. Subsequently, it has been removed from the annual element in later Transportation Improvement Programs. The Eubank crossing is currently unscheduled but under corridor study (Bohannon-Huston, 1992). Internally, the developer may be required to provide interim crossing facilities pending future crossings by the City. Relocation of the Holbrook Street (old alignment) facility is intended to also relocate the City's one-half responsibility for one crossing location North Arroyo del Pino. Evidence of City responsibilities for Holbrook Street crossing structures were made part of agreements with the Bellamah Joint Venture(s) and the City (Heritage Hills East/Ventura Bridge monetary contributions).

On-site, all runoff will be routed overland by the internal street network to the arroyo channel. Where street depths exceed criteria established by the Drainage Ordinance, storm sewers will be required. On-site ponding of storm water is anticipated (ed: in contradiction to the original report) due to limited downstream capacities of the existing North Arroyo del Pino channel. On-site improvements made in anticipation of possible, but not identified, structural improvements upstream and in Eubank Boulevard may be required to be designed as permanent facilities (City maintenance assumed).

E. EXISTING LAND USE, ZONING & TRANSPORTATION

The subject property comprises approximately 128 acres of vacant land and is located in the developing urban area of Bernalillo County, more particularly North Albuquerque Acres, and zoned County A-1. The property is bounded on the north by Coronado Avenue, on the south by San Antonio Avenue, on the east by Eubank Boulevard, and on the west by Holbrook Street. Adjacent to the property's west boundary are the existing municipal limits and Heritage Hills East, a developed residential subdivision. To the south are the existing municipal limits and the planned communities of Tanoan. The North Arroyo del Pino crosses the southern one-half of the property.

Presently, the subject property is not served by paved public streets except for a portion of Holbrook adjacent to Heritage Hills East which is fed by San Francisco from the west. Access to the property (other than through Heritage Hills) is via unpaved county roads.

Two roadways are designated on the Long Range Major Street Plan: Eubank Boulevard and San Francisco Avenue, being a principal arterial and collector street, respectively. Eubank will ultimately be a six-lane divided roadway requiring a right-of-way width of 156 feet. Development of the property would require additional right-of-way to be dedicated since the present platting has only provided 60 feet. An additional 48 feet of right-of-way would be required from this property if the final centerline remains as platted. San Francisco, being designated as a collector street, requires 68 feet of right-of-way. According to the Long Range Major Street Plan, the proposed alignment for San Francisco is an east/northeast direction from the street's current intersection with Holbrook. San Francisco is outside the plan area. All other streets, both off-site and on-site, will be sized to accommodate the traffic volumes anticipated. Partial realignment of Holbrook Street, De Vargas, and Bent, and termination of Freedom Way at the existing Holbrook (including partial street vacations), will be proposed to mitigate concerns of the developed Heritage Hills neighborhoods.

San Antonio, currently platted as 30' wide right-of-way, may be partially vacated between Eubank and Holbrook. The remaining section will have a cul-de-sac at the west end (or approved terminus).

The normal methods of financing street improvements include the following:

- Generally, all costs for local interior circulation systems are the responsibility of the property served, either by direct construction to adopted public standards, by cash contribution for construction by City contract or by special assessment to the property served via a special improvement district.

- Arterial streets are generally the responsibility of the property served to a level equivalent to two (2) driving lanes along the property's frontage.

- Arterial streets involving more than two driving lanes are eligible for public participation depending upon fund availability as established through the City's Capital Improvement Program.

- Arroyo crossings on streets designated as collector and above are the responsibility of the City except that the developer is responsible for interim crossing structures, meeting City criteria. Construction of permanent crossing structures by the City is subject to fund availability. (ed: The one-half Holbrook crossing (North Arroyo del Pino) was a Bellamah responsibility, being a local street crossing. This obligation was "traded" to the City for financial participation in the Ventura crossing.) See also page 3.6 of this Plan regarding the arroyo crossing.

F. WATER

The largest portion of this tract lies within water pressure Zone 6E. Elevation contour 5710' establishes the zone boundary between 6E and 7E. A requirement for this development will be the extension of 6E lines as well as improvements (off-site) to the Zone 6E system. The sizes of these extensions are taken from the City's Master Plan of Water Supply, 1982 Update, and will be in accordance with the applicable Water and Sewer availability analysis, letters of availability and City policies.

Zone 6E is served by lines and facilities separate from 7E. At elevation 5710', 6E lines operate at a static pressure of 50 psi, and 7E lines operate at 100 psi. The two systems are designed to operate independently and therefore are not interconnected. Reference to this exhibit shows only a small portion of this development above 5710' with zone 7E.

The City issued a statement of water availability on October 1, 1991 and a revised statement on August 17, 1993. In deriving these statements, the City reviews the capacity of the existing lines, water production (wells), and other facilities. The statement sets forth the line extension requirements and any capacity limitations. It also commits the necessary capacity of the system to the development. If service is unavailable due to a need for capital improvements, the City can usually provide information as to a schedule for their construction, if the facilities are planned and programmed in the Capital Improvements Program.

The costs of design and construction of the water infrastructure necessary for this development will be borne by the developer. The costs of master plan lines which are sized larger than necessary solely for this development may be shared in by the City, subject to City funding and procedural constraints. The developer will also pay the water system Utility Expansion Charge.

G. SANITARY SEWER

The existing City sewer system has been extended to the vicinity of the subject tract. The system consists of lines constructed within Heritage East to the west, and within Tanoan to the south. There is a 15" interceptor which flows east/west within the Tanoan Golf Course, and a 24" interceptor which flows north/south within Heritage East. As part of Heritage Hills East, a 12" sewer line was constructed from the 24" line east to Holbrook Street.

Review of site topography indicates that the terrain is generally uniformly sloped from east to west at approximately 3%. The adjacent undeveloped lands to the north and east of this tract are also sloped similarly for a considerable distance in each direction. This tract can be served with a system of public sewer line by extension from the 12" line in Heritage Hills East. The 12" line and the 24" line from which it is extended have the hydraulic capacity to serve this development. Certain sewer lines within this development will convey waste water generated by further off-site development from the east. In order to enable this, the 12" line will have to be extended through this development to the east boundary of the site, for future extension. Each line will be sized based on its anticipated ultimate peak hydraulic loading.

The City has issued a statement of sanitary sewer availability (October 1, 1991). Upon written request, the City determines the capacity of waste water treatment plant facilities, the downstream interceptor system, and the line extension requirements in order to make service available to the proposed development. The City reviews the developer's submittal of design flow rates for the sewer lines which will convey off-site flows. The outcome of this study is a statement of specific line extension requirements and a commitment of the capacity of the existing system. Described above is the general direction which the lines in this development will drain. The existing lines in Tanoan to the south may possibly serve a small portion of this tract, but access to those lines would be inconvenient and of comparatively marginal benefit.

The costs of design and construction of the sewer infrastructure necessary for this development will be borne by the developer. The cost of lines which are sized larger than necessary solely for this development may be shared in by the City, subject to City funding and procedural constraints. In addition, the developer will pay the sewer system development Utility Expansion Charge. These specific requirements are established by the City, and set forth in the availability statement.

H. DENSITY MANAGEMENT

The original submittal (1987 for boundaries) included an area for commercial/office use (3.5 acres) and a density management scheme similar to the Heritage Hills East Sector Development Plan.

Since the water availability letter precludes non-residential land use, all of the property will be residential.

The area is shown on the Comprehensive Plan in developing urban, up to 5 dwelling units per acre. In 1992 the City of Albuquerque hosted a forum for North Albuquerque Acres issues (sponsored by the Development Process Manual Steering Committee). The public and neighborhood response (in that forum) indicated that Eubank Boulevard is a common perception for "where urban development leaves off and rural North Albuquerque Acres begins."

Accordingly, development of up to 5 dwellings per acre appears appropriate and is sufficient for the developer's expectations (as an upper limit). In fact, most development of the nature contemplated will be around 3 - 3.5 dwelling units per acre.

With all residential land uses, the RD Zone is sufficient "management" of the densities (together with the subdivision ordinance). No other scheme is necessary. Higher Heritage Hills East densities (patio homes) occur in the vicinity south of the North Arroyo del Pino. Accordingly, a continuation of that pattern could place smaller lots to the south (North Arroyo del Pino to Tanoan) with larger lots to the north and east.

Proposed Upper Limit	640 Dwelling Units
Existing Lots	128 Dwelling Units
Density Increase (over existing platting)	512 Dwelling Units

The maximum number of dwelling units that can be accommodated on 128 acres using 2,400 square feet of required developing urban open space per unit results in a probable distribution of open areas as follows:

Total Site Area	128 Acres
Probable Loss to Streets and Drainage	- 20 Acres
Probable Loss to Parks and Detention Basins	- 8 Acres
Probable Net Area Available for Lots	100 Acres
Maximum Allowed Dwelling Units	640 Dwelling Units
Average Lot Size	6,800 sq. ft./lot

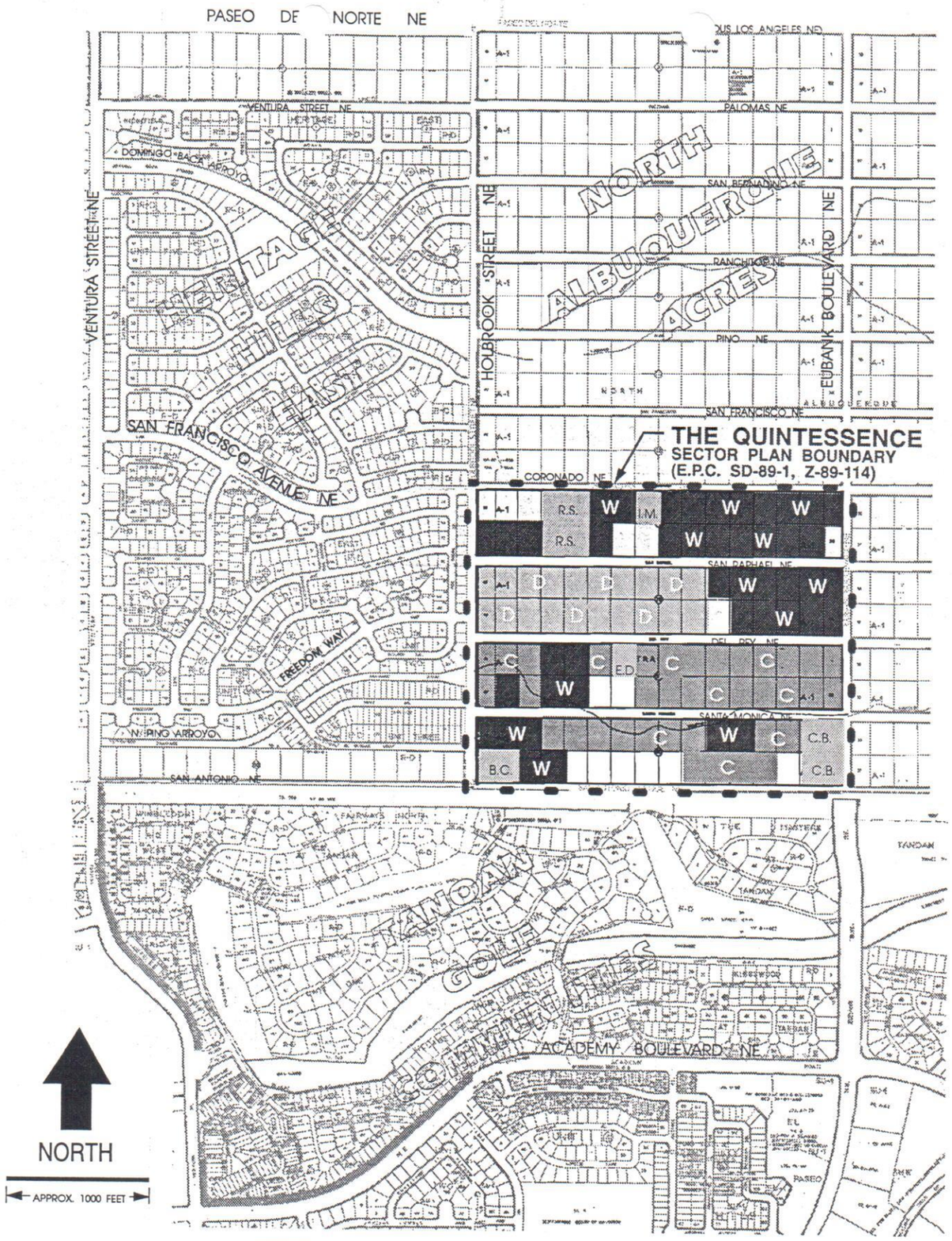
Less:

Probable House Size	1,800 sq. ft.
Probable Garage Size	500 sq. ft.
Probable Driveway Area	450 sq. ft.
	2,750 sq. ft.
Average Open Area Per Dwelling Unit	4,050 sq. ft./lot
Minimum Mandatory Open Space	2,400 sq. ft./lot
Average "Surplus" of Open Space	1,650 sq. ft./lot

The above calculations indicate that the proposed maximum density (comprehensive plan allowances) can be accommodated without any additional off-site open area requirements.

PART TWO

PLAN PROPOSALS



PLAN SPONSORS:

- C — CLARK INVEST.& EXCHANGE MICHAEL D. CLARK, AGENT
- W — WITH PARTNERSHIP GREG WITH, AGENT
- D — MR. DABABNEH, AN INDIVIDUAL

OTHER PARTICIPANTS:

- R.S. — ROBERT SCARAFIOTTI
- I.M. — ISABEL MIKELL
- E.D. — EDMUNDO DINELLO
- L.P. — LILA A. PFEVER
- B.C. — BRUCE CAIRD
- C.B. — CONRAD B. BAKER

FIGURE 2 - PLAN SPONSORS AND OWNERSHIPS

A. PROPERTY OWNERSHIP, PLAN SPONSORS AND OUT-PARCELS

The existing lot platting together with multiple owners creates difficulties in arranging future lot combinations (replats) and alternate street configurations.

In order to best show how this Sector Plan can work (as well as to depict infrastructure requirements), we will show "hypothetical" arrangements of streets, lots and public use areas (Part 4, this plan). Ultimately, bulk land platting, final subdivision platting and infrastructure designs will govern the actual arrangements and configurations of streets and lots. However, these sketches portray the intent of the Sector Plan and show how the development objectives respect three "classes" of plan sponsors. Specifically:

Plan Sponsors: Sponsor's property is appropriate for early bulk land platting as soon as the Sector Plan is approved (and when an end-use development entity agrees to the construction obligations). These bulk land plats (coinciding with development "phases" or "stages") are conceptually identified on the attached implementation designs.

Other Participants: Other plan "participants" property is treated as having a "near potential" for development. We have included these lands in all drainage, parklands, utility extensions and other calculations. While we cannot commit to the development of these lots (limited to RD Zoning), that potential could be accommodated.

"Out-parcel" or other (non-participating) owners: Out-parcel property is essentially "by-passed" from near-term scheduling but included in the overall pattern of potential development. We have sized all drainage and utility connections to include their potential connection (discharges). However, unlike the sponsors and other participants, these owners must prove their engineering feasibility on their own merit and commit to infrastructure connections, standby charges and the like. Drainage run-off increases may require on-site detention.

Of the 128 acres (Gross, 1 acre N.A.A. lots) involved in the Quintessence, the ownership breakdown and their commitment is as follows:

1. The Plan Sponsors: Sponsors not only pay directly for this Sector Plan and attendant reports and maps, but they also pledge to the City (in a similar fashion as a direct developer) their ability to encumber property, propose vacations and zoning, and commit to cost participations. These sponsors are:

a.	The Clark Partnership, Michael D. Clark, Agent	37 acres
b.	The With Partnership, Gregory With, Agent	44 acres
c.	Mr. A. Dababneh, an individual	20 acres
	Sponsorship Acreage (79%)	101* acres

(* acreage as of 3/13/93)

The plan sponsors are engaging in the acquisition of additional acreage to add to this Plan. If acquired, their percentage will increase.

2. Other Plan Participants: These individuals and ownerships have executed "Agent Authorization" forms and are co-applicants for the annexation and sector planning. While they are represented, they are not negotiating nor paying for the Sector Plan to the same extent as the Sponsors.

    d. Other Plan Participants (10%) 12 acres

3. Out-parcels: These ownerships have not agreed to participate in the Sector Plan. The City will be petitioned to include the lands in the annexation (using the 51% or greater acreage by the annexation petitioner).

    e. Out-parcels (12%) 15 acres

While there are no atypical restrictions on the land use in this Sector Plan, due to these types of owners, the implementation of the plan must consider that none of the out-parcels will have their lots adversely affected (by access, platting or vacating). Also, some of the lot combinations shown for the "Other Plan Participants" must consider that some will replat, others may not.

B. DEVELOPMENT PHASING

The actual "groupings" of contiguous N.A.A. lots which would constitute development reparcelization depend on the end-user's objectives. Since a "consideration" of the Quintessence lotting patterns is advised (for utility coordination, neighborhood meetings, etc.), we have tentatively shown seven "phases" or a logical progression of development:

Phase 1 - Commences north of the North Arroyo del Pino and is immediately east of Holbrook Street. This area includes initial street vacations, realignments and drainage facilities for the total development.

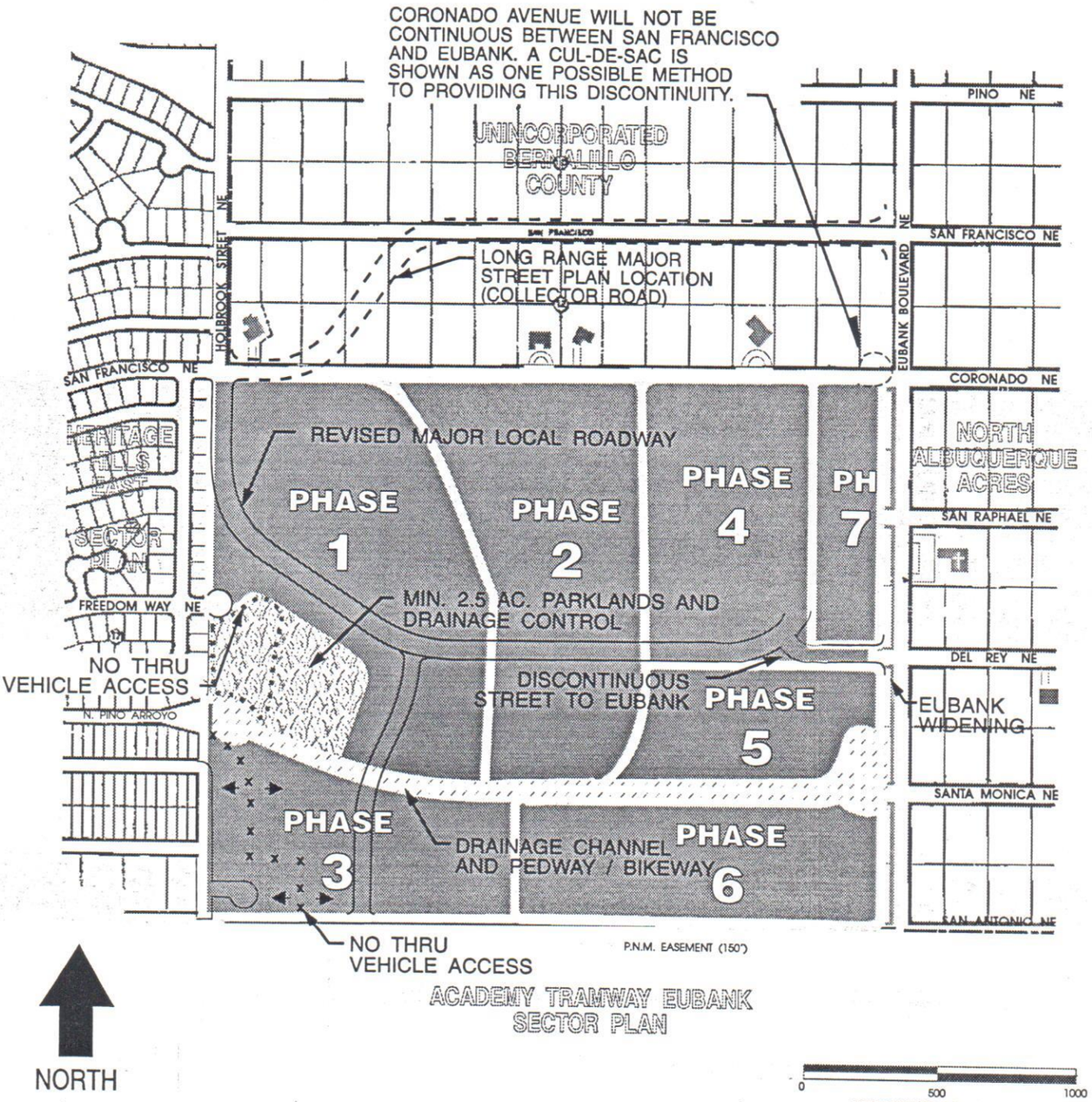
Phase 2 - Continues north of the North Arroyo del Pino and connects to Coronado Avenue.

Phase 3 - Crosses the North Arroyo del Pino (to the south) and requires a crossing structure (bridge). If our concept for realigned Holbrook Street is approved, this will be a "relocated" City facility on a local residential street. See also page 3.6 of this Plan regarding the arroyo crossing.

Phases 4, 5, & 6 - Progressively develops the land in a west-to-east fashion. Depending on traffic impacts, connections and improvements to Eubank Boulevard (to the East) may be made in advance of these tentative "phases."

Phase 7 - Includes land within water Zone 7E. The City availability has stated, at this time, that Zone 7E requires capital contributions and construction in order to provide service.

The drainage central and parkland designations on the following map are schematic only, subject to final engineering and design.



PROPERTIES WITHIN THE SHADED AREA ARE TO BE ZONED R-D, RESIDENTIAL.

SOME LOTS SHOWN ARE NOT DIRECT PARTICIPANTS TO THIS SECTOR PLAN. SOME N.A.A. LOTS WILL NOT BE DEVELOPED (OTHER THAN WITHIN THE EXISTING PLATTING AND A-1 ZONING CONVENTIONS.)

PHASE 3 — INDICATES ESTIMATED SEQUENCE AND YEAR OF DEVELOPMENT (BEGINNING IN SPRING, 1993)

FIGURE 3 - SEQUENCE OF DEVELOPMENT

(SCHEMATIC PHASES)

C. TRANSPORTATION ALTERNATIVES

San Francisco Street:

The initial Sector Plan submittal (Fall, 1991) included discussion regarding amending the Long Range Major Street Plan (L.R.M.S.T.) for the location of San Francisco Street, a collector road. One conclusion from that discussion is that this is a long, involved process. Also, a realignment (from the L.R.M.S.P.) involves impacting lands of others.

Accordingly, San Francisco Street is proposed to be located as shown on the L.R.M.S.P., a collector roadway prohibiting driveway access, beginning at the Holbrook/Coronado intersection and curving to the northeast to align (generally) with the street "San Francisco" as platted in North Albuquerque Acres.

Holbrook Street:

Holbrook, a 60' "Major Local" classification, continues from Paseo del Norte (and northerly) south to San Antonio and the Tanoan Golf Course properties. Since San Antonio is only a 30' dedication (easement) and crossing the golf course is problematic, Holbrook essentially terminates at San Antonio. While Holbrook Street improvements (including drainage storm sewers and developer-responsible bridges) were addressed in the Heritage Hills East Sector Plan, those facilities were "traded" for Bellamah participation in the Ventura Street bridge over the North Arroyo del Pino. We believe the City assumed the responsibility for one-half of the Holbrook bridge and we intend to "transfer" that responsibility to a relocated bridge. However, it is believed the City does not have the Holbrook bridge in its near-term capital budget. See also page 3.5 of this Plan regarding the arroyo crossing.

The neighborhoods expressed their concern for limiting traffic travelling westerly and southerly, through the Heritage Hills East community. A realignment of Holbrook may mitigate the above concerns. We have proposed such a realignment. To reduce traffic speeds, the realignment must be discontinuous between Holbrook and Eubank.

The Quintessence Plan proposes to realign Holbrook beginning just south of San Francisco Street (new) to create a street which partially parallels San Francisco.

- The bridge crossing can be deferred until "Phase 3" (instead of requesting immediate consideration on the existing alignment).

- The travelling patterns to the east are supported (in lieu of south-to-west encouragement).

A portion of the existing Holbrook will require retention as public right-of-way due to a waterline. Our schematic sketches considers using this land area as a pedestrian connection (south of San Francisco to the North Arroyo del Pino park).

Subsequent designs should also consider encouraging a "residential meander" to the actual street cross section and alignment of the realigned Holbrook. While it must provide access to out-parcels (where they now take access) it could be constructed with medians, landscaping and other image-enhancing amenities that would also mitigate the "short-cut" concern.

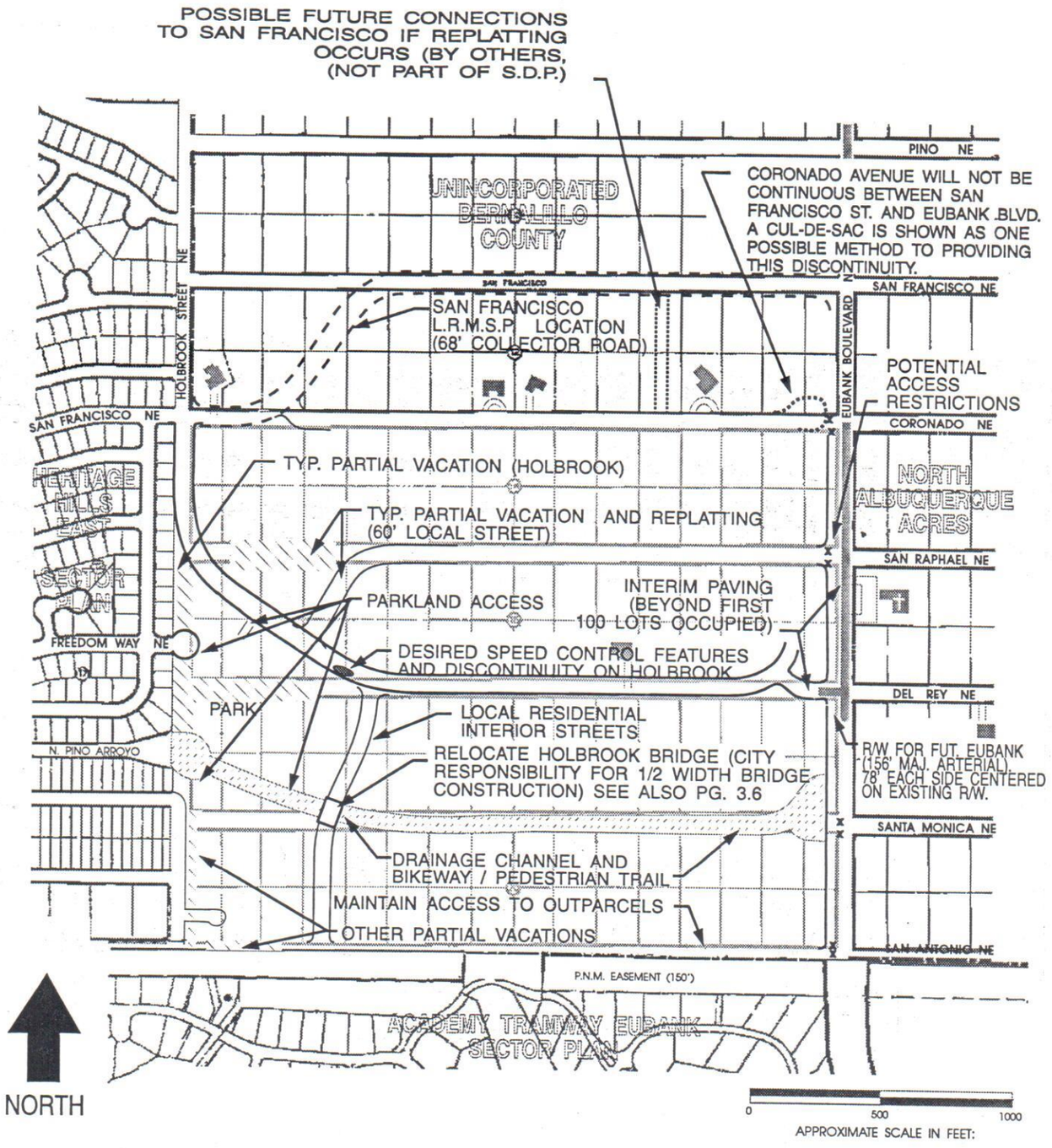


FIGURE 4 - TRANSPORTATION CONSIDERATIONS

Freedom Way:

Residents of Heritage Hills East have expressed fears that a major local street, Freedom Way, with become a de facto collector moving Quintessence traffic to the west (then south on Ventura). In order to alleviate that potential, Freedom Way will be terminated in a cul-de-sac west of Holbrook.

Coronado Avenue:

The L.R.M.S.P. requires the shifting of San Francisco Avenue to the north in the segment from Holbrook to Eubank. Right-of-way for this facility has not been obtained, and the time of construction of the realignment is not known. Due to these uncertainties, the residents along Coronado Avenue are concerned that their street may be connected to San Francisco, allowing collector street traffic on this residential street. Coronado Avenue is a local street and is not intended to carry significant traffic volumes. The layout and connection points for Coronado Avenue are important in making sure that it functions as intended. Therefore, the alignment of Coronado Avenue will not be a continuous or direct connection between San Francisco and Eubank.

Eubank Boulevard:

The "Corridor Study" for Eubank Boulevard is currently in progress (Scanlon & Assoc., Engineers). This step is a precursor to establishing the exact centerline geometry in anticipation of funding and implementation. While there is capacity in streets west of Quintessence (San Francisco, Freedom Way, and Ventura - with some restriping), there is justified neighborhood concern for increased traffic. This frustration is exacerbated by the lack of progress for Eubank Boulevard - platted and designed since 1978 (Community Sciences Corporation through Tanoan).

It is generally felt that Eubank Boulevard (to the south, over the golf course) is the only acceptable long-term solution to dominant east-to-west traffic.

The Quintessence will reinforce the neighborhood's requests to the City, State and County for inclusion of Eubank (to Paseo del Norte) in the earliest Transportation Improvement Program (T.I.P.) for annual element funding (design and implementation).

A commitment by the S.D.P. sponsors (including subsequent tract developers) is that the "normal" 24' cost participation in an Arterial Street will be made regardless of the timing of Eubank construction (if the City/County proceeds prior to adjacent development, the equivalent cost of participating frontage will be paid, in addition to granting the needed right of way (gifted up to 48' width).

Until the Corridor Study indicates otherwise, it is assumed that the full 156' of right-of-way will be centered on the existing 60' right-of-way (easement). This would require an additional 48' from the Quintessence owners. This is acceptable to the Sponsors (providing interim use of the right-of-way for utilities and drainage can be accommodated).

Other Street Considerations and Vacation of Existing Right-of-Way:

The suggested design of streets shown on the hypothetical sketches initially appears to be unimaginative and regular. This is caused by attempting to fit the condition that other plan participants do not develop in the same time frame as the sponsor's land. Aggrandizing as much contiguous development for the respective phases is

encouraged. More curvilinear street patterns (and streets with single access points and "compound" appearances) are encouraged.

Streets south of the North del Pino Arroyo will not connect to the existing streets in Ventura Estates or Heritage Hills East subdivisions. Access to streets west of the Quintessence will be limited to parcels adjacent to those developments (allowing for culs-de-sac and frontages as depicted in the attached sketches). A partial street vacation for Holbrook and San Antonio in this vicinity is indicated.

Other existing North Albuquerque Acres street rights-of-way must be vacated and replaced with comparable dedicated right-of-way (or temporary access easements). This is necessary to provide a continuity of in-kind legal access to the out-parcels. Where continuity is not a factor, temporary turn-arounds can be incorporated into the final plans. Bulk land plats could also accomplish a phase-wide vacation and replacement right-of-way dedications. Where out-parcels and development hold-outs preclude "normal" street arrangements, the Traffic Engineer may be petitioned for alternatives to access and intersection designs (subject to health, safety and convenience) including long culs-de-sac, hammerhead cul-de-sac easements, slightly staggered through-intersections (residential) and half-street, interim dedications and partial improvements.

Construction Traffic:

To alleviate construction traffic during the lot development construction phases, the developers are required to direct construction traffic to use Eubank Boulevard (access by existing N.A.A. platting).

Temporary Paving, Temporary Alignments and Airborne Particulate control:

As each "phase" develops, physical connections to Eubank and other alternate access streets could occur. Connections to Eubank which are not in accordance with City Environmental Health regulations are prohibited and may require closures by berms, barricades or other substantial structures. The "impacts" portion of the Sector Plan recites the requirement to comply with City Environmental Health conditions (see also letter of 12/22/92, Mr. Dan Warren) including the requirement to pave a road easterly to Eubank and northerly to Paseo del Norte (temporary paving, providing permanent construction has not occurred). This paving is required when 100 houses are occupied.

Off-site requirements:

The Traffic Impact Analysis indicates no off-site alignments or widening are required for the anticipated traffic generation of the Quintessence. However, a traffic signal warrant study will be required for the intersection of Ventura at San Francisco for subsequent phases (beyond Phase 1). The developers are responsible for that signal if the Quintessence impacts are realized at that location.

D. PUBLIC AREAS AND JOINT USE CONCEPTS

Parklands:

If standard calculations for parklands are used, the maximum (640 units) would require approximately 2.5 acres of dedicated parks. The City has expressed a desire for a minimim of 2.5 Acres unencumbered by storm drainage

The Albuquerque Public Schools have stated (in other plans for this area) that there are no plans to construct a school facility in this area.

(Note: Should non-residential uses be permitted (by a subsequent application) their appropriate location would be in the vicinity of Eubank Boulevard, accessed by an intersecting street. An example would be fire or police substations, other public facilities, or a commercial endeavor.)

The Public Service Company of New Mexico has expressed a desire to locate a substation (the Hamilton location) near the south line of the property, within the easement that exists just south of San Antonio Street.

PART THREE

DEVELOPMENT IMPACTS

A. LAND USE AND URBANIZATION

This proposed Sector Plan conforms to the Comprehensive Plan designation for Developing Urban as well as the North Albuquerque Acres Subareas Master Plan. The Comprehensive Plan is a Rank 1 Plan, guiding all urbanization in the City/County jurisdiction. The Subarea Plan, a Rank 2 Plan, suggested urbanization within optional "patterns" of development.

Accordingly, the urbanization of this area is "not a surprise." Rather, it is (and will be) a challenge to assemble the properties in North Albuquerque Acres to realize the ultimate manner suggested by the high-ranking planning documents.

Prior to the latest revision of the Comprehensive Plan (1985), the area of Developing Urban was allowed up to 6 dwelling units per acre. The current plan maximum is 5 dwelling units per acre. The earlier version included a very intense "urban center" at Eubank and Los Angeles (now Paseo del Norte), barely 1/4 mile from the Quintessence. The current version suggests no such suburban "center"; however, Eubank Boulevard and Paseo del Norte retain their major arterial designations.

The North Albuquerque Acres Forum (City of Albuquerque D.P.M. Steering Group, 1992) elicited many comments from City and County leaders, their staffs, owners, consultants, and developers. A predominant theme was to consider the North Albuquerque Acres development patterns to be "divided" at Eubank. "Normal" Comprehensive Plan Densities to the west, lesser densities (to 1 dwelling unit per acre in overlay zones) to the east.

The history of development expectations does not diminish the obvious land form change from a rural environment to an urban one. There will be an increase of up to 512 more dwellings than allowed by the current plats, or an increase of approximately 1480 persons (above the approximately 380 which can now be accommodated as a use-by-right). These represent a fourfold (400%) increase in population and housing (over the existing build-out maximum).

Traffic generation per household would be slightly less (due to trips per acre generated to larger lot subdivisions) but the overall increase is equivalent (400%). Public facilities, schools and support land use (services) are likewise predicted to follow in a normal, urban expansion pattern.

There are no disclosed plans for any schools or public facilities to meet the specific needs of Quintessence (as a stand-alone development) nor are there any specific plans disclosed for facilities to meet a yet-to-be-constructed population expectation.

There are few known endangered, threatened or impacted species of plants or animals nor are there known archeological or cultural resource sites. These observations are based on common knowledge and this firm's (the preparer) experiences to the west, south and northwest of the property. Environmental Impact Assessments have been prepared for Paseo del Norte (to the north) and no adverse plant/animal/cultural impacts were found. The Eubank Corridor activities (to the east) are causing similar studies. Prudent development practice and the insistence of lending institutions usually cause site specific soils tests, environmental hazard tests (Level 1) and archaeological reconnaissance (Level 1) prior to construction. Adequate regulations are in place to protect an endangered species or site if such are discovered.

Two nesting areas of Burrowing Owls have been observed East of Holbrook, in the westerly portion of the Plan area. These owls are migratory birds and the developers are responsible for the mitigation of nest disruption. Examples of mitigation include relocation to approved areas, placement of raptor replicas to discourage nesting, and the like. It is advised to contact Hawkwatch International for other mitigation recommendations.

To "balance" the disruption of the natural environment and to mitigate the apparent lack of programmed facilities, such as schools, public service structures and supportive (and use/commercial/employment) is the argument

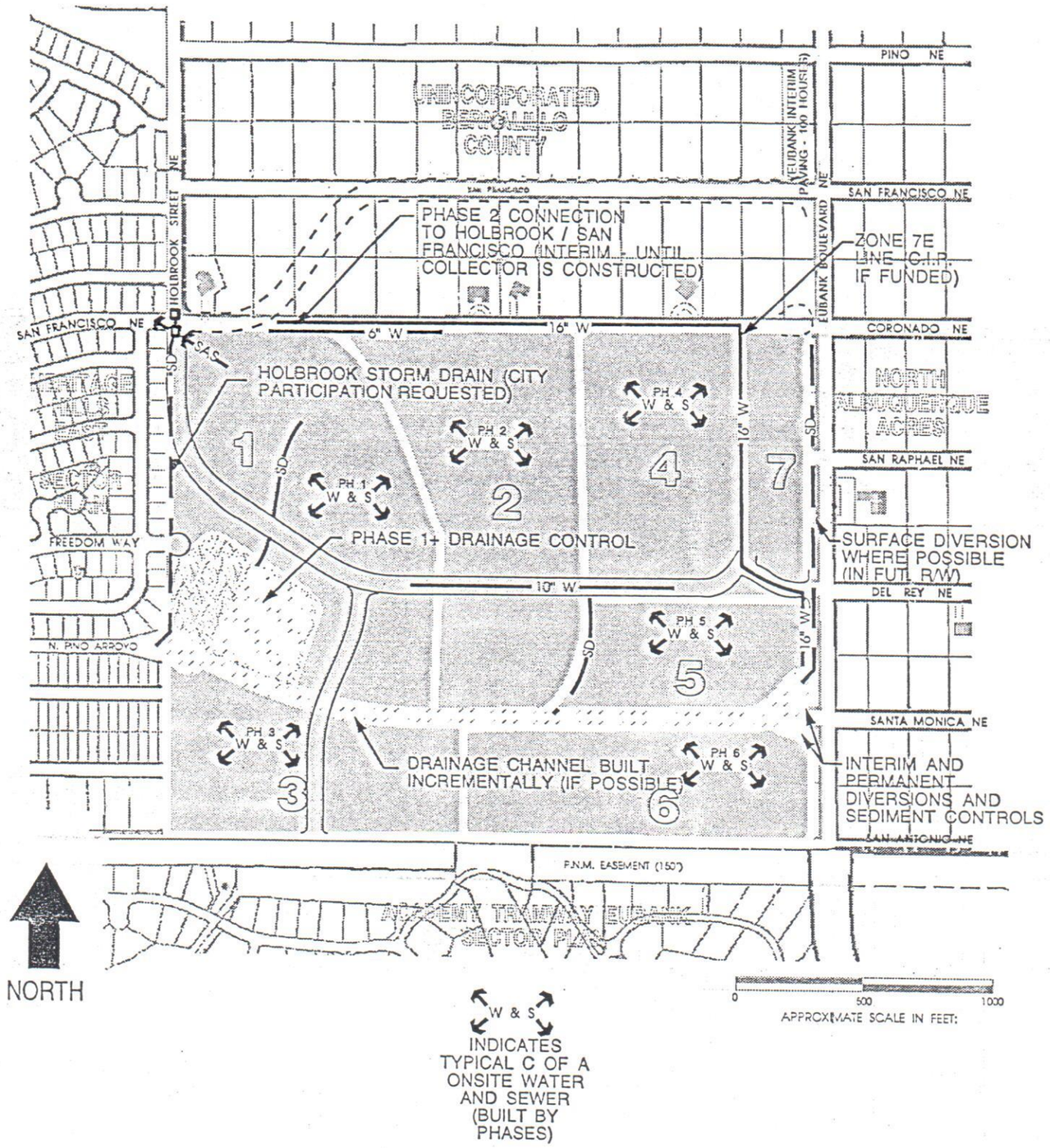


FIGURE 7 - INFRASTRUCTURE AND DRAINAGE EXPANSION

(SCHEMATIC)

for "conformance with the Comprehensive Plan" (and subsequent revisions and Lower Rank Plans). The intended population (maximum, comprehensive plan build-out densities) have already been used to plan public and private facilities. The Long Range Major Street Plan, for example, anticipated this urban growth (as had the electric, water, sewer and public service facility plans. Rather than "no-impact" (or mitigated impact), the appropriate statement for the Quintessence is "predicted, typical urban impacts."

B. UTILITIES, DRAINAGE AND INFRASTRUCTURE EXPANSION

The expansion of the system of quasi-public facilities (electricity, telephone, television cable, and natural gas) will be accommodated by the underground service contracts and agreements with those utility providers. There are no known requests for electric substations, telephone switching stations, gas compressors and the like (for the Quintessence land).

There is a planned expansion (addition) to the Public Service Company of New Mexico electric facilities for the Hamilton Substation. This is an electrical (fenced) yard with transformers, towers, switches, and high-voltage equipment. It was to be located to the southeast of the Quintessence, east of Eubank along the 150' power line easement which forms the northerly boundary of the Tanoan Communities. The currently proposed location is south of the Quintessence (east of Heritage Hills East) within the same 150' P.N.M. easement. Impacts for this addition would include noise and visual impacts not quantified at this time. The response (by P.N.M.) to this Sector Plan submittal may elicit more current plans and impact statements.

City of Albuquerque urban services are a prerequisite to Sector Plan approval (per the N.A.A. Subareas Master Plan). Drainage requirements and regulations are also under the purview of the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA). The developer's impact (of urban growth) can best be described by the hypothetical sketches and preliminary "phases" of development (with more complete drainage plans and alternatives forthcoming).

The on-site improvements include local streets, water, and sewer that would normally be associated with the development of subdivisions. The off-site improvements include special infrastructure items which serve the entire development such as the concrete-lined channel for floodplain reclamation, the park and the detention pond, the off-site and adjacent road improvements, and the major water system infrastructure as outlined in the water and sewer availability statement from the City. See also the preceding chapter.

Phase I off-site improvements include the construction of the park/detention pond and a short stretch of concrete channel below that pond. It may not include floodplain reclamation along the south boundary of Phase I. An east to west waterline will probably run through the development. This is included with the on-site construction items. Phase I off-site improvements also include the construction of the drainage conveyance in Holbrook Street from San Francisco to the North Arroyo del Pino.

Accompanying Phase I on-site activities, off-site work includes the paving of portions of Holbrook Street and the rerouting of construction traffic to Eubank. This may include the construction of barriers and berms to discourage traffic from using certain N.A.A. platted roads. To mitigate airborne dust, water applications and other dust/traffic prevention measures can be anticipated.

Phase II off-site improvements include a temporary pavement section to connect the northwest corner of Phase II with San Francisco Drive in the existing Coronado Avenue right-of-way. The on-site improvements include a storm sewer network which will probably be needed to intercept storm run-off from later upstream phases. Also included as an on-site improvement is the construction of a portion of any permanent road section along Coronado Avenue (as a frontage improvement associated with Phase II).

Development beyond Phase II may require the installation of a traffic signal at San Francisco at Ventura Street. The developers of the Quintessence are required to analyze that intersection in conjunction with subdivision submittals. When development reaches 100 occupied houses, pavement to Paseo del Norte will be required.

Phase III off-site improvements include the construction of the concrete channel for floodplain reclamation along the entire north boundary of this phase and possibly the construction of the detention facility and diversions near Eubank. It is quite possible that this detention facility may not be required at this particular point in the phasing.

Phase IV off-site improvements include interim pavement of a section of Eubank Boulevard (unless the City/ County has constructed Eubank in advance, whereby the Quintessence will participate in the funding to the same extent as their normal obligation). Depending on the number of houses occupied in the Quintessence, these Eubank improvements could include the temporary extension of a portion of Eubank to Paseo del Norte. Also included in Phase IV is the interception and diversion of storm run-off down Eubank to the North Arroyo del Pino. For the purposes of these sketches, that diversion has been conservatively assumed to be composed of the following elements:

1. Eubank Boulevard crossing culverts for minor flows to be conveyed east-to-west; and
2. Diversions of the upstream flows into a structure west of Eubank Boulevard; and*
3. A permanent, City-maintained sediment, diversion, and (possibly) detention structure located west of Eubank Boulevard; and*
4. Access points, fencing, and other design elements to accommodate City maintenance requirements.

* Note: Even if upstream facilities east of the project may be future considerations, interim construction within The Quintessence will be designed as if it is a permanent installation.

Phase V off-site improvements include a partial section of arterial pavement of Eubank to the southeast corner of the Sector Development Plan. Some portion of that frontage improvement might be deferred to Phase VI. However, it is arbitrarily assumed that, at this phase of development, Eubank will have been extended through the Tanoan property to San Antonio. Phase V off-site improvements also include the construction of a concrete lined channel for floodplain reclamation along the entire southern boundary of that phase and the completion of any remaining work on the Eubank vicinity detention pond.

Phase VI has no off-site improvements.

Phase VII off-site improvements may include the extension of water mains to this site, thus allowing service to the areas in the 7E pressure zone. The construction of this transmission main is speculative and is included in this narrative simply to demonstrate the problems of service to the 7E pressure zone.

The impacts of infrastructure, drainage and public improvements are tailored to coincide with each development "phase" with a minimum of "off-site" construction (off-site from that phase's subdivision requirements).

With any allowed incremental construction (as well as the total project(s) cumulative effects), there will be no degradation to the service of others. In fact, improvements to the water Zone 6 pressure zone will improve the water pressures to the existing Heritage Hills East residents.

There will be some disruption and inconvenience during the construction of Holbrook (old alignment) during connections to the existing sewer system and while paving any unpaved areas along Holbrook. Construction

traffic re-routing may include signage and barricades. These will be brief construction activities.

While a conceptual grading and drainage plan was submitted to the City Hydrologist concurrent with this Sector Plan, it has not been finally approved (with the modifications made to the park/pond commitments). Accordingly, separate grading and drainage submittals must accompany any bulk land plat or subdivision plat request, including re-analysis of the North del Pino conveyance.

C. TRAFFIC

The case file includes the Traffic Impact Analysis by CSC/R. Fosnaugh in December, 1992. This replaces an earlier study when there was a proposal for 8.5 acres of office/commercial land use. The non-residential land has been eliminated (due to water service constraints).

Pertinent conclusions from the approved Traffic Impact Analysis and E.P.C. process are as follows:

San Francisco Alignment:

The alignment of San Francisco Road as proposed on the L.R.M.S.P. is shown on the attached Figures.

Site Access Points:

The agreements with the Neighborhoods and the revised conceptual designs disallow traffic connections to the established residential streets to the east. The existing Holbrook Street (at San Francisco) is the only access location along the easterly perimeter.

Access from the North is from the existing Coronado Avenue, an unpaved N.A.A. road. Development abutting this street will require paving in accordance with adjoining frontage policies. The alignment of Coronado Avenue will not be a continuous or direct connection between San Francisco and Eubank Boulevard. The Traffic Engineer has expressed a desire to connect Quintessence to San Francisco Street, but that connection is dependent on others.

Access from the South is from the existing half-dedication of San Antonio. Out-parcel owners have testified that they desire San Antonio to remain as access to their land. Accordingly, only partial vacation is suggested (at the southwest corner of the Quintessence) with a cul-de-sac at the west end of San Antonio. Pedestrian access south of the arroyo must be maintained (if portions of San Antonio are vacated). Additional right-of-way dedications and adjacent property owner development participation is indicated if this will become a City accepted street.

The final policy adopted with the Eubank Boulevard corridor study will control access to Eubank Boulevard; however, in the interim the City has indicated a desire to minimize access. This Sector Plan anticipates an intermediate intersection access to Eubank between San Antonio and San Francisco. The Quintessence Plan depicts access to their property from that intersection and from San Antonio. This will allow for the limitation or elimination of other access streets (N.A.A. platting) that now intersect Eubank at Santa Monica, San Raphael and Coronado. No driveway access to Eubank will be allowed.

The southerly portion of Holbrook street serves little purpose in providing access to Quintessence and involves an arroyo crossing structure. Because no connection from Quintessence to Bent Road-De Vargas Loop in Heritage Hills East is to be provided, most of the southerly portion of Holbrook could be vacated and the arroyo crossing eliminated (providing that pedestrian access is maintained).

Off-site Improvements:

The development of the Quintessence area will create a need for a traffic signal at the intersection of Ventura Street with San Francisco Road; the developer is expected to pay for the signal (if warranted by signal study of Holbrook would also be a developer cost.

Although the total Quintessence traffic can be accommodated on San Francisco Road to Ventura, the City has required a contribution toward the cost of constructing a portion of Eubank from Coronado to San Antonio (the normal developer 24', including curb and gutter, 6' walk and left turn bay obligation if the City or County plans precede adjacent subdivision). Also, the City Environmental Health Department regulations require temporary paving on Eubank from the Quintessence access to Paseo del Norte when 100 homes are occupied (in addition to AQCB Regulations for other dust control measures).

Construction traffic for each development phase is to be directed towards Eubank (or other streets away from established neighborhoods). Holbrook access may be barricaded until access by that street is approved by the City Engineer (with the acceptance of newly platted streets). Berms, barricades or substantial structures will be required to direct traffic to streets that are paved (or dust mitigation measures are approved).

The following off-site traffic improvements and dedications are required:

1. Installation of a traffic signal on Ventura at San Francisco, when warranted.
2. All costs associated with the vacation of Freedom Way east of the existing Holbrook alignment and for vacations of streets adjacent to existing City platted developments.
3. Temporary paving to Eubank and on Eubank north of site to Paseo del Norte (when 100 units occupied if City/County has not already constructed)
4. Adjacent development roadway obligations on Eubank, including 24' paving, outside curb, median curb, 6' sidewalk and left turn bay. If constructed by a public agency prior to development, a cash contribution of equal value will be required.
5. Right of Way for widening Eubank Boulevard (up to 78' from centerline).
6. Right of Way for widening San Antonio Street (to 46' total where adjacent to development proposals).
7. Participation in signalization at Eubank and San Francisco may be required.

Note: in addition to Developer obligations, the Sector Plan process acknowledged a responsibility for the City to participate in 1/2 of the bridge over the North del Pino Arroyo. (See J. Castillo memo of January 13, 1993 to R. Dineen - incorporated as part of the staff comments and approval conditions.)

D. TRANSPORTATION (AIR QUALITY)

The City requires an air quality impact report for proposals in excess of 500 dwelling units. This requirement was considered not necessary after completion of the Traffic Impact Analysis (D. Warren letter of December 22, 1992).

The specific recommendations for the Quintessence (including adherence to AQCB Regulation No. 8) include:

If traffic utilizes Holbrook, all unpaved portions will be paved (in particular between Paseo del Norte and Palomas).

Paving (or similar mitigation) of any traffic way within the development exhibiting densities described in AQCB No. 8.

PART FOUR

CONCEPTUAL (HYPOTHETICAL) PHASES AND DEVELOPMENT PATTERNS (MAPS)

Temporary or permanent paving to Eubank if used as access.

Temporary or permanent paving of Eubank to Paseo del Norte (when 100 houses are occupied). If improvements by the City or County are imminent, temporary paving by the Quintessence may not be warranted.

E. OTHER APPROVAL ISSUES

Park size and location/joint use facilities:

An area for a neighborhood park, no less than 2.5 Acres, unencumbered by storm drainage, shall be reserved in the general location shown. The City shall purchase the additional land in excess of the Park Ordinance requirement as soon as possible but no later than December 31, 1996. The location must be approved by the Parks and General Services Department.

The final drainage solution for joint use facilities must be approved by both Hydrology and Parks and General Services Departments.

The recreational trail between Holbrook and Eubank shall accommodate both bicycles and pedestrians.

Utility Development:

Both pressure zones 6 & 7E service require off-site capital system improvements. These, as well as off-site water system improvements must precede Phase 1 development. An acceptable corridor for the master plan lines must be provided.

Mr. Dennis Houston:

Mr. Houston's existing lot, 17 block 16, shall have alternate access and surface drainage easements from his westerly boundary to the nearest proposed street. (Time-of-adjacent-platting condition.)

City Hydrology/Parks Department (drainage proposal):

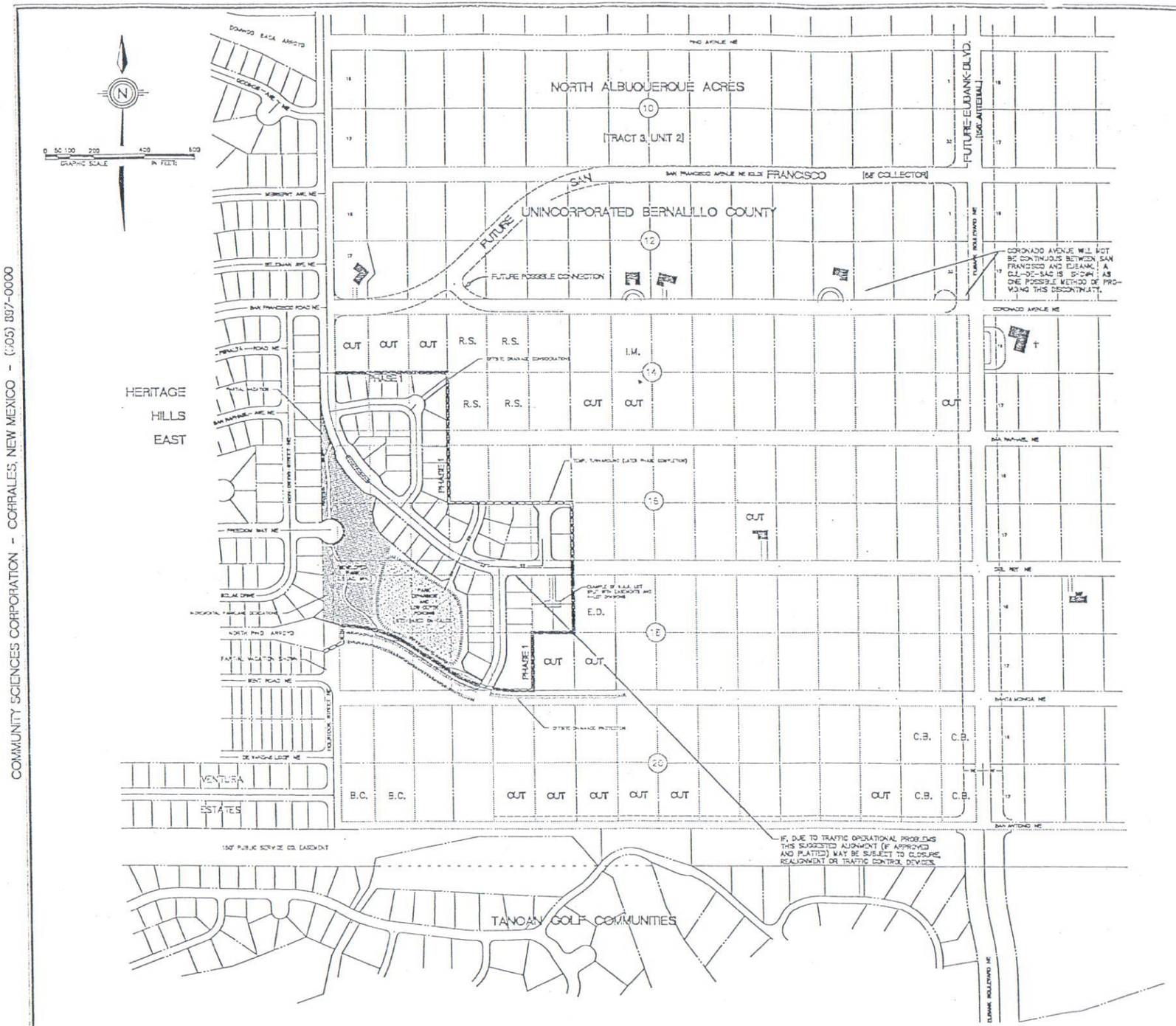
One detention pond is acceptable as a City responsibility for maintenance. The proposed joint park/pond, located near Holbrook, is not acceptable until and unless:

At a future date the concept is subject to review and approval including an engineered proposal for how it would work; and,

If the proposal is approved, the Parks and General Services Department may use it for recreation and will maintain it; and,

If the proposal is not approved because of design constraints (or whatever) and the pond cannot be used for recreation purposes, the Parks and General Services Department will not maintain the pond; then,

The developer must submit an amended drainage report (and subsequently amend this Sector Plan) to show only one public pond (not two). That one pond is to be maintained by the Public Works Department.



COMMUNITY SCIENCES CORPORATION - CORRALES, NEW MEXICO - (505) 897-0000

JULY, 1993 - FINAL COUNCIL / DRB VERSION

THE QUINTESSENCE

A SECTOR DEVELOPMENT PLAN AND ANNEXATION PLAT

CITY OF ALBUQUERQUE
BERNALILLO COUNTY
NEW MEXICO

All portraits of proposed development are conceptual and show a hypothetical, phased progression and design. They are constrained by the multiple ownerships and out-parcels. The phasing is suggestive and subject to actual platting. Access must be respected to non-replatted lots.

The on-site improvements for each phase include local streets, water, and sewer that would normally be associated with the development of subdivisions. The off-site improvements include special infrastructure items which serve the entire development such as the concrete lined channel for floodplain reclamation, the park and the detention pond, the off-site and adjacent road improvements, and the major water system infrastructure as outlined in the waterline and sewer availability statement from the City.

The parkland/detention basin part of this plan envisions a multipurpose facility designed for both Parks and Hydrology approvals, and maintained as part of the park (if satisfactory to them). Holbrook is to be "turned" into a more east-west alignment. The vacated portion is to be partially retained as a water easement and a pedestrian trail to the park.

Freedom Way is to be terminated at the existing Holbrook location (near the Park site).

Phase I off-site improvements include the construction of stormwater detention and a short stretch of concrete channel below the park/pond. Also included in Phase I are Zone 6E water mainlines. A 10" east-to-west waterline is required through the development and is included with the on-site construction items. Phase I off-site improvements also include the construction of storm drain systems serving Phase I and any surfacing (temporary pavement) on Holbrook that is not part of the Paseo del Norte widening or Domingo Baca Arroyo projects.

Construction traffic for all phases is to be routed towards Eubank Boulevard using existing North Albuquerque Acres streets. Dust control and barricading will be required (see also City Environmental Health staff comments).

Burrowing owls have been observed on the property. Appropriate mitigation of nest sites is emphasized (see also Hawkwatch recommendations).

HYPOTHETICAL SKETCH
OF POSSIBLE
PHASE 1, R-D DEVELOPMENT

SEP 19 1994

323.04-60 JDH

City of Albuquerque

P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

September 14, 1994

Doug Hughes, P.E.
Community Sciences Corporation
P.O. Box 1328
Corrales, New Mexico 87048

RE: WATER AND SANITARY SEWER SERVICE SERVICEABILITY: QUINTESSENCE SUBDIVISION (D-21)

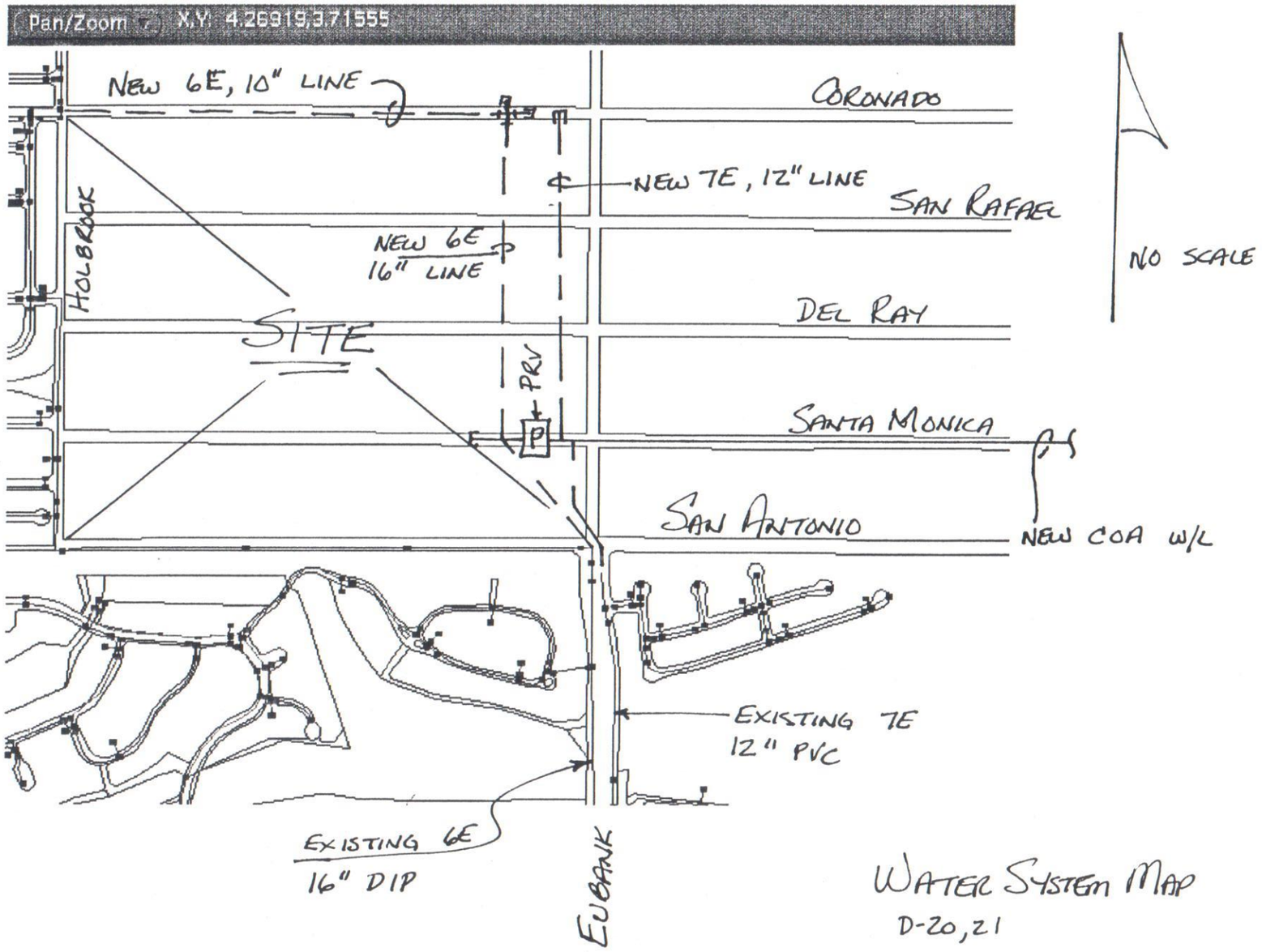
Dear Mr. Hughes,

As we discussed over the phone, the City has a project in design which will have an effect on the infrastructure requirements for this proposed subdivision. We are proposing to extend a water line from the northwest corner of the High Desert subdivision, at Tramway and San Antonio, to the intersection of Santa Monica and Hamilton/Eubank, at the east edge of your project. This line will provide a direct feed from the Simms Reservoir augmenting the current supply line from the Montgomery Trunk. In addition, the City is contracting to divert the production of Ponderosa Wells #1 and #5 to the Walker Reservoir, thus increasing the volume of water available in the Alameda Trunk. With these two projects, the City has obviated several requirements for subdivision of this parcel.

Still required are the following:

- a well site at the corner of Coronado & Eubank;
- a 10", Zone 6E, master plan water line from the intersection of Holbrook and Coronado, east along the north boundary of this subdivision to the 5710' contour; where it will join
- a 16", top of Zone 6E, master plan water line running from the existing 16" ductile iron line at the intersection of Eubank and San Antonio, through the site as close to the 5710 contour as possible, to terminate at the new 10 " line in Coronado Street (Note: metered service from this line is not available. A separate 6" or 8" distribution line will be required for local service.); and,
- a 12", bottom of Zone 7E master plan water line from the dead end, 7E line in Eubank, south of San Antonio (see attached water map), through the site as close to the 5710 contour as possible to terminate at Coronado Street on the north. This line will be available for metered service.

You are advised to contact Bob Sidhu at the Pino Yards (telephone 857-8226) to coordinate the location of the 7E/6E pressure reducing valve site and water line installation. The City is willing to extend the existing 6E and 7E lines north to the new PRV as part of our contract, if the developer pays for the design and construction of these lengths of line.



WATER SYSTEM MAP

D-20,21

E-20,21

the Quintessence

SKETCH DEVELOPMENT PLAN

AND

BUILDER / PURCHASER BROCHURE

This information is produced to provide information for the platting and development of THE QUINTESSENCE, a 128 Acre Sector Development Plan approved in 1992.

Any information contained herein is subject to change by the owner/ developer and by the City of Albuquerque' s review process

OCTOBER, 1994

PREPARED BY:

COMMUNITY SCIENCES CORPORATION

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(505) 897-0000

REF: 323-03

OWNER / DEVELOPER:

PARADISE WEST INCORPORATED

MR. ANTON DABABNEH

(505) 884-0175

Quintessence

10/4/94

The planners and engineers for this project have prepared this booklet to provide preliminary information on residential subdivision design alternatives (and associated infrastructure) for the development of the property owned by Paradise West Inc. (Mr. Anton Dababneh) now known as **The Quintessence**. The Quintessence is located in North Albuquerque Acres, west of Eubank Boulevard NE and just north of the Tanoan golf course communities.

This is a working draft which includes estimates of "frontage". Frontage may be used to price developed lots (to builders). To account for culs-de-sac, the lengths given in this booklet are measured at the setback line - slightly more than strict "street frontages". Additional information available from Community Sciences Corporation and the owner include the preliminary designs for:

1. Major Drainage Infrastructure
2. Major Water & Sewer Infrastructure
3. Major Paving Infrastructure

Major infrastructure will be constructed beginning in 1994 in a "bulk land" platting convention. (Builder Areas and associated infrastructure will be "stand alone," independent from any other Builder Area). Major costs will be distributed among other Areas so an ultimate cost-per-lot distribution will be equitable. A mass grading concept will attempt to rough-out the proposed "Builder Areas" to accommodate on-site subdivision development in the spring of 1995.

This booklet is intended to provide information to allow prospective builder-participants to establish what it will take to get any one subdivision project under way. Overall, we have attempted to provide at least three major lot size/economic-type opportunities which, depending on that builder-purchaser, can result in a variety of housing.

The individual Builder Areas are sketched in such a way that allows modifications to the planned lot sizes to suit the current market demands at the time. These modifications must be tendered prior to subdividing the "areas." Some areas are particularly well suited to builders desiring a sole presence. A "project" or thematic subdivision design could replace these early sketches if any one builder contemplates a take-out of one of these areas.

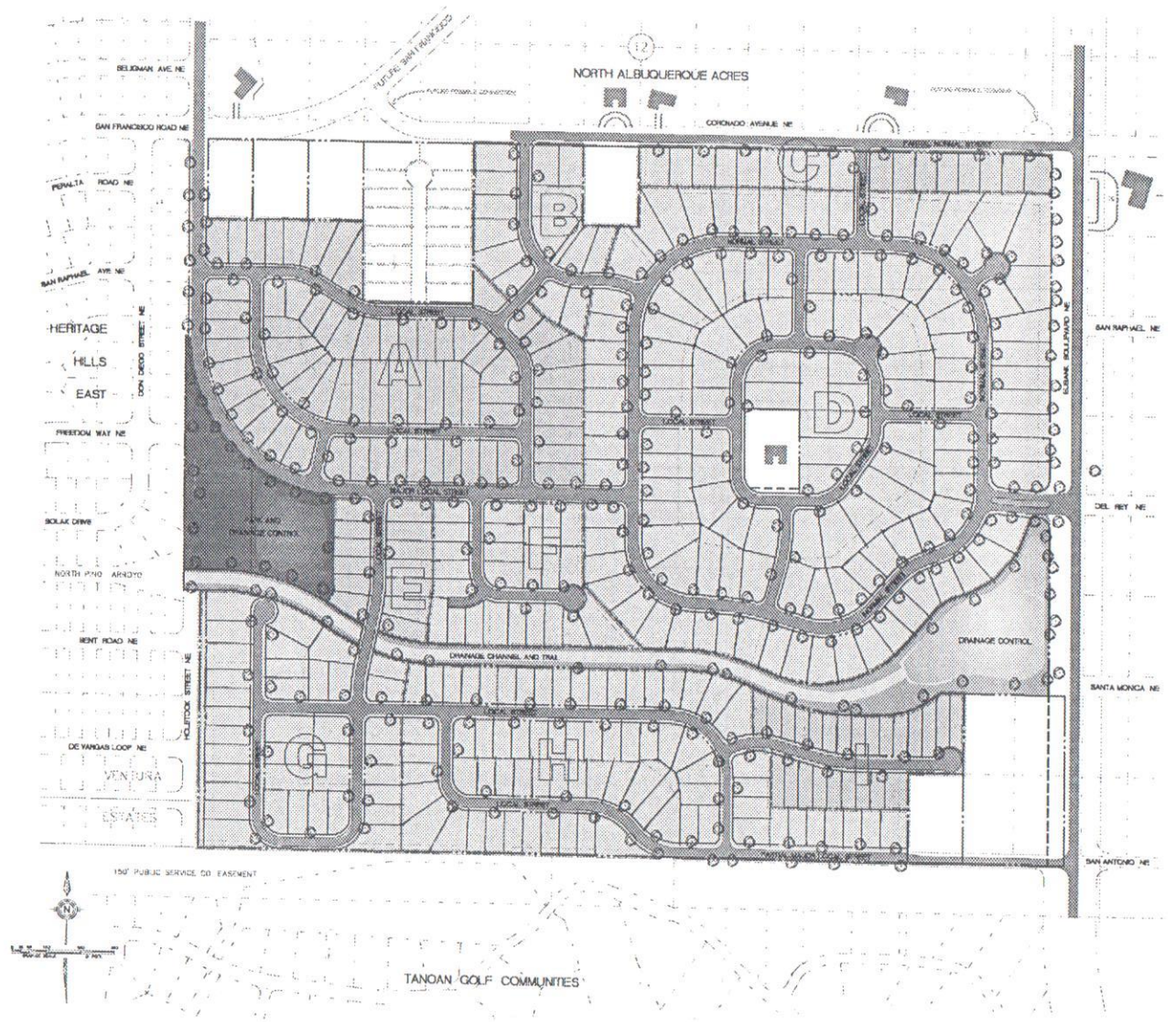
Other areas, particularly for larger-lot products, could accommodate two or more builders working within that area and creating a common identity. For example, the "bull's-eye" street pattern shown on these sketches as area "D" could contain products of two or more lot widths, platted in a "salt-and-pepper" type of mix, or a block or row of one type of lot width could integrate with an adjacent block of an economically similar, but changed, dimensional width.

We have also included tables of lot sizes and "normal" pad widths. These are included to assist builders, particularly on east-west oriented streets, to determine their platting and wall requirements. All lots envision two-car garages. Setbacks are consistent with the R-D zone. Intermittent parking standards on streets are assumed where possible.

The Sector Plan projects a maximum of 512 Lots for 128 Acres. Considering out-parcels at 5 D.U./Ac., these sketches show 420 Units (S.F. lots.) Higher densities could therefore be attained if the proposed, alternate lot pattern conforms to that Plan and neighborhood commitments.

Quintessence

10/4/94



Quintessence

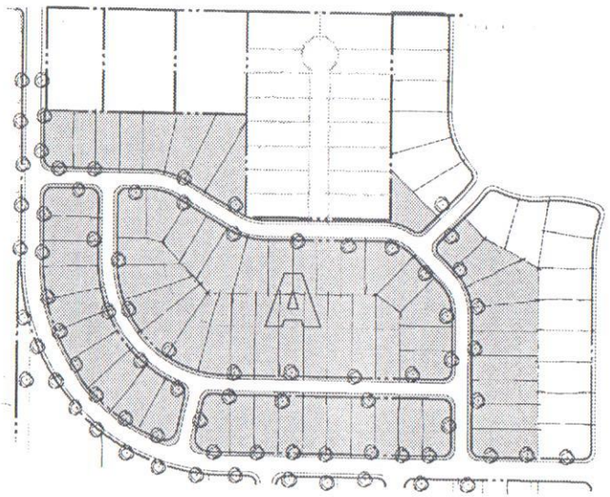
10/4/94

Builder Area "A"

LOTS

This area is approximately 15 net acres containing approximately 65 lots, as now sketched, assuming sideyard masonry walls. These lots are shown as a minimum of fifty five by one hundred ten feet (55' x 110'). The exact lot depths may vary because of the topography and can range from one hundred five feet (105') to one hundred fifty feet (150'). There is 4010 linear feet of lot frontage (at the setback line.) The final platted lot counts will be based on the desired lot widths of the builder. These widths may vary depending on the orientation of the site, the slope of the roadway and the viability of retaining walls. For instance, a 55' lot on a 4% slope, without sideyard walls, will require a down hill setback of 6.6' and an uphill setback of 5' yielding a usable pad of 43.4'. If this pad is too small for the builder, the lot can be widened to 56.6' to maintain a 45' wide usable pad (or the builder can commit to sideyard masonry walls.) Earth above 18" is a retaining wall. Shaded portions represent initial "target" planning densities for this Area.

Lot Sizes	*4% Slope Down Hill Setback*	*Maximum Pad Width Without Side Walls*	*To Keep Typical Pad*	*Lot Count Without Side Walls*
55'	6.6'	43.4'	56.6'	66
60'	7.2'	47.8'	62.2'	55
65'	7.8'	52.2'	67.8'	50
70'	8.4'	56.6'	73.4'	45
75'	9.0'	61.0'	79.0'	42
80'	9.6'	65.4'	84.6'	38



INFRASTRUCTURE

Builder Area "A" has 1,400 feet of major local roadway (56' R/W), 400 lf of normal roadway (50' R/W) and 2,300 lf of access roadway (46' R/W).

ITEMS OF INTEREST

This area will be part of the first phase of the project. The adjacent neighborhood is sensitive to traffic, dust and noise. Traffic control and strict use of Eubank Blvd. for construction vehicles will be enforced.

The dashed area of 4 Ac. in proposed lots, extending to Coronado Road, may be developed concurrently with the Quintessence, but it is not part of the programmed parklands or open space commitments made by the Plan. It is shown for information only.

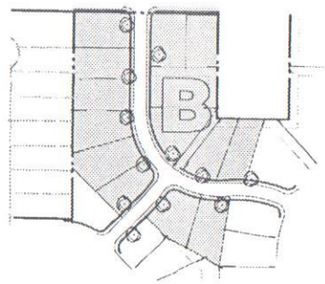
Builder Area "B"

LOTS

This area is approximately 3 acres. We show 14 lots as sketched. This lot design is seventy by one hundred twenty feet (70' x 120'). The exact lot depths vary because of the topography and can range from one hundred ten feet (110') to one hundred forty feet (140'). There is 1070 linear feet of lot frontage. There can be a different lot count depending on the desired lot widths of the builder, which may vary depending on the topography of the site, the slope of the roadway and the viability of any retaining walls.

These sketches predict sideyard masonry walls and a minimization of retaining walls accomplished by increased lot depth. Alternate lot widths and builder pad requirements may influence this objective. Shaded portions of the following table represent a "target" range of lot widths, based on initial planning objectives expressed in the Sector plan.

Lot Sizes	*4% Down Hill Setback*	*Maximum Pad Width Without Side Walls*	*To Keep Typical Pad*	*Lot Count Without Side Walls*
55'	6.6'	43.4'	56.6'	16
60'	7.2'	47.8'	62.2'	16
65'	7.8'	52.2'	67.8'	15
70'	8.4'	56.6'	73.4'	14
75'	9.0'	61.0'	79.0'	12
80'	9.6'	65.4'	84.6'	10



INFRASTRUCTURE

Builder Area "B" has 650 lf of normal roadway (50' R/W) and 120 lf of access roadway (46' R/W). One-half of Coronado Road will require City-type construction, the northerly portion may emulate a County road section.

ITEMS OF INTEREST

This site could easily be a small stand alone project because it requires a minimal amount of infrastructure compared to the other sites. This a "transition" area leading toward the interior. This location could serve custom builders with varying lot width requirements. It is not well suited for very small lots due to the proximity to large 1 Ac. lots (outside of the Plan area).

Coronado Avenue / San Francisco Road may eventually become a cul-de-sac ending at Eubank Boulevard. This may happen when San Francisco Road gets realigned between Holbrook Road and Eubank Boulevard per Albuquerque's Long Range Street Plan.

Builder Area "C"

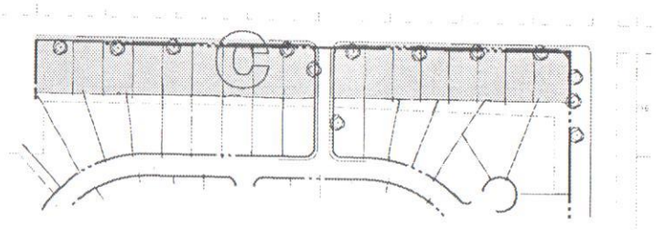
LOTS

This area is approximately 3.5 net acres containing approximately 17 lots as sketched. The initial lot design is seventy by one hundred twenty feet (70' x 120'). The orientation is east-to-west on an approximate 4% grade. Sideyard walls, retaining masonry and drainage/pad design may be a concern.

There is 1200 linear feet of lot frontage. Alternate lot counts can be achieved based on the desired lot widths of the builder. These widths may vary depending on the lot design and pad requirements.

This is also a "transition" area leading toward the interior. It could serve small, custom builders with varying lot width requirements. It is not well suited for very small lots due to the proximity to large, Coronado Road 1 Ac. lots (outside of the Plan area). Shaded portions of the following table indicate "target" densities.

Lot Sizes	*4% Slope Down Hill Setback*	*Maximum Pad Width Without Ret. Walls*	*To Keep Typical Pad*	*Approx. Lot Count Without Ret. Walls*
55'	6.6'	43.4'	56.6'	21
60'	7.2'	47.8'	62.2'	19
65'	7.8'	52.2'	67.8'	18
70'	8.4'	56.6'	73.4'	17
75'	9.0'	61.0'	79.0'	16
80'	9.6'	65.4'	84.6'	14



INFRASTRUCTURE

Builder Area "B" has 1360 lf of normal roadway (50' R/W). One-half of Coronado Road will require City-type construction, the northerly portion may emulate a County road section. The bulk-type plat initiated in 1995 will request vacating 10 feet of the existing 60' R/W for Coronado Road.

ITEMS OF INTEREST

This site could easily become stand alone lots for small volume, custom builders because it requires a minimal amount of infrastructure coordination (compared to the other sites.) It is located in a "frame" area and the neighbors, to the north, desire frontage to Coronado (as opposed to a walled community appearance.)

Coronado Avenue / San Francisco Road may eventually become a cul-de-sac ending at Eubank Boulevard. This may happen when San Francisco Road gets diverted north one block between Holbrook Road and Eubank Boulevard per Albuquerque's long range street plan.

Quintessence

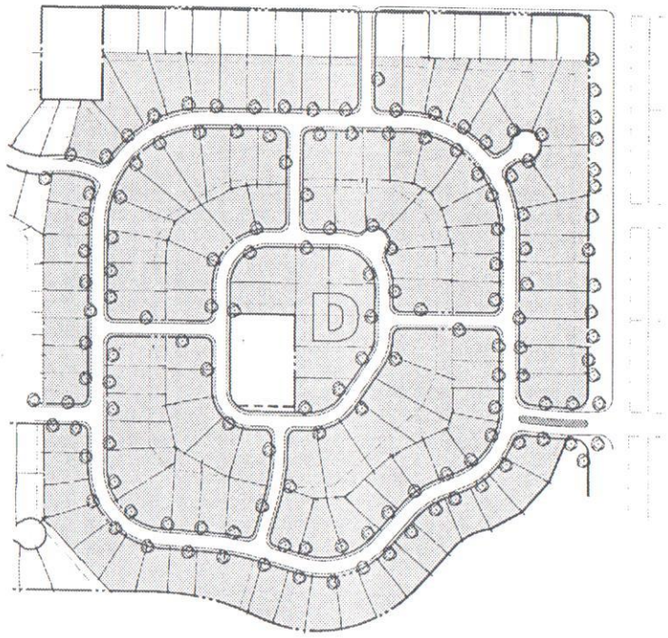
10/4/94

Builder Area "D"

LOTS

This area is approximately 42 acres and is sketched as 126 lots, split into two different sizes. There are 96 lots that are seventy by one hundred twenty feet (70' x 120'). In the center, there are 30 lots that are eighty by one hundred twenty feet (80' x 120'). The depths vary because of retaining wall minimization (some rearyard 3:1 grades) and can range from one hundred ten feet (110') to one hundred eighty feet (180'). There is 9560 linear feet of lot frontage (at setbacks). The design can be altered into different lot counts based on the desired lot widths of the builder(s). These widths may vary depending on sideyard masonry garden or retaining walls. For instance, an 80' lot on a road at a 4% slope (East-West streets) will require a down hill setback of 9.6' and an uphill setback of 5' yielding a usable pad of 65.4'. If this pad is too small for the builder, the lot can be widened to 84.6' to maintain a 70' wide usable pad (or the builder can commit to side yard walls). Shaded portions represent initial "target" densities.

Lot Sizes	*4% Slope Down Hill Setback*	*Maximum Pad Width Without Ret. Walls*	*To Keep Typical Pad*	*Approx. Lot Count Without Ret. Walls*
55'	6.6'	43.4'	56.6'	171
60'	7.2'	47.8'	62.2'	156
65'	7.8'	52.2'	67.8'	143
70'	8.4'	56.6'	73.4'	132
75'	9.0'	61.0'	79.0'	123
80'	9.6'	65.4'	84.6'	115



INFRASTRUCTURE

Builder Area "D" has 2,000 lf of major local roadway (56' R/W), 2,650 lf of normal roadway (50' R/W) and 2,600 lf of access roadway (46' R/W).

ITEMS OF INTEREST

This area could be the heart of Quintessence, thus setting the tone for the entire project. Possibly two or three builders, who are willing to work closely together, can share this area. It could be split into two sections for phasing purposes along an east / west dividing line. The out parcel in the middle is a "cooperative" existing homeowner.

Builder Area "E"

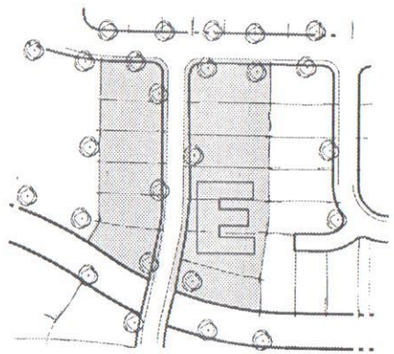
LOTS

This area is approximately 2 acres and is sketched as 13 lots, shown as fifty five by one hundred ten feet (55' x 110'). The exact lot depths vary to minimize rearyard retaining walls and can range from one hundred five feet (105') to one hundred thirty five feet (135'). There is 750 linear feet of lot frontage. This can different lot counts based on the desired lot widths of the builder.

This site is somewhat different than other areas since there are no east-west streets. Lot widths on east-west streets are sensitive to issues of retaining walls and sideyard treatments. The following table is mostly directed to 4% cross-slope lots but it does indicate grade differential considerations accounted for in the planning process.

Shaded portions of the table represent an initial "target" density.

Lot Sizes	*4% Slope Down Hill Setback*	*Maximum Pad Width Without Side. Walls*	*To Keep Typical Pad*	*Lot Count Without Side Walls*
55'	6.6'	43.4'	56.6'	13
60'	7.2'	47.8'	62.2'	12
65'	7.8'	52.2'	67.8'	11
70'	8.4'	56.6'	73.4'	10
75'	9.0'	61.0'	79.0'	9
80'	9.6'	65.4'	84.6'	8



INFRASTRUCTURE

Builder Area "E" has 360 lf of access roadway (46' right-of-way). The bridge spanning the North del Pino Arroyo is a 50% participation with the City. The "bulk" development plat will commit to this crossing structure as Major Infrastructure improvements.

ITEMS OF INTEREST

This area could easily be a stand alone project because it is somewhat isolated from the other areas. It could also be a model home and "first phase" development for a builder anticipating a project south of the arroyo (bridge required).

Quintessence

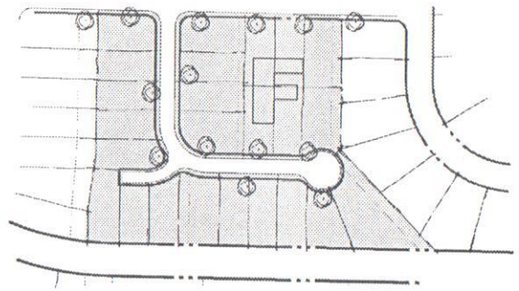
10/4/94

Builder Area "F"

LOTS

This area is approximately 4 acres and is sketched as 24 lots, shown as fifty five by one hundred ten feet (55' x 110'). The exact lot depths may vary because of the topography and can range from one hundred five feet (105') to one hundred thirty five feet (135'). There is 1440 linear feet of frontage at the setbacks. The area can accommodate a different lot count according to the desired lot widths of the builder. These widths may vary depending on the slope of the roadway and the viability of sideyard garden or retaining walls. For instance, a 55' lot on a road at a 4% slope without retaining walls will require a down hill setback of 6.6' and an uphill setback of 5' yielding a usable pad of 43.4'. If this pad is too small for the builder, the lot can be widened to 56.6' to maintain a 45' wide usable pad (or the builder can commit to side yard walls). The shaded portion of the table represents initial "target" densities.

Lot Sizes	*4% Slope Down Hill Setback*	*Maximum Pad Width Without Side Walls*	*To Keep Typical Pad*	*Lot Count Without Side Walls*
55'	6.6'	43.4'	56.6'	24
60'	7.2'	47.8'	62.2'	22
65'	7.8'	52.2'	67.8'	20
70'	8.4'	56.6'	73.4'	19
75'	9.0'	61.0'	79.0'	17
80'	9.6'	65.4'	84.6'	16



INFRASTRUCTURE

Builder Area "F" has 450 lf of major local roadway (56' right-of-way) and 550 lf of cul-de-sac roadway (44' right-of-way). Also a 180 lf. access spur (29' R/W) is shown for access to no more than 3 lots.

ITEMS OF INTEREST

This area could easily be a stand alone project because it is somewhat isolated from the other areas.

The major local road to the north discourages driveways. 3 lots are shown with direct driveway access. If a development project wishes to internalize access and create a perimeter wall, a reduction of anticipated lots will result (approx. two, 55' lots lost.)

Quintessence

10/4/94

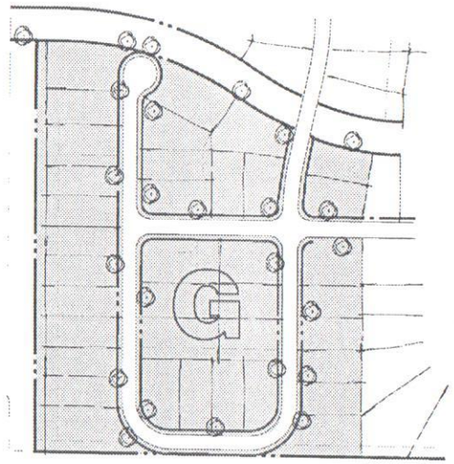
Builder Area "G"

LOTS

This area is approx. 7 net acres and is sketched as 37 lots, shown as fifty five by one hundred ten feet (55' x 110'). The lot depths may vary because of the topography and range from one hundred five feet (105') to one hundred forty five feet (145'). There is 2470 linear feet of setback frontage, which can yield different lot counts based on the desired lot widths of the builder. Lot widths may vary depending on the slope of the roadway and the viability of sideyard garden or retaining walls. For instance, a 55' lot on a road at a 4% slope without retaining walls will require a down hill setback of 6.6' and an uphill setback of 5' yielding a usable pad of 43.4'. If this pad is too small for the builder, the lot can be widened to 56.6' to maintain a 45' wide usable pad (or the builder can commit to side yard walls).

Shaded portions of the following table represent an initial "target" objective. A project of differing widths can be accommodated as can a patio home, townhouse or zero-lot-line product.

Lot Sizes	*4% Slope Down Hill Setback*	*Maximum Pad Width Without Side Walls*	*To Keep Typical Pad*	*Lot Count Without Side Walls*
42'	5.0'	32.0'	42.0'	50
55'	6.6'	43.4'	56.6'	37
60'	7.2'	47.8'	62.2'	34
65'	7.8'	52.2'	67.8'	31
70'	8.4'	56.6'	73.4'	29



INFRASTRUCTURE

Builder Area "G" has approx. 200 lf of normal roadway (50' right-of-way) and 1,350 lf of access roadway (46' right-of-way) including a cul-de-sac (44' R/W possible). This area will be impacted with some of the arroyo and bridge construction timetable of construction necessary to cross the arroyo.

ITEMS OF INTEREST

This site could be a first phase south of the channel, or it could begin in conjunction with Builder Area "H", to the east. A trail system (City) is expected along the south-side of the arroyo. A portion of Holbrook Street is expected to be vacated and the access will be exclusively from the Quintessence lands.

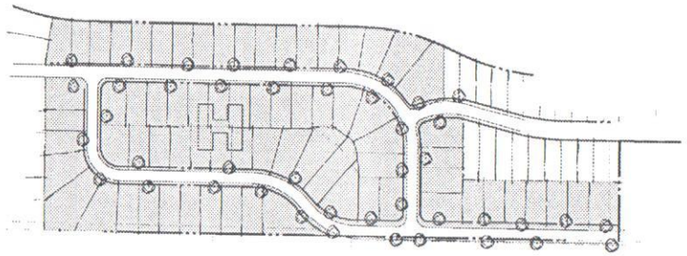
Builder Area "H"

LOTS

This area is approximately 12 net acres and is sketched as 72 lots, shown as fifty five by one hundred ten feet (55' x 110'). The lot depths may vary because of the topography and can range from one hundred five feet (105') to one hundred thirty feet (130'). There is 4260 linear feet of lot frontage. The subdivision plat can yield different lot counts based on the desired lot widths of the builder. These widths may vary depending on the viability of sideyard garden or retaining walls. The builder can commit to sideyard masonry or retaining walls for narrow side-slope conditions. Earth retainage of more than 18" requires a structural wall which must be discussed with the developer for cost and platting impacts.

Shaded portions of the following table represent an initial "target" objective. A project of differing widths can be accommodated as can a patio home, townhouse or zero-lot-line product. Zero-lot-line on the uphill side with a 10' downhill sideyard can work well for minimizing walls.

Lot Sizes	*4% Slope Down Hill Setback*	*Maximum Pad Width Without Side Walls*	*To Keep Typical Pad*	*Lot Count Without Side Walls*
42'	5.0'	32.0'	42.0'	98
55'	6.6'	43.4'	56.6'	72
60'	7.2'	47.8'	62.2'	66
65'	7.8'	52.2'	67.8'	60
70'	8.4'	56.6'	73.4'	56



INFRASTRUCTURE

Builder Area "H" has 300 lf of major local roadway (56') and 1,350 lf of normal roadway (50') and 1050 lf of loop or access roadway (46' R/W). There is a transition of roadways along the southerly property line due to traffic approaching a proposed major local road running to Eubank Blvd. If internal areas develop more densely, the increased traffic may warrant higher street classifications. Also, should patio homes or narrow townhouses predominate, a wider or normal-parking street may be indicated.

An existing City water line in the existing San Antonio 30' R/W will need to be preserved by easement.

ITEMS OF INTEREST

The bridge construction costs will also impact this area but to a lesser extent. The road through to Eubank will probably need to be constructed with this project, if it is not previously built by the developer with the bulk land-type plat. A City trail is expected along the south side of the arroyo.

Builder Area "I"

LOTS

This area is approximately 3 acres and is sketched as 24 townhouse or patio home, zero-lot-line lots. They are shown as forty-two by one hundred ten feet (42' x 110').

The zero lot line concept works best if the sideyard (10') is to the downhill, or westerly side of the pad. Also, a true "zero-lot-line" is impractical due to the building code requirements for firewalls. Accordingly, one should think of a 3' setback from the uphill lot line and a right-of-use easement granted to the adjacent lot. This provides the same 10' separation and useable yard as a true zero setback.

There is 1930 linear feet of lot frontage. The subdivision plat can yield different lot counts based on the desired lot widths of the builder.

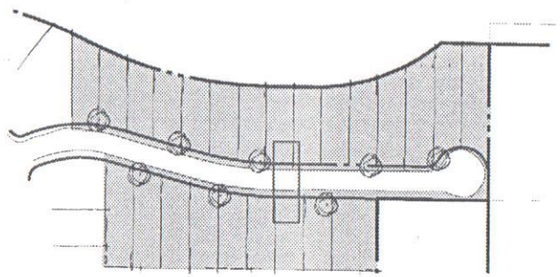
Shaded portions of the following table represent an initial "target" objective. A project of differing widths can be accommodated as can a patio home, townhouse or zero-lot-line product. Zero-lot-line on the uphill side with a 10' downhill sideyard can work well for minimizing walls.

The introduction of townhouse densities is intended to show a platting arrangement which could also be used for Builder Areas G and H. These are designated in the Sector Plan for higher densities and platting these arrangements will not conflict with the RD zoning.

Lot Sizes	*4% Slope Down Hill Setback*	*Maximum Pad Width Without Side Walls*	*To Keep Typical Pad*	*Lot Count Without Side Walls*
42'	5.0'	32.0'	42.0'	24
55'	6.6'	43.4'	56.6'	18
60'	7.2'	47.8'	62.2'	16
65'	7.8'	52.2'	67.8'	15
70'	8.4'	56.6'	73.4'	14

INFRASTRUCTURE

Builder Area "I" has 700 lf of cul-de-sac roadway (44' R/W). The end of the Cul-de-sac may be extended easterly, so an access road width is recommended (46' R/W).

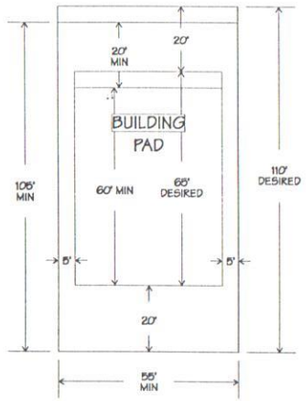


ITEMS OF INTEREST

This area could be a stand alone project, as shown, or developed with Area H, to the West. The arroyo trail system (on the south side of the channel) benefits higher densities. Also, it is conceivable that the out-parcels to the east may request commercial zone changes.

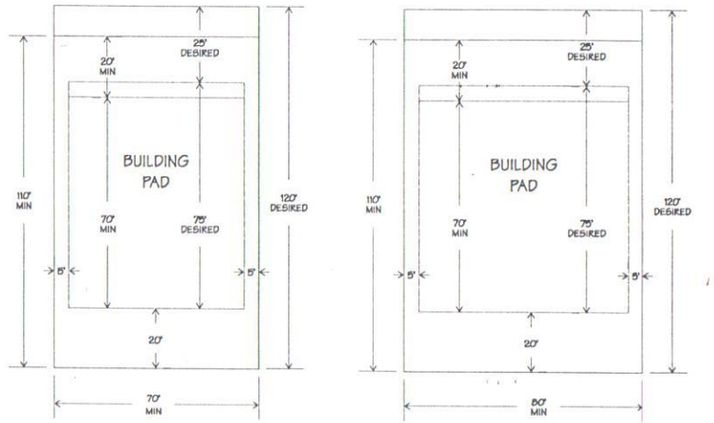
Typical Lot Layouts

The typical lot layouts within Quintessence come in variations of three sizes not including the one acre out parcels. The smallest shown is forty two feet by one hundred five feet (42' x 105'). The majority shown are fifty five feet by one hundred ten feet (55' x 110'). The next bigger size is seventy feet by one hundred twenty feet (70' x 120'), and the largest shown is eighty feet by one hundred twenty feet (80' x 120').



Developed lot costs are expected to be priced at a "front foot" basis. In reality, this is a measurement taken through the pads to reflect higher costs for cul-de-sac bulb lots and along the setback lines for other lots.

A builder-purchaser can commit to a custom lot width if that commitment is made prior to final engineering and platting. Otherwise, replatting (at an additional cost to the builder) may be necessary.



Most lots will vary on exact size depending on the topography of the area. For instance one lot on the uphill side of a slope could be a minimum depth of one hundred ten (110') and the lot to its rear could be one hundred fifty feet deep (150') to take up the change in elevation with a slope (3:1) rather than a costly retaining wall.

The sketched yield of various lots, as shown in this booklet, are:

Total Sector Plan acreage	128 Acres
Total Allowed Dwelling Units	512 Lots
Shown (count developable outparcels @ 5 / acre)	420 Lots
Shown on lands now owned by Paradise West	380 Lots
Total setback "frontages"	26,000 lf

CITY OF ALBUQUERQUE
APPLICATION TO THE DEVELOPMENT REVIEW BOARD (DRB)

APPLICATION FO (CHECK APPLICABLE REQUEST; MORE THAN ONE C ORY CAN BE CHECKED)

Minor Subdivision
- ____ Sketch Plat Review and Comment
- ____ Preliminary Plat and Final Plat - (City Surveyor Approval Required)
- ____ Lot Split(" " ")

Vacation (See No. 2)
- ____ Public Right-of-Way
- ____ Public Easement
- ____ Private Easement

Major Subdivision (See No. 3)
- X Sketch Plat Review and Comment
- ____ Preliminary Plat Approval
- ____ Final Plat Approval

Site Development Plan (See No. 4)
- ____ Review and Comment
- ____ Final Sign Off for EPC
- ____ Approval (DRB only-attach checklist)
- ____ Amended Plan

ubdivision Variance (See No. 5)
- ____ Subdivision Design Standards
- ____ Improvements Guarantee (Bulk Land)
- ____ Sidewalk Variance

Other (See No. 6)
- ____ Amended Infrastructure List
- ____ SIA Extension
- ____ Sector Plan Review or ____ Sign Off

PRINT OR TYPE IN BLACK INK ONLY. Use additional sheets as necessary. The completed application must be submitted in person to the Planning Division by the applicant or agent. Fees are required at the time of application for Vacations, Site Development Plan Approvals (DRB only), and Preliminary Plat for Major Subdivisions. All attachments must be submitted with the application and, after folding, shall not exceed 8 1/2 x 14 inches. INACCURATE APPLICATIONS WILL DELAY HEARING OR DECISION DATE. For additional information, contact the Planning Division at (505) 768-3860.

APPLICANT INFORMATION

APPLICANT NAME: Paradise West Incorporated Telephone Number: 242-8006

Mailing Address: 5016 La Fiesta Dr., NE

City: Albuquerque State: NM Zip Code: 87109

Applicant's Proprietary Interest in the Property: ____

Has a List of Owners Been Provided? ____ Yes X No (This is Required for Preliminary Plat Application)

AGENT (If Any): COMMUNITY SCIENCES CORP. Telephone Number: 891-1400

Mailing Address: P.O. Box 1328 (323-02)

City: Corrales State: NM Zip Code: 87048

SIGNED (Applicant or Agent): Eric G. LaBrie (Print) Eric G. LaBrie

1. SITE INFORMATION

(a) Property is: X within the City Limits of Albuquerque or ____ Outside the City Limits of Albuquerque, but within five (5) miles (this is the extent of Development Review Board Jurisdiction)

(b) Present Zoning: Residential Proposed Zoning (Complete Only If Zone Change Request is Anticipated): ____

(c) Existing Buildings? ____ Yes X No - If yes, a Site Sketch is required (show buildings, setbacks, and parking on separate sheet); If yes, Address(s) (required): ____

(d) Number of Lots Existing: 128 Number Proposed: 432 Total Land Area Covered by Request: (Acres) 128 Ac

(e) Present Legal Description of the Property: Lot/Tract No.(s): 1-32 OF TRACTS 14,16,18,20 Block/Map No.(s) D-21-Z
Subdivision/Addition: North Albuquerque Acres

(f) Location of Property by Streets - Located on (or near): San Antonio & Eubank (Northwest Corner) between Holbrook and Coronado

(g) Uniform Property Code (18 Digit Number Issued by County Assessor): ____

2. VACATION ONLY: Give reason for request on separate sheet. Sketch/state exactly what is being vacated. Give reasons why vacation should be granted as per Subdivision Ordinance requirements. A copy of the document that created the areas to be vacated is required.

3. SUBDIVISION ONLY: An Infrastructure List and a completed checklist from the Development Process Manual (DPM) is required for Major Subdivision/Preliminary Plat application. Attach any variances or easements granted for this property which affects platting if applicable. Attach zoning action, Notifications of Decision, or Zone Change Request if applicable.

4. SITE DEVELOPMENT PLAN ONLY: For final sign off for EPC, Notification of Decision is required. For amended plan, list changes to previous plan.

5. SUBDIVISON VARIANCE REQUEST: Include letter of request for improvements guarantee (Bulk Land). Other information as required per the Development Process Manual (DPM) and Subdivision Ordinance. For Sidewalk Variance, sketch location and state reason for variance.

6. AMENDED INFRASTRUCTURE LIST. ETC: Describe and show changes to approved Infrastructure List. For Subdivision Improvement Agreement (SIA) Extension, attach previous DRB approvals (Infrastructure List, Notice of Decision, reduced plat or plan).

7. SUPPLEMENTAL INFORMATION

(a) List Cross References to Environmental Planning Commission cases (Z-) if Applicable: ____

(b) List Cross References to Development Review Board cases (DRB-) if Applicable: DRB-89-509

(c) List Any Variance Granted (ZA-) if Applicable Case No.: ____ ____City ____County

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PLANNING DIVISION INTERNAL USE ONLY

Application & Fees Accepted By: Allen L. Juanillo Date: 10-11-94

Advertised Case? ____Yes X No If Yes, Number of Signs Issued: ____Fee(s): $____

Map Number: D-21

Hearing Date: 10-18-94

S-____

V-____

DRB - 94-552