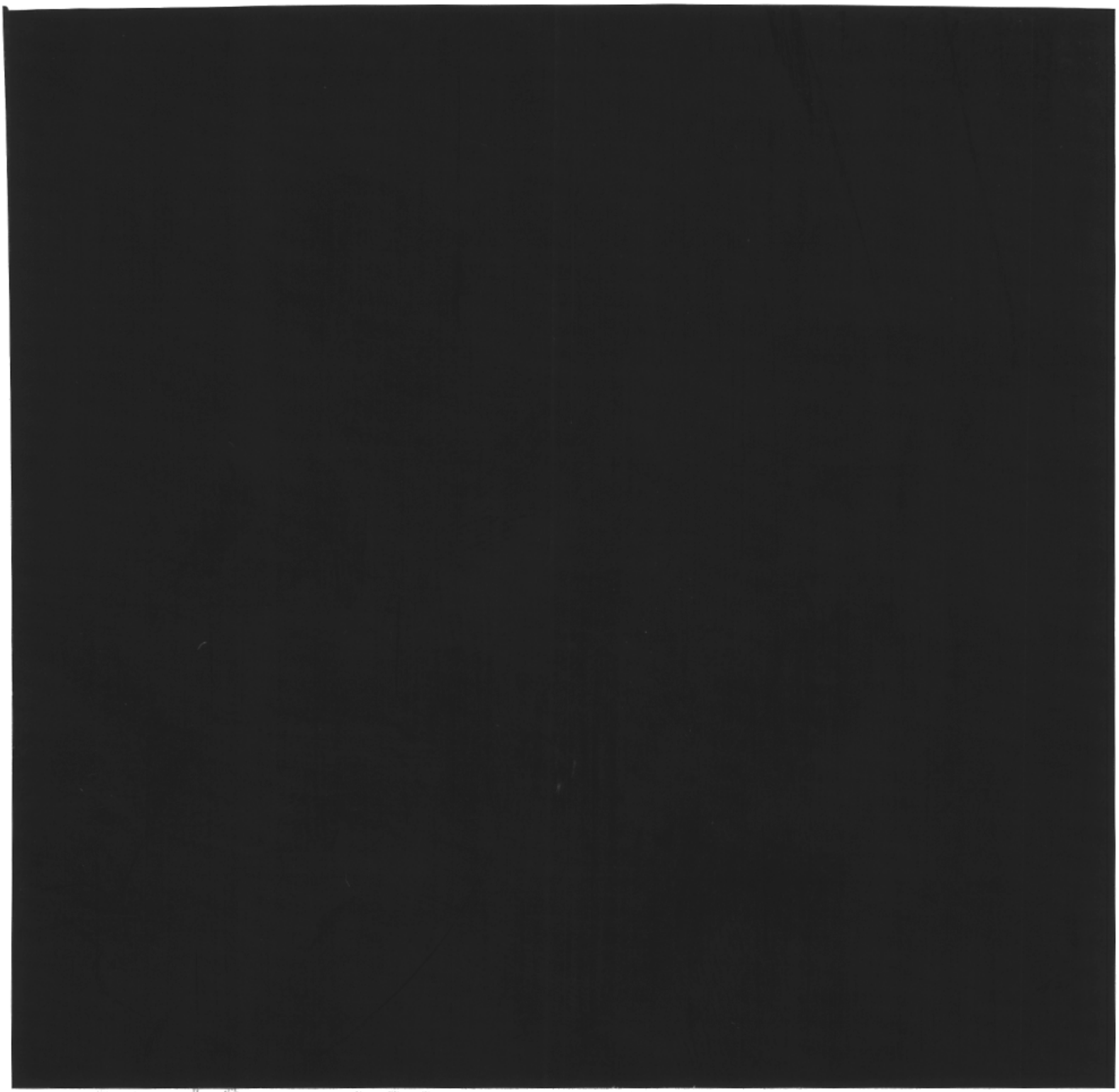


6910205223 POLAROID94

LOOKING WEST FROM POND OUTLETS

1-24-90

4 HILL SHOPPING CTR

City of Albuquerque
P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

DESIGN HYDROLOGY SECTION
123 Central NW, Albuquerque, NM 87102
(505) 766-7644

April 8, 1985

Dennis Lorenz
Espey, Huston & Associates
4801 Indian School Road, NE Suite 204
Albuquerque, New Mexico 87110

RE: CONCEPTUALGRADING & DRAINAGE REPORT FOR TRAMWELL-CROW DEVELOPMENT (L-22/D33) RECEIVED APRIL 4, 1985

Dear Mr. Lorenz:

The referenced plan dated January 15, 1985, is approved for Site Development Plan. Please be advised, however, that the following information must be provided before the Building Permit can be signed-off by Hydrology.

1. City approved street grades for Singing Arrow when the apartment site is developed.

2. Require a hydraulic analysis of the flows at Dorado Street and Singing Arrow to show directions and quantity of runoff.

If you have any qeustions or comments regarding this project, please call me at 766-7644.

Cordially,

Carlos A. Montoya, P.E.
City/County Floodplain Administrator

CAM/bsj

DRAINAGE INFORMATION SHEET

Tramwell ow

PROJECT TITLE: ~~Shopping Center~~ Four Hills Village ZONE ATLAS/DRNG. FILE #: L22-D33

LEGAL DESCRIPTION: Tracts A, B, C, D, G, & H, Four Hills Village

CITY ADDRESS: Central Avenue S.E.

ENGINEERING FIRM: Espey, Huston & Assoc. CONTACT: Dennis A. Lorenz

ADDRESS: 4801 Indian School, Suite 204 Albuquerque, New Mexico 87110 PHONE: (505) 255-1625

OWNER: Four Hills Village - A Texas Limited Partnership CONTACT:

ADDRESS: 6400 Uptown Blvd., #3660W Albuquerque, N.M. 87110 PHONE:

ARCHITECT: de la Torre Rainhart, P.A. CONTACT: George Rainhart

ADDRESS: 6121 Indian School # 141 Albuquerque, New Mexico 87110 PHONE: (505) 881-0550

SURVEYOR: Espey, Huston & Associates CONTACT: Tim Aldrich

ADDRESS: same as above PHONE:

CONTRACTOR: CONTACT:

ADDRESS: PHONE:

RECEIVED APR 04 1985 HYDROLOGY SECTION

PRE-DESIGN MEETING:

X YES

___ NO

___ COPY OF CONFERENCE RECAP SHEET PROVIDED

DRB NO. ___

EPC NO. Z-84-124

PROJ. NO. ___

TYPE OF SUBMITTAL:

___ DRAINAGE REPORT

___ DRAINAGE PLAN

X CONCEPTUAL GRADING & DRAINAGE PLAN

___ GRADING PLAN

___ EROSION CONTROL PLAN

___ ENGINEER'S CERTIFICATION

CHECK TYPE OF APPROVAL SOUGHT:

___ SKETCH PLAT APPROVAL

___ PRELIMINARY PLAT APPROVAL

X SITE DEVELOPMENT PLAN APPROVAL

___ FINAL PLAT APPROVAL

___ BUILDING PERMIT APPROVAL

___ FOUNDATION PERMIT APPROVAL

___ CERTIFICATE OF OCCUPANCY APPROVAL

___ ROUGH GRADING PERMIT APPROVAL

___ GRADING/PAVING PERMIT APPROVAL

___ OTHER ___ (SPECIFY)

DATE SUBMITTED: 4-3-85

BY: DENNIS LORENZ

ESPEY, HUSTON & ASSOCIATES, INC.
Engineering & Environmental Consultants
4801 INDIAN SCHOOL ROAD, N.E., SUITE 204
ALBUQUERQUE, N.M. 87110
(505) 255-1625

CORPORATE OFFICE
P.O. BOX 519
AUSTIN, TEXAS 78767

April 4, 1985

Mr. Carlos Montoya
Civil Engineer/Hydrology
123 Central Avenue N.W.
Albuquerque, New Mexico 87102

RECEIVED
APR 04 1985
HYDROLOGY SECTION

SUBJECT: Four Hills Village - Conceptual Drainage Plan
Reference #L22:D33

Dear Carlos:

As per our telephone conversation of April 3, 1985, you stated three (3) areas of concern relative to the subject project: 1) street grades for Singing Arrow Drive S.E.; 2) erosion protection for Cochiti Road S.E.; and 3) verification of a water block on Singing Arrow Drive S.E. at Dorado Place S.E. I submit the following comments with regard to these items:

1. Singing Arrow Drive S.E. is planned to be relocated to adjoin the site along the south property line. The realignment project is being coordinated by the City of Albuquerque. I have requested and been granted by your Department, to delay submittal of street grades for Singing Arrow Drive to building permit stage of the apartment development. Approved street grades will be provided by the consultant under contract for the site improvements to the apartment site or by the City of Albuquerque.

2. Cochiti Road is not planned to be paved as this street is not needed for access to the site. However, storm water will be released into the right-of-way. As shown by Section "A-A", Cochiti Road will be graded with borrow ditches on either side of a 30 foot wide earthen roadway. Runoff discharged from the site will be controlled by pond routing. The estimated controlled release is 16.0 cfs. The resulting velocity within each ditch is approximately 5.0 fps. We are proposing to provide vegetative cover within the borrow ditches. This solution should be effection and require little maintenance.

3. Field verification during a recent rain storm has indicated that a water block does exist on Singing Arrow Drive S.E. just west of Dorado Place S.E. This water block diverts all stormwater to Tomlinson Avenue S.E. and to the outfall point.

ESPEY, HUSTON & ASSOCIATES, INC.

I hope this information will answer your questions and allow you to approve the conceptual plan. If you have any questions please call.

Sincerely,

Dennis A. Lorenz

/lmr

City of Albuquerque
P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

DESIGN HYDROLOGY SECTION
123 Central NW, Albuquerque, NM 87102
(505) 766-7644

March 27, 1985

Dennis Lorenz
Espey, Huston & Associates, Inc.
4801 Indian School Road, NE
Albuquerque, New Mexico 87110

RE: CONCEPTUAL DRAINAGE REPORT FOR TRAMWELL-CROW DEVELOPMENT (L-22/D33) RECEIVED MARCH 4, 1985

Dear Mr. Lorenz:

I have reviewed the referenced plan dated January 15, 1985, and forward these comments:

1. Require City approved street grades for Singing Arrow Street. How will Pond A discharge if the street has not been built?

2. Please address erosion control for the flows on Cochiti Road.

3. Please show more street details at the intersection of Singing Arrow and Dorado Streets. The sites flows may travel down Singing Arrow Street to a flooded area.

If you have any questions or comments regarding this project, please call me at 766-7644.

Cordially,

Carlos A. Montoya, P.E.
City/County Floodplain Administrator

CAM/bsj

DRAINAGE INFORMATION SHEET

PROJECT TITLE: TRAMWELL / CROW DEV. ZONE ATLAS/DRNG. FILE #: L22-D33

LEGAL DESCRIPTION: PORTIONS OF: FALE ADD'N UNIT 1, CANADA VILLAGE, HARTMAN-BROWN ADD'N

CITY ADDRESS: LOCATED AT TRAMWAY BLVD SE @ CENTRAL AVE SE

ENGINEERING FIRM: ESPEY-HUSTON & ASSOC, INC CONTACT: DENNIS LORENZ

ADDRESS: 4001 INDIAN SCHOOL #204 PHONE: 255-1625

OWNER: TRAMWELL - CROW CONTACT: GEO. RAINHART

ADDRESS: — PHONE: 881-0550

ARCHITECT: DE LA TORRE / RAINHART CONTACT: GEO. RAINHART

ADDRESS: 6121 INDIAN SCHOOL PHONE: 881-0550

SURVEYOR: HUGG SURVEYING CONTACT: GARY HUGG

ADDRESS: 1701 GRANDE, RIO RANCHO PHONE: 892-8800

CONTRACTOR: NA CONTACT: —

ADDRESS: — PHONE: —

PRE-DESIGN MEETING:

X YES

___ NO

X COPY OF CONFERENCE RECAP SHEET PROVIDED

RECEIVED MAR 04 1985 HYDROLOGY SECTION

DRB NO. ___

EPC NO: Z-84-124

PROJ. NO. —

TYPE OF SUBMITTAL:

___ DRAINAGE REPORT

___ DRAINAGE PLAN

X CONCEPTUAL GRADING & DRAINAGE PLAN

___ GRADING PLAN

___ EROSION CONTROL PLAN

___ ENGINEER'S CERTIFICATION

CHECK TYPE OF APPROVAL SOUGHT:

___ SKETCH PLAT APPROVAL

___ PRELIMINARY PLAT APPROVAL

X SITE DEVELOPMENT PLAN APPROVAL

___ FINAL PLAT APPROVAL

___ BUILDING PERMIT APPROVAL

___ FOUNDATION PERMIT APPROVAL

___ CERTIFICATE OF OCCUPANCY APPROVAL

___ ROUGH GRADING PERMIT APPROVAL

___ GRADING/PAVING PERMIT APPROVAL

X OTHER DOWNSTREAM ANALYSIS. (SPECIFY)

DATE SUBMITTED: JAN. 18, 1985

BY: DENNIS LORENZ

ESPEY, HUSTON & ASSOCIATES, INC.
Engineering & Environmental Consultants
4801 INDIAN SCHOOL ROAD, N.E., SUITE 204
ALBUQUERQUE, N.M. 87110
(505) 255-1625

February 28, 1985

CORPORATE OFFICE
P.O. BOX 519
AUSTIN, TEXAS 78767

Mr. Carlos Montoya
Civil Engineer/Hydrology
City of Albuquerque
123 Central Avenue S.W.
Albuquerque, New Mexico 87102

RECEIVED
MAR 04 1985
HYDROLOGY SECTION

SUBJECT: Tramwell-Crow Development,
Conceptual Drainage Plan and Off-Site Analysis
Ref: L22-D23 D33

Dear Carlos:

I have received Billy Goolsby's February 12, 1985 letter, and after the telephone conversation with you on February 28, 1985, I submit the following comments:

1. Supplemental calculations and street sections were submitted for review on January 18, 1985 as requested by your October 15, 1984 letter.

2. Please accept my apologies for submitting a plan with non-standard orientation. All base sheets were supplied by the architect, who felt that presentation for Site Development Plan approval was better with south orientation. The Final Grading and Drainage Plan will be submitted with north orientation.

3. The off-site analysis which determined ponding requirements was based on a totally developed basin, as zoned.

4. The Final Grading and Drainage Plan will indicate proposed street grades on all unimproved abutting streets. We are under contract to design Wenonah Avenue and provide temporary paved access on Tramway Boulevard.

I hope this information answers your questions. We are seeking conceptual approval for the Site Development Plan sign-off. If you have any questions, please call.

Sincerely,

Dennis A. Lorenz

/lmr

City of Albuquerque
P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

DESIGN HYDROLOGY SECTION
123 Central NW, Albuquerque, NM 87102
(505) 766-7644

February 12, 1985

Dennis Lorenz
Espey, Huston & Associates, Inc.
4801 Indian School Road, NE Suite 204
Albuquerque, New Mexico 87110

RE: CONCEPTUAL DRAINAGE PLAN FOR TRAMWELL-CROW DEVELOPMENT (L-22/D33) RECEIVED JANUARY 21, 1985

Dear Dennis:

I have reviewed the referenced submittal and forward these comments:

1. I am totally confused; the analysis provided is for a street called Tomlinson Drive, however, I do not see this street anywhere on the plan. The discharge points are Cochiti Road, Wenonah Avenue, and Singing Arrow. These streets are not mentioned anywhere in the analysis of downstream capacity. It seems logical to me to start with these streets since they are the first discharge points.
2. The plan, as presented, is not acceptable. It is upside-down, as well as the Vicinity Map.
3. Assuming the entire contributing basin to the outfall point and the intermediate streets, is developed as zoned, what is the allowable discharge rate per acre according to the ordinance?
4. City approved street grades will be required for any unimproved abutting City streets.

Should you have any questions or comments regarding this project, please call me at 766-7644.

Cordially,

Billy J. Goolsby

Billy J. Goolsby, P.E.
Design Hydrolgoy Section

BJG/bsj

DRAINAGE INFORMATION SHEET

PROJECT TITLE: TRAMWELL/CROW DEV. ZONE ATLAS/DRNG. FILE #: L22-D33

LEGAL DESCRIPTION: PORTIONS OF: FALE ADD'N UNIT 1, CANADA VILLAGE, HARTMAN-BROWN ADD'N

CITY ADDRESS: LOCATED AT TRAMWAY BLVD SE @ CENTRAL AVE SE

ENGINEERING FIRM: ESPEY-HUSTON & ASSOC, INC CONTACT: DENNIS LORENZ

ADDRESS: 4801 INDIAN SCHOOL #204 PHONE: 255-1625

OWNER: TRAMWELL - CROW CONTACT: GEO. RAINHART

ADDRESS: — PHONE: 881-0550

ARCHITECT: DE LA TORRE / RAINHART CONTACT: GEO. RAINHART

ADDRESS: 6121 INDIAN SCHOOL PHONE: 881-0550

SURVEYOR: HUGG SURVEYING CONTACT: GARY HUGG

ADDRESS: 1701 GRANDE, RIO RANCHO PHONE: 892-8800

CONTRACTOR: NA CONTACT: —

ADDRESS: — PHONE: —

PRE-DESIGN MEETING:

X YES

___ NO

X COPY OF CONFERENCE RECAP SHEET PROVIDED

RECEIVED JAN 21 1985 HYDROLOGY SECTION

DRB NO. ___

EPC NO: Z-84-124

PROJ. NO. —

TYPE OF SUBMITTAL:

___ DRAINAGE REPORT

___ DRAINAGE PLAN

X CONCEPTUAL GRADING & DRAINAGE PLAN

___ GRADING PLAN

___ EROSION CONTROL PLAN

___ ENGINEER'S CERTIFICATION

CHECK TYPE OF APPROVAL SOUGHT:

___ SKETCH PLAT APPROVAL

___ PRELIMINARY PLAT APPROVAL

X SITE DEVELOPMENT PLAN APPROVAL

___ FINAL PLAT APPROVAL

___ BUILDING PERMIT APPROVAL

___ FOUNDATION PERMIT APPROVAL

___ CERTIFICATE OF OCCUPANCY APPROVAL

___ ROUGH GRADING PERMIT APPROVAL

___ GRADING/PAVING PERMIT APPROVAL

X OTHER DOWNSTREAM ANALYSIS. (SPECIFY)

DATE SUBMITTED: JAN. 18, 1985

BY: DENNIS LORENZ

ESPEY, HUSTON & ASSOCIATES, INC.
Engineering & Environmental Consultants
4801 INDIAN SCHOOL ROAD, N.E., SUITE 204
ALBUQUERQUE, N.M. 87110
(505) 255-1625

CORPORATE OFFICE
P.O. BOX 519
AUSTIN, TEXAS 78767

January 18, 1985

Mr. Carlos Montoya
Civil Engineer
Hydrology
City of Albuquerque
123 Central N.W
Albuquerque, New Mexico 87102

SUBJECT: Tramwell - Crow Development
Conceptual Drainage Plan
Offsite Analysis
Ref: L22-D33

Dear Carlos:

Transmitted herewith for review and approval are two (2) copies of the revised Conceptual Drainage Plan for the subject project. The revised plan reflects changes to building pads and the realignment of proposed Tramway Boulevard and Singing Arrow Drive.

Also included for your approval is one copy of the supplemental information for offsite analysis requested in your October 15, 1984 letter. In response to your letter I have the following comments:

1. Research of other developments in the area revealed that offsite analysis has not been performed by any other design engineers. Allowable discharge rates were typically set at the level of a 5 year storm. My offsite analysis coincidentally establishes allowable discharge rates of the same magnitude. I might add that most of the development in the area is not ponding storm water.

2. Additional information has been provided showing that the street capacity on Tomlinson Drive is limited by street depth at AP-2.

3. The revised plan indicates a new configuration for Ponds "C1" and "C2", which allows discharge into Cochiti Road which will be improved with this project. Also, Singing Arrow Drive is planned to be relocated which allows Pond "A" to discharge into public right-of-way.

RECEIVED
JAN 21 1985
HYDROLOGY SECTION

ESPEY, HUSTON & ASSOCIATES, INC.

We are seeking approval of the downstream analysis and Conceptual Drainage plan for Site Development Plan signoff. If you have any questions, please call.

Sincerely,

Dennis A. Lorenz

/lmr

City of Albuquerque
P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

DESIGN HYDROLOGY SECTION
123 Central NW, Albuquerque, NM 87102
(505) 766-7644

October 15, 1984

Mr. Dennis Lorenz
Espey, Huston & Associates, Inc.
4801 Indian School Road NE
Albuquerque, New Mexico 87110

RE: OFFSITE ANALYSIS FOR TRAMWELL-CROW DEVELOPMENT (L22-D33) RECEIVED SEPTEMBER 5, 1984

Dear Mr. Lorenz:

I have reviewed the above-referenced plan and forward the following comments.

1. There has been previous development in the drainage area. Does the allowable 1.0 cfs/Ac apply to the previous development? Please address the previous development discharges and how this affects your analysis points.

2. The street capacity was checked at Tomlinson Drive (AP-1). Please address the capacity at street curves on Tomlinson Drive and where the slope increases.

3. Drainage approval would be contingent on having an easement for the ponds to drain.

Sincerely yours,

Carlos A. Montoya
Civil Engineer/Hydrology

CAM/bm

INFORMATION SHEET

PROJECT TITLE TRAMWELL-CROW COMM/RES DEVELOPMENT TYPE OF SUBMITTAL CONCEPTUAL DRAINAGE

ZONE ATLAS PAGE NO. L22-D33 New CITY ADDRESS CENTRAL @ TRAMWAY

LEGAL DESCRIPTION SEE BELOW *

ENGINEERING FIRM ESPEY, HUSTON CONTACT D. LORENZ

ADDRESS 4801 INDIAN SCHOOL PHONE 255-1625

OWNER TRAMWELL-CROW CONTACT G. RAINHART

ADDRESS — PHONE 881-0550

ARCHITECT DE LA TORRE-RAINHART CONTACT G. RAINHART

ADDRESS 6121 INDIAN SCHOOL PHONE 881-0550

SURVEYOR GARY HUGG CONTACT G. HUGG

ADDRESS 1701 GRANDE, RR. PHONE 892-8800

CONTRACTOR — CONTACT —

ADDRESS — PHONE —

PRE-DESIGN MEETING:

X YES
___ NO
X COPY OF CONFERENCE RECAP SHEET PROVIDED

PLEASE CHECK TYPE OF APPROVAL EXPECTED WITH THIS SUBMITTAL:

___ SKETCH PLAT APPROVAL
___ PRELIMINARY PLAT APPROVAL
X SITE DEVELOPMENT PLAN APPROVAL
___ FINAL PLAT APPROVAL
___ BUILDING PERMIT APPROVAL
___ CERTIFICATE OF OCCUPANCY APPROVAL
___ ROUGH GRADING PERMIT APPROVAL
___ GRADING/PAVING PERMIT APPROVAL
X OTHER CONCEPTUAL DRAINAGE APPROVAL (SPECIFY)

RECEIVED
SEP 05 1984
HYDROLOGY SECTION

DATE SUBMITTED: SEPT, 5, 1984

BY: DENNIS LORENZ

* LEGAL: PORTIONS OF; FALE ADDITION - UNIT 1; CANADA VILLAGE - FIRST UNIT; HARTMAN-BROWN ADDITION; CAMINO REAL

INFORMATION SHEET

PROJECT TITLE TRAMWELL - CROW COMM/RES DEVELOPMENT TYPE OF SUB...TAL OFFSITE ANALYSIS

ZONE ATLAS PAGE NO. L22 CITY ADDRESS CENTRAL @ TRAMWAY

LEGAL DESCRIPTION SEE BELOW *

ENGINEERING FIRM ESPEY, HUSTON CONTACT D. LORENZ

ADDRESS 4801 INDIAN SCHOOL PHONE 255-1625

OWNER TRAMWELL - CROW CONTACT G. RAINHART

ADDRESS — PHONE 881-0550

ARCHITECT DE LA TORRE - RAINHART CONTACT G. RAINHART

ADDRESS 6121 INDIAN SCHOOL PHONE 881-0550

SURVEYOR GARY HUGG CONTACT G. HUGG

ADDRESS 1701 GRANDE, RR. PHONE 892-8800

CONTRACTOR — CONTACT —

ADDRESS — PHONE —

PRE-DESIGN MEETING:

X YES
___ NO
X COPY OF CONFERENCE RECAP SHEET PROVIDED

PLEASE CHECK TYPE OF APPROVAL EXPECTED WITH THIS SUBMITTAL:

___ SKETCH PLAT APPROVAL
___ PRELIMINARY PLAT APPROVAL
X SITE DEVELOPMENT PLAN APPROVAL
___ FINAL PLAT APPROVAL
___ BUILDING PERMIT APPROVAL
___ CERTIFICATE OF OCCUPANCY APPROVAL
___ ROUGH GRADING PERMIT APPROVAL
___ GRADING/PAVING PERMIT APPROVAL
X OTHER OFF-SITE ANALYSIS APPROVAL (SPECIFY)

SEP 05 1984
HYDROLOGY SECTION

DATE SUBMITTED: SEPT, 5, 1984

BY: DENNIS LORENZ

* LEGAL: PORTIONS OF; FALE ADDITION - UNIT 1; CANADA VILLAGE - FIRST UNIT; HARTMAN - BROWN ADDITION; CAMINO REAL

1. Existing condition

Area = 29.5 Ac.

C = 0.34

Q_{100} = 53 cfs ✓ V_{100} = 91,020 C.F.

Q_{10} = 34 cfs V_{10} = 59,900 CF

2. Developed condition

SITE	AREA	C.	Q_{100}	V_{100}	Q_R	V_{det}
A	5.7	.66	19.9	34,140	5.7	17,370
B	14.7	.76	59.0	101,390	14.7	57,185
C1	3.8	.76	15.3	26,210	3.8	14,782
C2	0.8	.76	3.2	5,520	0.8	3,112
Public R/W	4.5	.95	22.5	34,140	22.5	0
	29.5 Ac		119.9	201,400	47.5	92,449

75,080

Existing pond

79,000 cf

24,980 cf

wp x 1338

TRAMWELL CROW. (L22/033)

PLANIMETER AREA = $17.9\ in^2 \times \frac{(500ft)^2}{in^2} / 43{,}560 ft^2$ = 103 ACRES

AREA OF R-1 ZONING

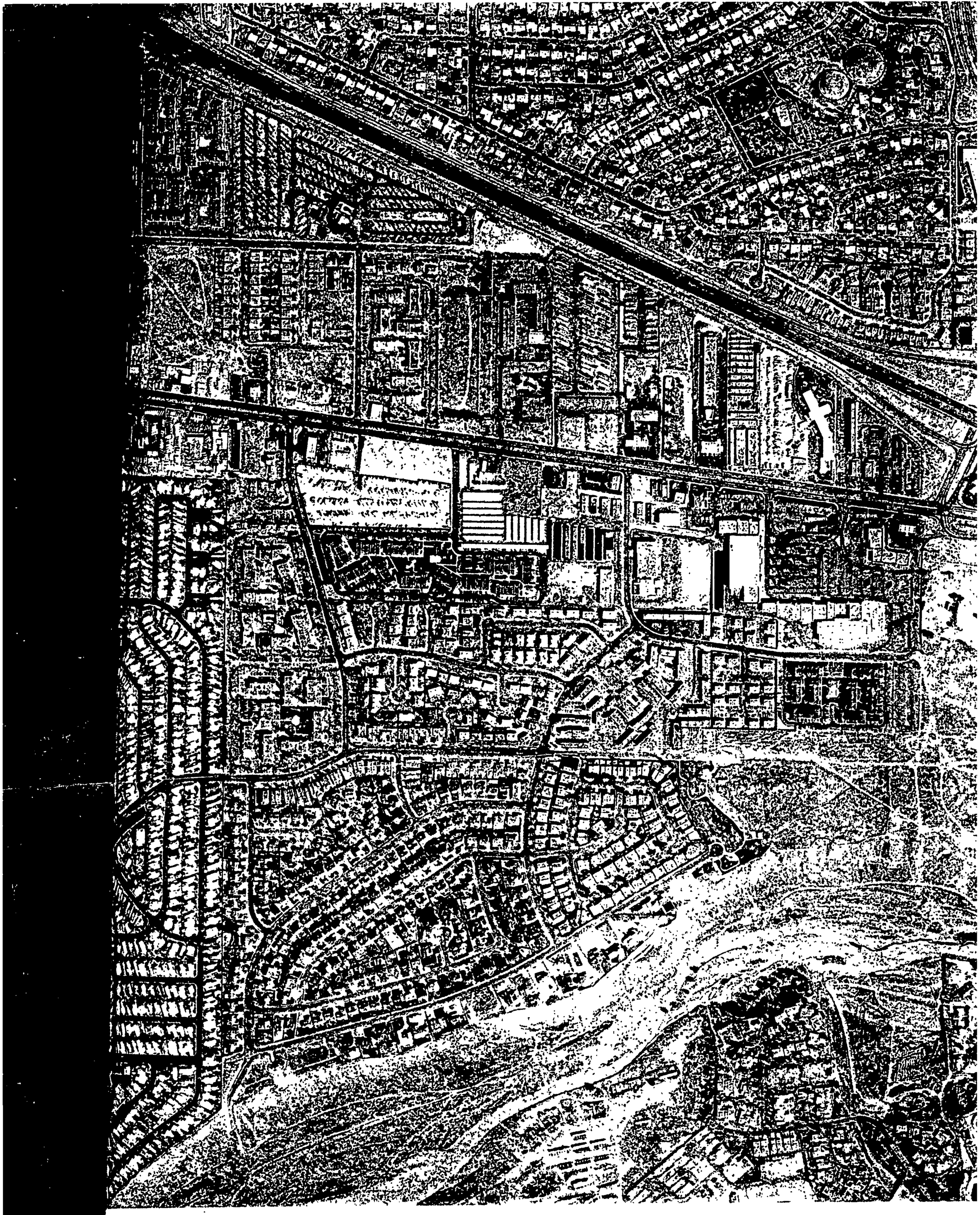
$= 3.8\ in^2 \times \frac{(500ft)^2}{in^2} / 43{,}560 ft^2$ = 22 ACRES

SHOPPING CENTER HAS A CONTROLLED RELEASE RATE w/ 2 DETENTION PONDS AND 2-6" PVC OUTLETS

MASTER DRAINAGE REPORT (L22/017) PREPARED FOR PRESLEY DEVELOPMENT (L22/017) BY BOHANNON-HUSTON FEBRUARY 1976, INDICATE FLOWS OF 280 CFS @ TOMLINSON DR/PARKSIDE PLACE. THEY IDENTIFIED STREET 48' WIDE with 0.015 CROSS SLOPE, WATER DEPTH = 1.04', ~~so FOR 0.012~~ THIS EXCEEDS PRESENT DPM REQUIREMENTS. THIS REPORT RECOMMENDS FINISH FLOOR ELEV. BE 1.7' ABOVE TOP OF CURB @ TOMLINSON, THIS DOES NOT APPEAR TO WHAT WAS CONSTRUCTED.

FOUR HILLS SHOPPING CENTER $Q_{EXISTING}$ = 30 CFS

THE DRAINAGE REPORT BY ESPEY HUSTON TRIED TO JUSTIFY THE TOTAL ACREAGE DRAINING TO TOMLINSON SHOULD HAVE BEEN LIMITED TO 1 CFS/ACRE BECAUSE OF BASIN SIZE AND STREET PARAMETERS, SINCE THEIR SHOPPING CNTR WAS 20 ACRES THEY SHOULD ~~HAVE BEEN~~ BE

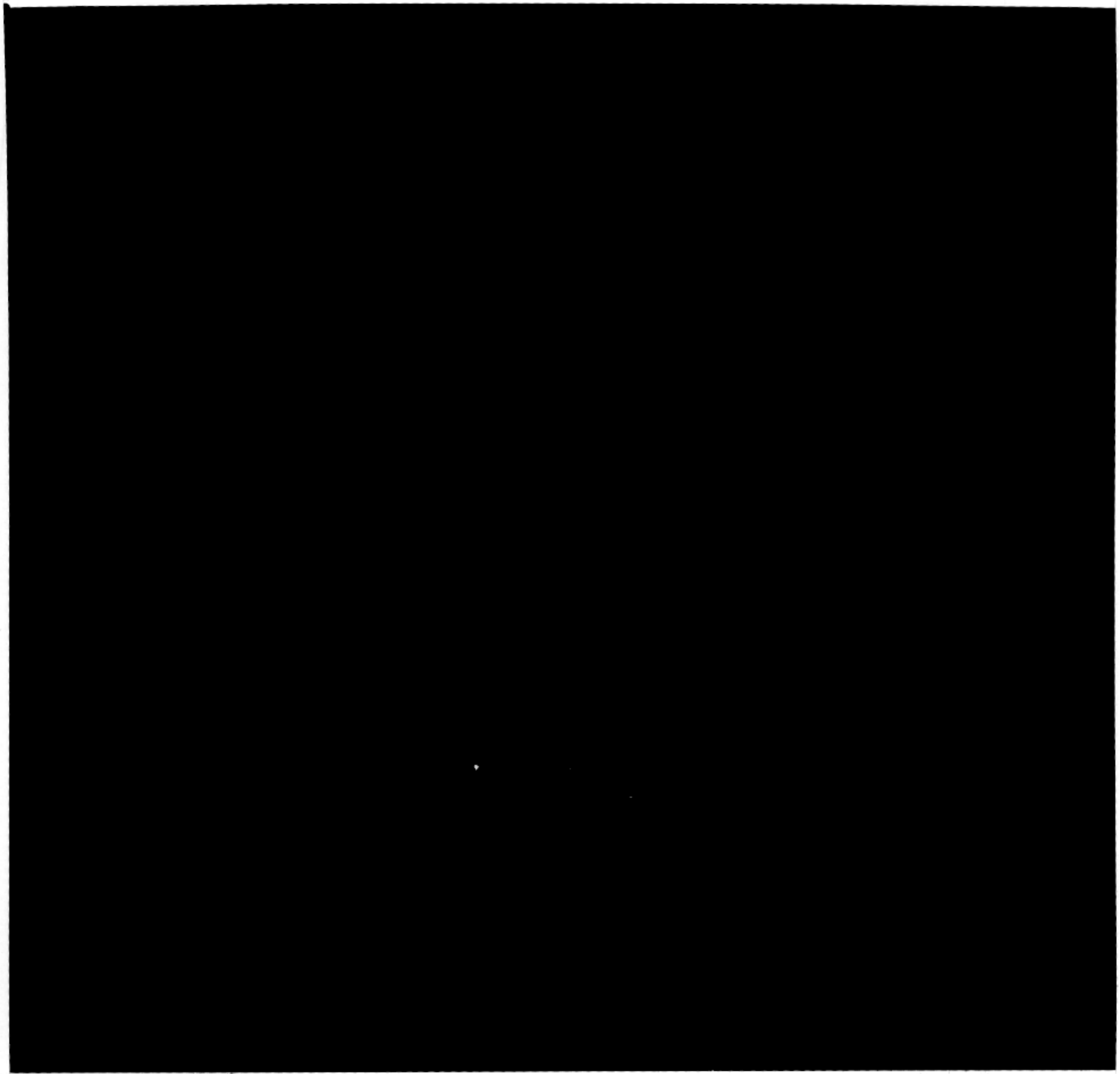


OF ALBUQUERQUE , N.M.

SCALE 1":500′

HOTO RECTIFICATION

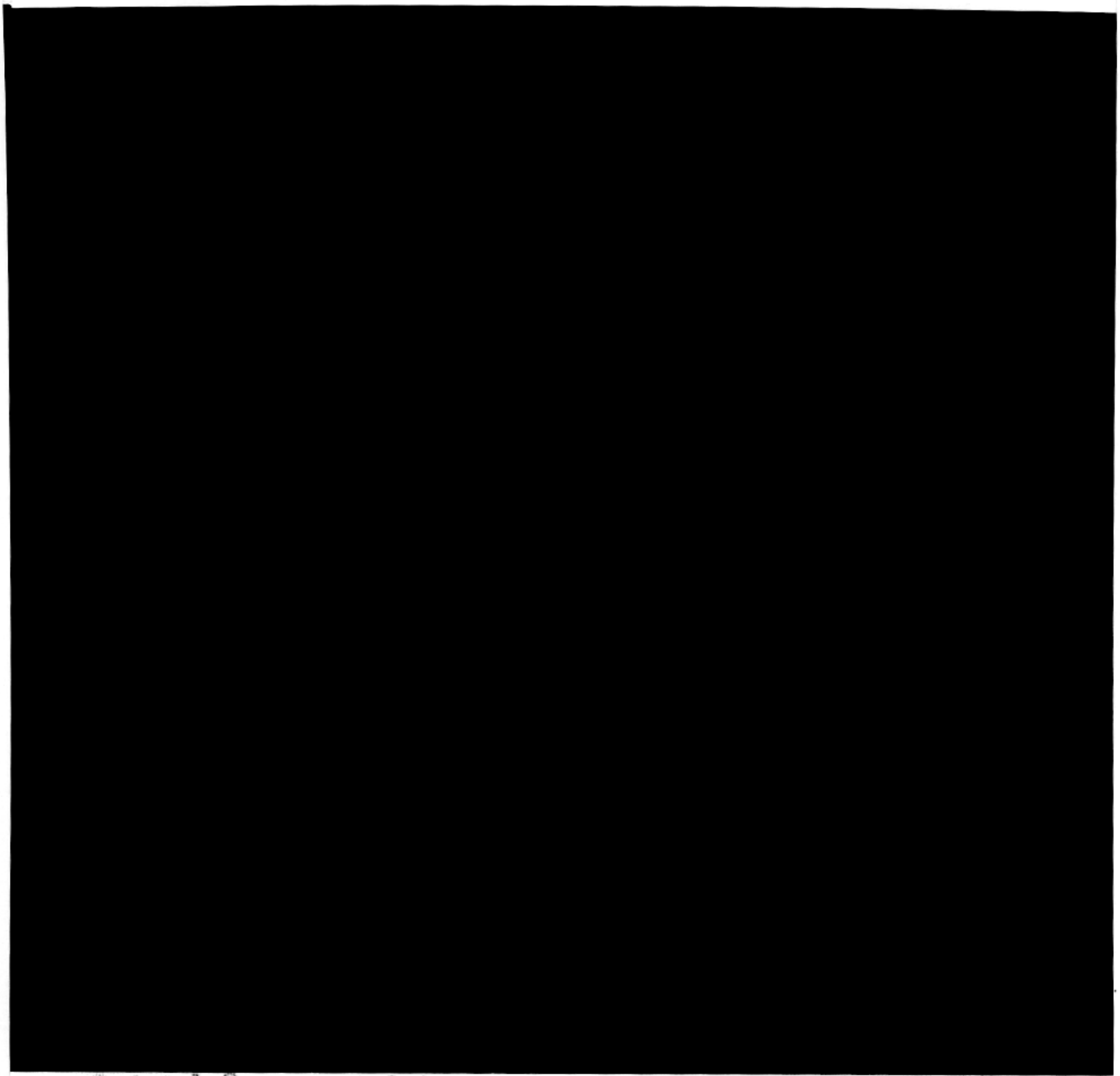
E PHOTOGRAPHY 1/23/1980



0691020522 3 POLAROID 94

1-24-90
4. HILL SWAP C/R

LOOKING
EAST
UP STREAM
FROM WHER
POND DRAINS



06910205223

POLAROID

1-24-90

4 LINE CTR

LOOKING
SOUTH
POND OUTLETS

ESPEY, HUSTON & ASSOCIATES, INC.
Engineering & Environmental Consultants
4801 INDIAN SCHOOL ROAD, N.E., SUITE 204
ALBUQUERQUE, N.M. 87110
(505) 255-1625

CORPORATE OFFICE
P.O BOX 519
AUSTIN, TEXAS 78767

April 25, 1985

RECEIVED
APR 25 1985
HYDROLOGY SECTION

Mr. Carlos Montoya
Civil Engineer/Hydrology
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

SUBJECT: Four Hills Village Shopping Center and Apartment Complex
REF: L22-D33

Dear Carlos:

Pursuant to your letter dated April 8, 1985, I submit the attached downstream analysis for your review and approval. The analysis contains the following material:

1. Complete Hydraulic Analysis of the junction at Singing Arrow and Dorado.

2. City of Albuquerque 'as built' drawings of Singing Arrow.

3. Sketch showing results of survey at Singing Arrow and Dorado.

Three sets of data are presented in the analysis. Flow rates and street depths are given for ponded site, unponded site, and existing conditions. The data clearly demonstrates that by ponding stormwater the rate of runoff is reduced to below existing conditions.

The City as-built drawings and the result of survey indicate that a water block does exist on Singing Arrow as well as concrete valley gutters to carry water south on Dorado Place.

This information should address your concerns. If you have any questions please call.

Sincerely,

Dennis A. Lorenz

/jlh

DRAINAGE INFORMATION SHEET

PROJECT TITLE: Four Hills Village Shopping Center ZONE ATLAS/DRNG. FILE #: L22-D33

LEGAL DESCRIPTION: Tracts A, B, C, D, G, & H, Four Hills Village

CITY ADDRESS: Central Avenue S.E.

ENGINEERING FIRM: Espey, Huston & Assoc. CONTACT: Dennis A. Lorenz
ADDRESS: 4801 Indian School, Suite 204 Albuquerque, New Mexico 87110 PHONE: (505) 255-1625

OWNER: Four Hills Village - A Texas Limited Partnership CONTACT:
ADDRESS: 6400 Uptown Blvd., #3660W Albuquerque, N.M. 87110 PHONE:

ARCHITECT: de la Torre Rainhart, P.A. CONTACT: George Rainhart
ADDRESS: 6121 Indian School # 141 Albuquerque, New Mexico 87110 PHONE: (505) 881-0550

SURVEYOR: Espey, Huston & Associates CONTACT: Tim Aldrich
ADDRESS: same as above PHONE:

CONTRACTOR: CONTACT:
ADDRESS: PHONE:

RECEIVED
APR 25 1985
HYDROLOGY SECTION

PRE-DESIGN MEETING:
X YES
___ NO
___ COPY OF CONFERENCE RECAP SHEET PROVIDED

DRB NO. ___
EPC NO. Z-84-124
PROJ. NO. ___

TYPE OF SUBMITTAL:
___ DRAINAGE REPORT
___ DRAINAGE PLAN
___ CONCEPTUAL GRADING & DRAINAGE PLAN
___ GRADING PLAN
___ EROSION CONTROL PLAN
___ ENGINEER'S CERTIFICATION
X DOWNSTREAM ANALYSIS

CHECK TYPE OF APPROVAL SOUGHT:
___ SKETCH PLAT APPROVAL
___ PRELIMINARY PLAT APPROVAL
___ SITE DEVELOPMENT PLAN APPROVAL
___ FINAL PLAT APPROVAL
___ BUILDING PERMIT APPROVAL
___ FOUNDATION PERMIT APPROVAL
___ CERTIFICATE OF OCCUPANCY APPROVAL
___ ROUGH GRADING PERMIT APPROVAL
___ GRADING/PAVING PERMIT APPROVAL
X OTHER DOWNSTREAM ANALYSIS. (SPECIFY)

DATE SUBMITTED: 4-24-85
BY: DENNIS LORENZ

ESPEY, HUSTON & ASSOCIATES INC.
Engineering & Environmental Consultants

SUBJECT RATIONAL 'C'

4 HILLS VILLAGE

SHEET 1 OF 1 BY DL
DATE _____ CK BY _____

RATIONAL 'C' FACTOR DETERMINATION
USING PLATE 22.2 C-1 DPM

SUB-BASIN	% IMPERVIOUS	'C' FACTOR
'A' EXISTING	58	0.50
'B' EXISTING	59	0.52
'A+B' EXISTING	58	0.51
'A' DEV.	72	0.74
'B' DEV.	62	0.58
'A+B' DEV	68	0.68

SOIL TYPE : 'B'

UNDEVELOPED 'C' = 0.34

OFFSITE 'C' = 0.58

DOWNSTREAM ANALYSIS @ SINGING ARROW & DORADO

I. PONDED SITE

SUB-BASIN 'A' @ AP 4

LENGTH = 3700 Ft.
EL. DIFF. = 89 Ft.
SLOPE = .024054 ft/ft
TIME OF CONCENTRATION = 18.317 Min.
RUNOFF COEFF. = .58
AREA = 18 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

I100 = 3.881 Inches/Hr.
I10 = 2.5498 Inches/Hr.

Q100 = 40.518 c.f.s.
Q10 = 26.62 c.f.s.

VOL100 = 94743 c.f.
VOL10 = 62246 c.f.

existing

ADD CONTROLLED DISCHARGE FROM DETENTION PONDS (20 cfs)
Q100 = 60.5 cfs Q10 = 46.6 cfs

+

existing + controlled drainage

SUB-BASIN 'B' @ AP 5

LENGTH = 2800 Ft.
EL. DIFF. = 64 Ft.
SLOPE = .022857 ft/ft
TIME OF CONCENTRATION = 15.072 Min.
RUNOFF COEFF. = .58
AREA = 17 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

I100 = 4.2868 Inches/Hr.
I10 = 2.8164 Inches/Hr.

Q100 = 42.268 c.f.s.
Q10 = 27.77 c.f.s.

VOL100 = 89480 c.f.
VOL10 = 58788 c.f.

ADD CONTROLLED DISCHARGE FROM DETENTION PONDS (5 cfs)
Q100 = 47.3 cfs Q10 = 32.8 cfs

COMBINED SUB-BASINS 'A + B' @ AP 6

LENGTH = 3700 Ft.
EL. DIFF. = 89 Ft.
SLOPE = .024054 ft/ft
TIME OF CONCENTRATION = 18.317 Min.
RUNOFF COEFF. = .58
AREA = 35 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

I100 = 3.881 Inches/Hr.
I10 = 2.5498 Inches/Hr.

Q100 = 78.784 c.f.s.
Q10 = 51.761 c.f.s.

VOL100 = 184220 c.f.
VOL10 = 121030 c.f.

ADD CONTROLLED DISCHARGE FROM DETENTION PONDS (~~25~~ 47 cfs)
Q100 = ~~103.8~~ 126.3 cfs Q10 = 76.8 cfs

11. NO PONDING (ASSUMES TOTAL POND FAILURE)

SUB-BASIN 'A' @ AP 4

LENGTH = 3700 Ft.
EL. DIFF. = 89 Ft.
SLOPE = .024054 ft/ft
TIME OF CONCENTRATION = 18.317 Min.
RUNOFF COEFF. = .74
AREA = 38 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

I100 = 3.881 Inches/Hr.
I10 = 2.5498 Inches/Hr.

Q100 = 109.13 c.f.s.
Q10 = 71.698 c.f.s.

VOL100 = 255190 c.f.
VOL10 = 167660 c.f.

SUB-BASIN 'B' @ AP 5

LENGTH = 2800 Ft.
EL. DIFF. = 64 Ft.
SLOPE = .022857 ft/ft
TIME OF CONCENTRATION = 15.072 Min.
RUNOFF COEFF. = .58
AREA = 22 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

I100 = 4.2868 Inches/Hr.
I10 = 2.8164 Inches/Hr.

Q100 = 54.7 c.f.s.
Q10 = 35.938 c.f.s.

VOL100 = 115800 c.f.
VOL10 = 76081 c.f.

COMBINED SUB-BASINS 'A + B' @ AP 6

LENGTH = 3700 Ft.
EL. DIFF. = 89 Ft.
SLOPE = .024054 ft/ft
TIME OF CONCENTRATION = 18.317 Min.
RUNOFF COEFF. = .68
AREA = 60 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

I100 = 3.881 Inches/Hr.
I10 = 2.5498 Inches/Hr.

Q100 = 158.34 c.f.s.
Q10 = 104.03 c.f.s.

VOL100 = 370260 c.f.
VOL10 = 243260 c.f.

III. EXISTING CONDITION

SUB-BASIN 'A' @ AP 4

LENGTH = 3700 Ft.
EL. DIFF. = 89 Ft.
SLOPE = .024054 ft/ft
TIME OF CONCENTRATION = 18.317 Min.
RUNOFF COEFF. = .5
AREA = 38 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

I100 = 3.881 Inches/Hr.
I10 = 2.5498 Inches/Hr.

Q100 = 73.739 c.f.s.
Q10 = 48.447 c.f.s.

VOL100 = 172430 c.f.
VOL10 = 113290 c.f.

SUB-BASIN 'B' @ AP 5

LENGTH = 2800 Ft.
EL. DIFF. = 64 Ft.
SLOPE = .022857 ft/ft
TIME OF CONCENTRATION = 15.072 Min.
RUNOFF COEFF. = .52
AREA = 22 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

I100 = 4.2868 Inches/Hr.
I10 = 2.8164 Inches/Hr.

Q100 = 49.041 c.f.s.
Q10 = 32.22 c.f.s.

VOL100 = 103820 c.f.
VOL10 = 68210 c.f.

COMBINED SUB-BASINS 'A + B' @ AP 6

LENGTH = 3700 Ft.
EL. DIFF. = 89 Ft.
SLOPE = .024054 ft/ft
TIME OF CONCENTRATION = 18.317 Min.
RUNOFF COEFF. = .51
AREA = 60 Acres

P100 = 2.5 Inches.
P10 = 1.6425 Inches.

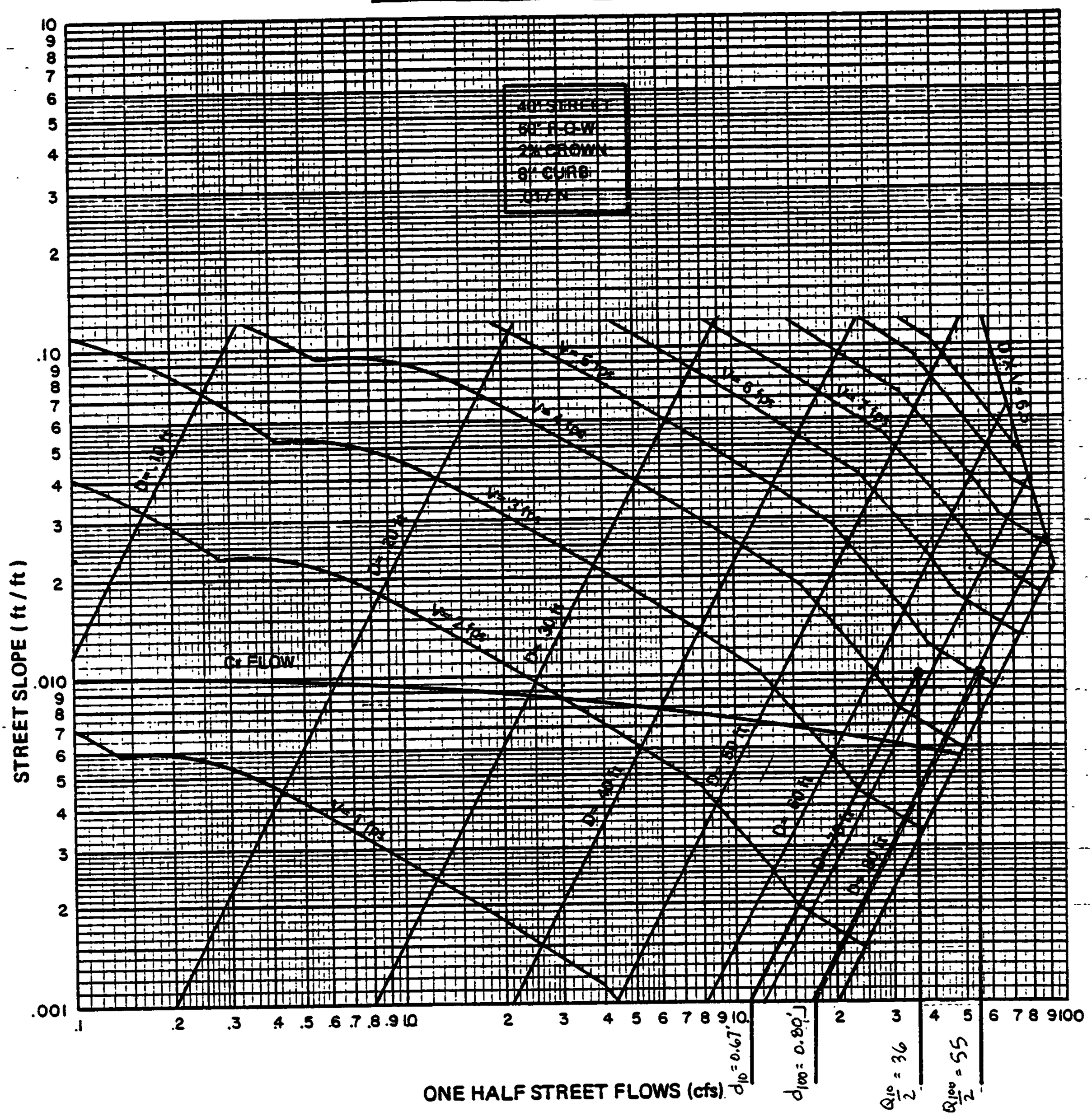
I100 = 3.881 Inches/Hr.
I10 = 2.5498 Inches/Hr.

Q100 = 118.76 c.f.s.
Q10 = 78.025 c.f.s.

VOL100 = 277700 c.f.
VOL10 = 182450 c.f.

STREET CAPACITY

AP-4 (PONDED)



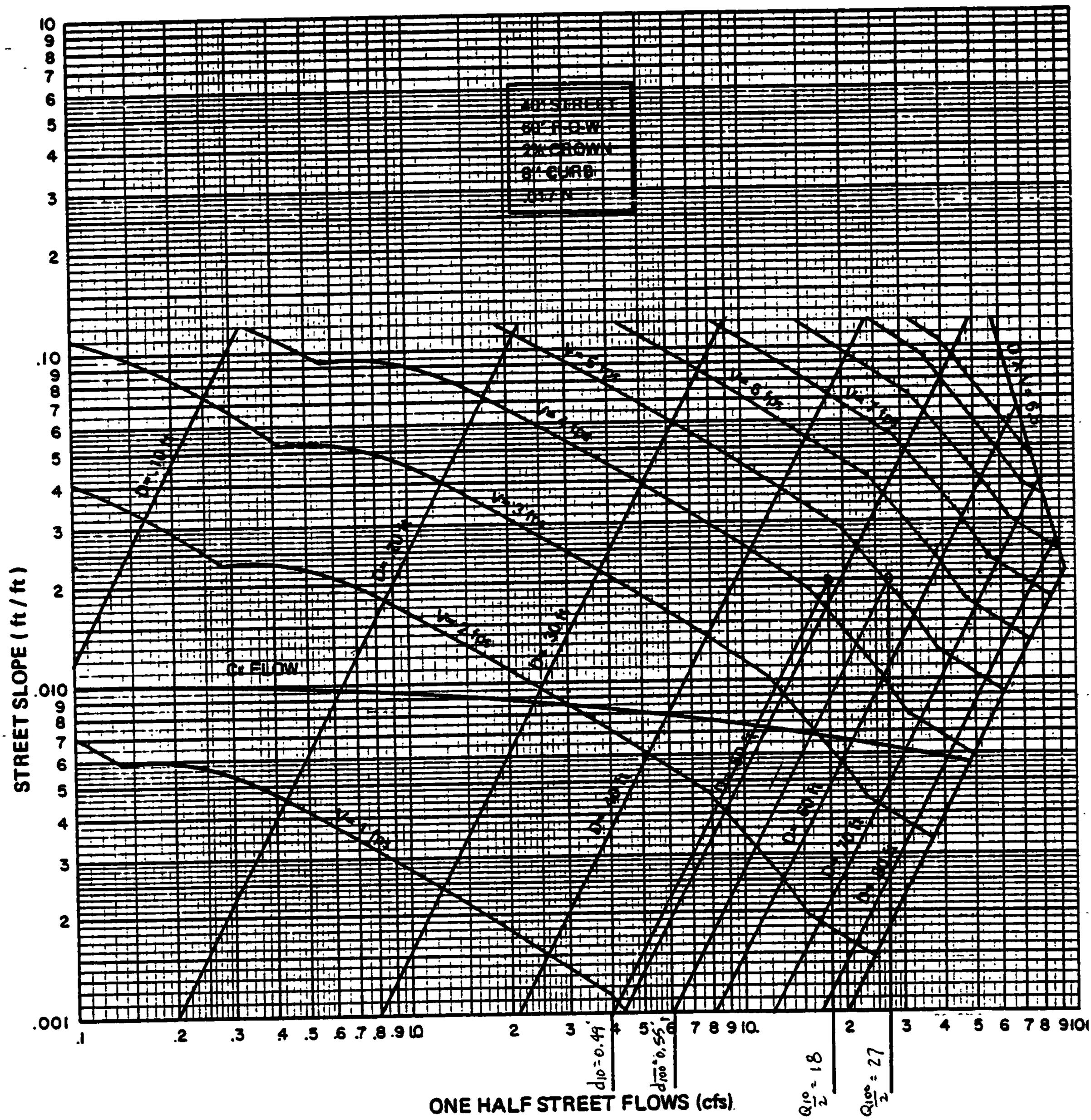
REV. 3-83

PLATE 22.3 D-2

1.

STREET CAPACITY

AP-5 (PONDED)



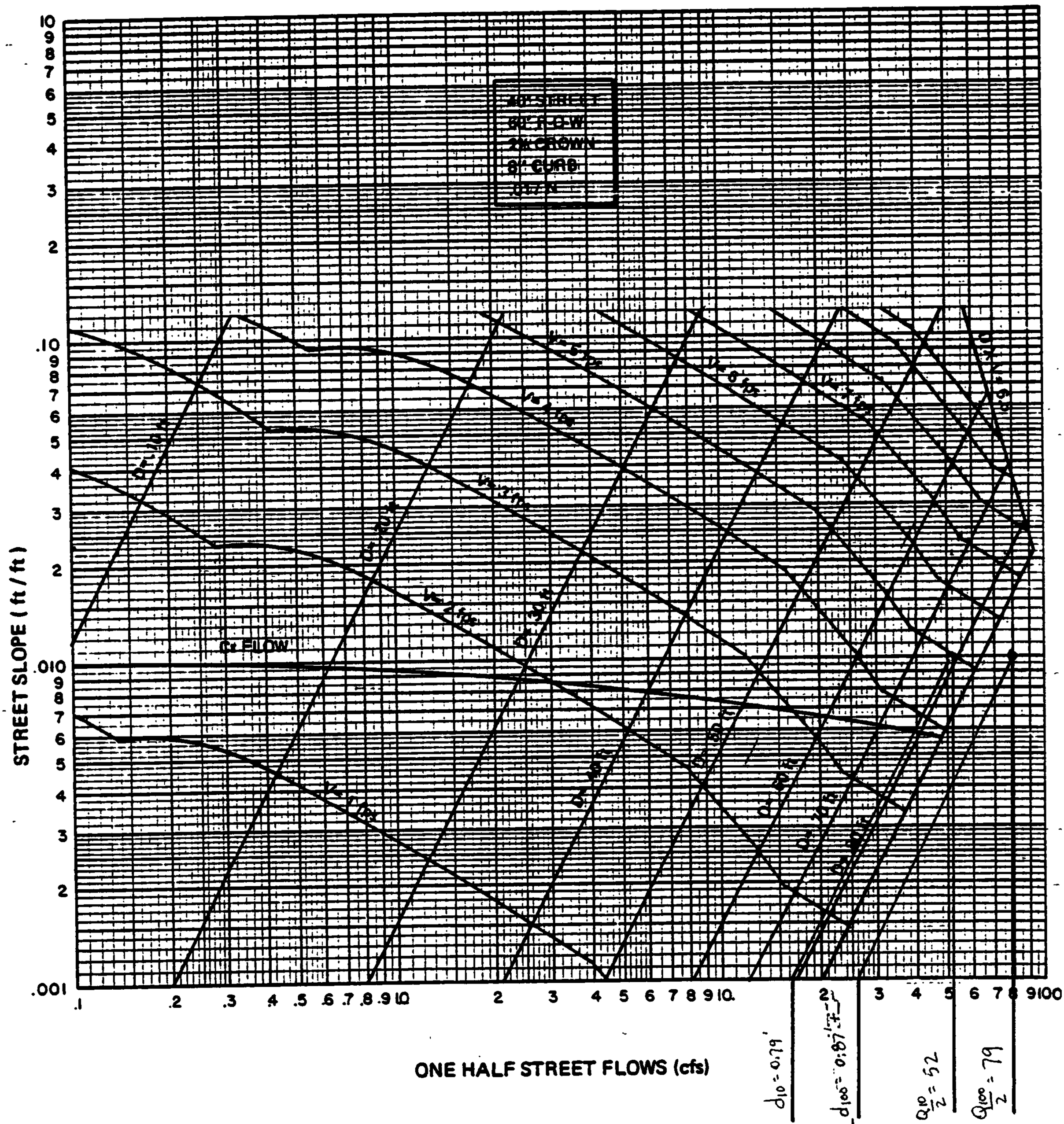
REV. 3-83

PLATE 22.3 D-2

2.

STREET CAPACITY

AP-6 (PONDED)



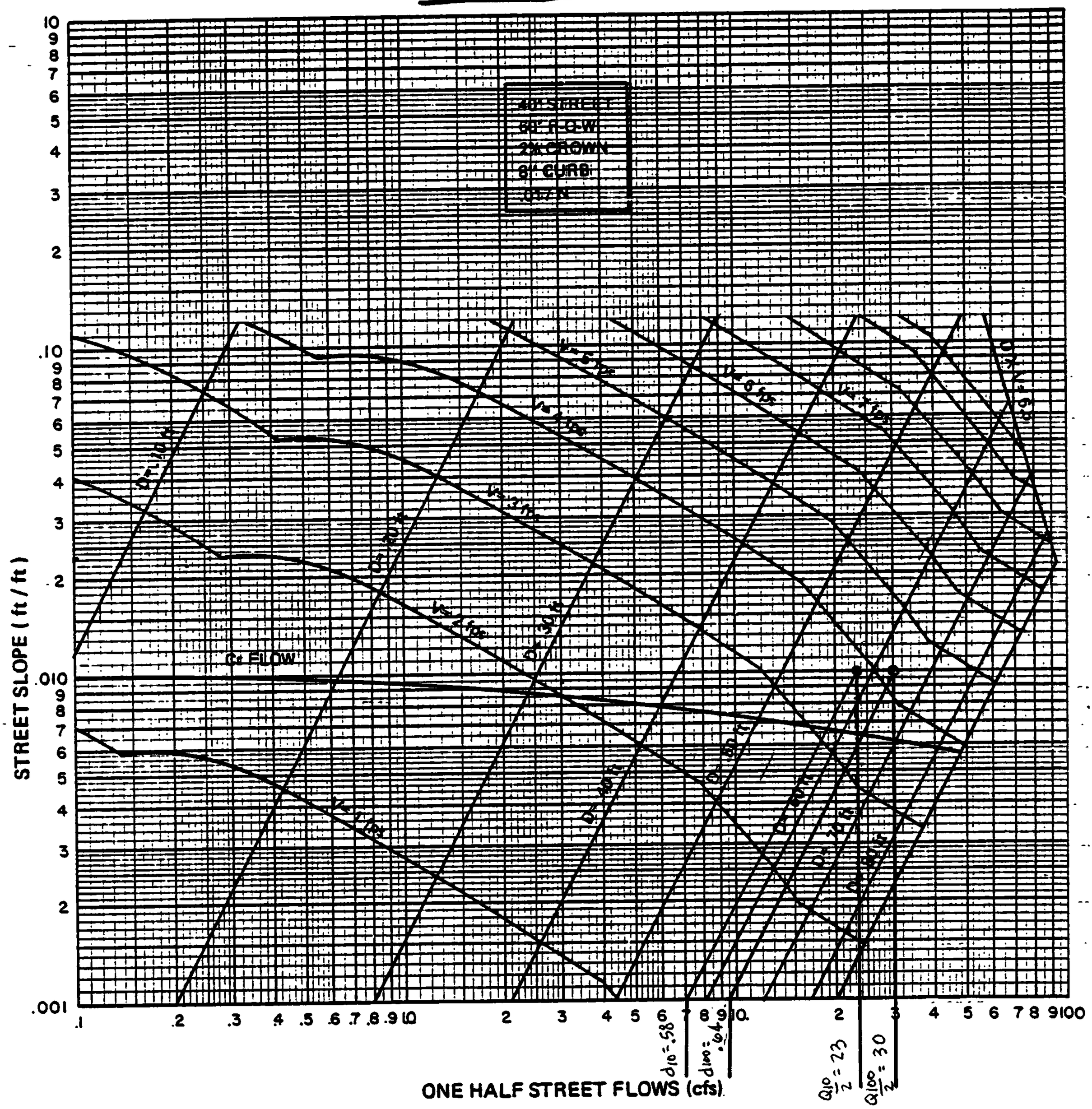
REV. 3-83

PLATE 22.3 D-2

3.

STREET CAPACITY

AP - 4 (UNPONDED)



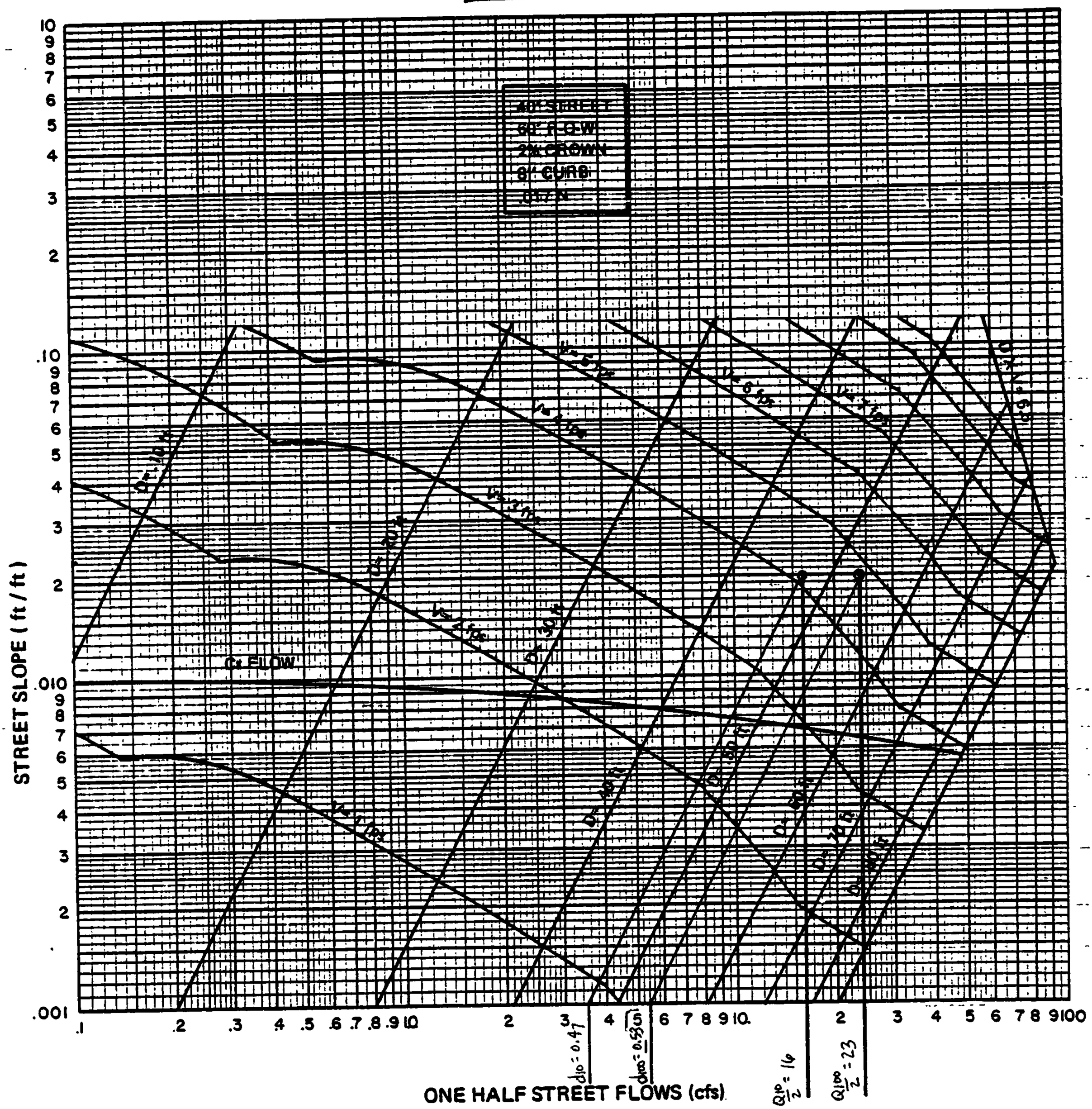
REV. 3-83

PLATE 22.3 D-2

4.

STREET CAPACITY

AP-5 (UNPONDED)



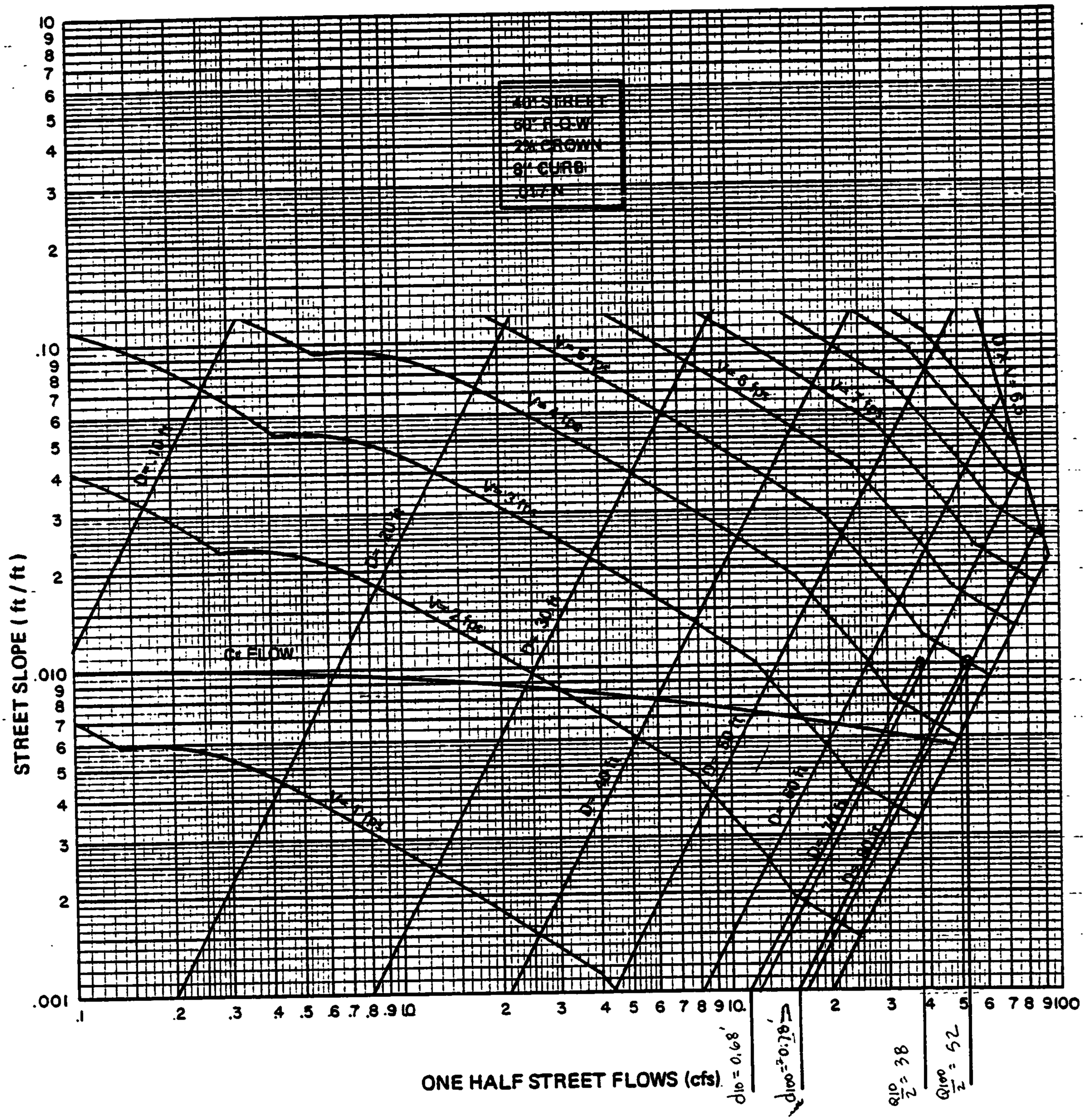
REV. 3-83

PLATE 22.3 D-2

5.

STREET CAPACITY

AP-6 (UNPONDED)



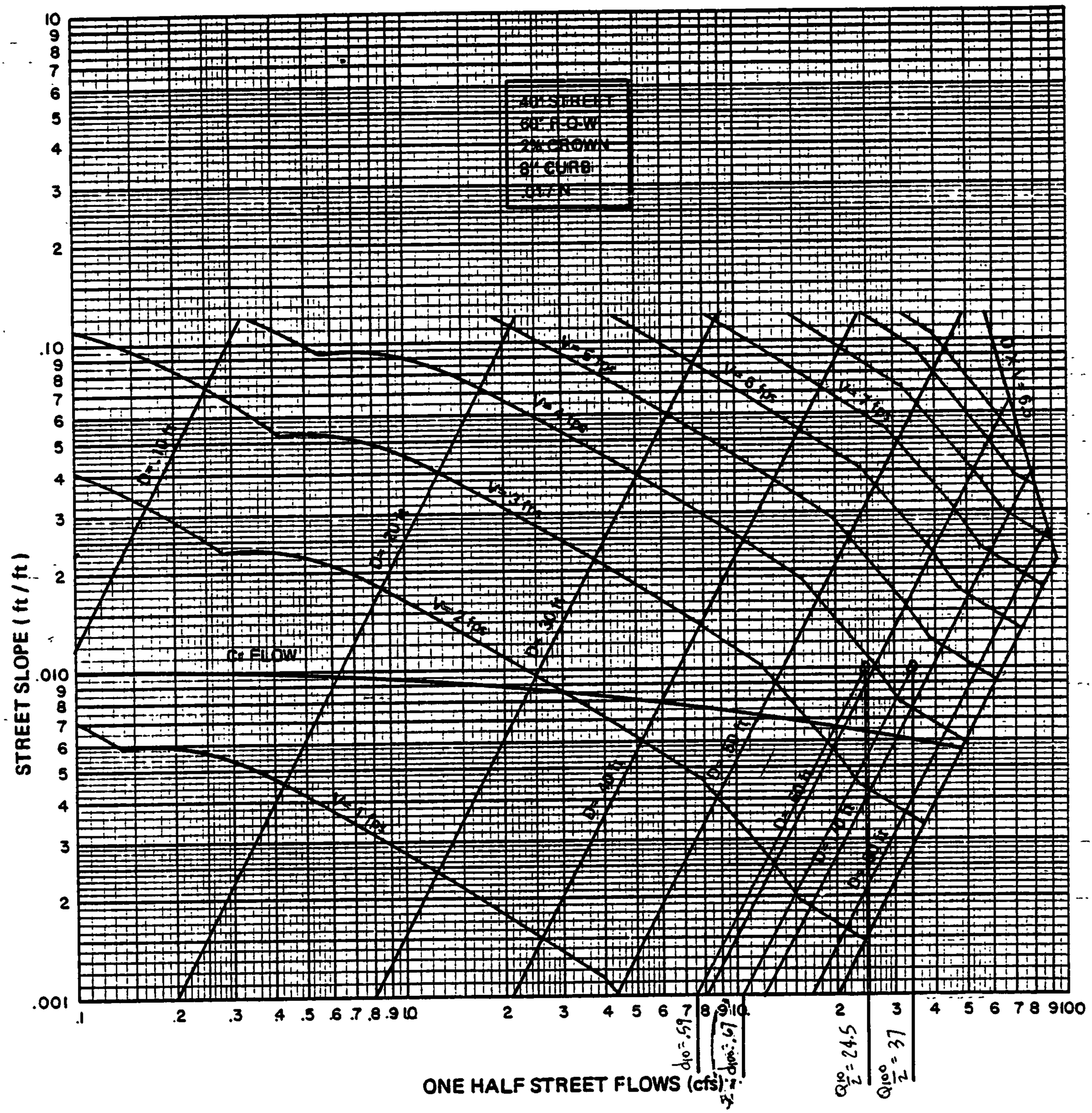
REV. 3-83

PLATE 22.3 D-2

6.

STREET CAPACITY

AP-4 (EXISTING)



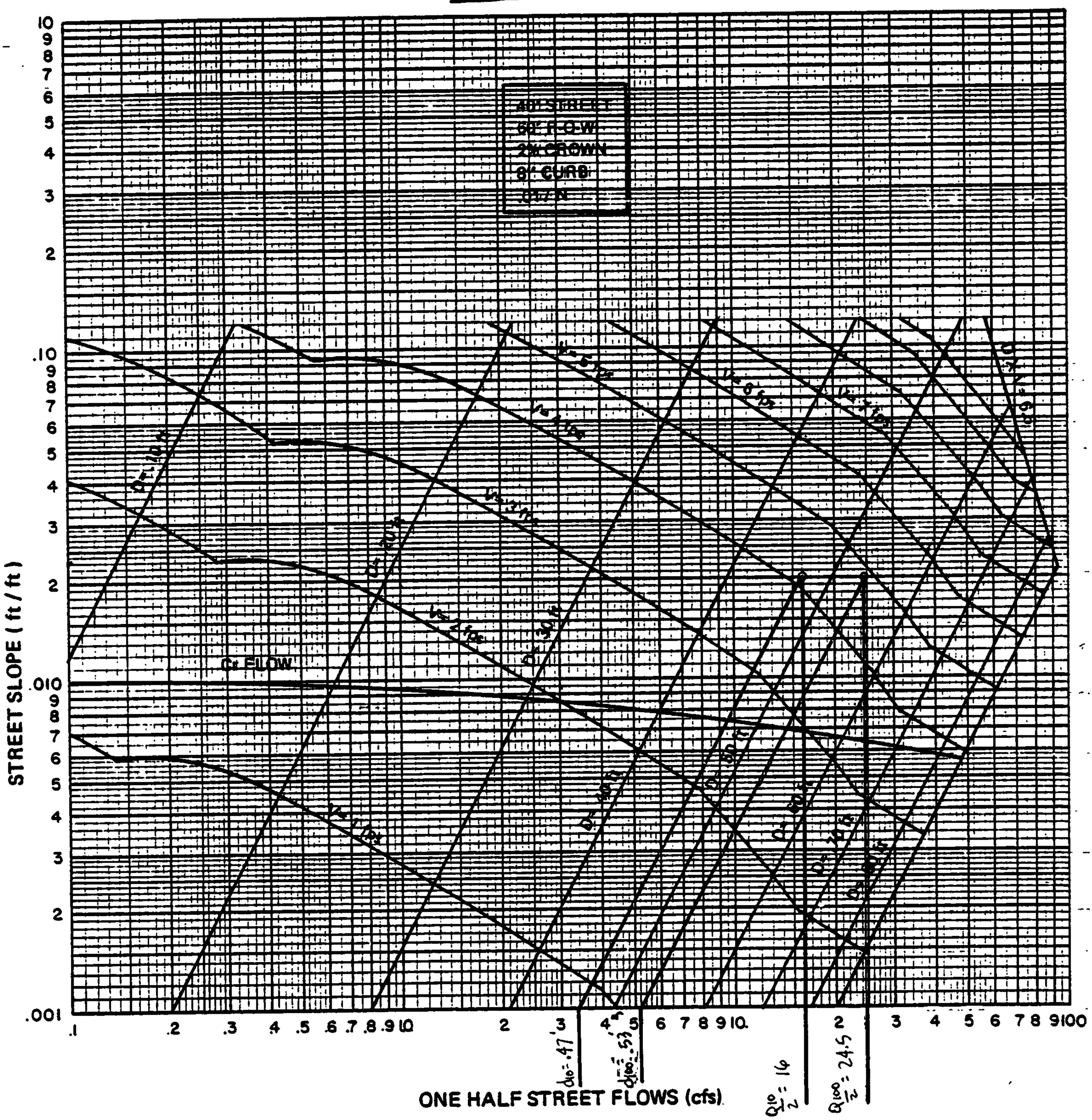
REV. 3-83

PLATE 22.3 D-2

7.

STREET CAPACITY

AP-5 (EXISTING)



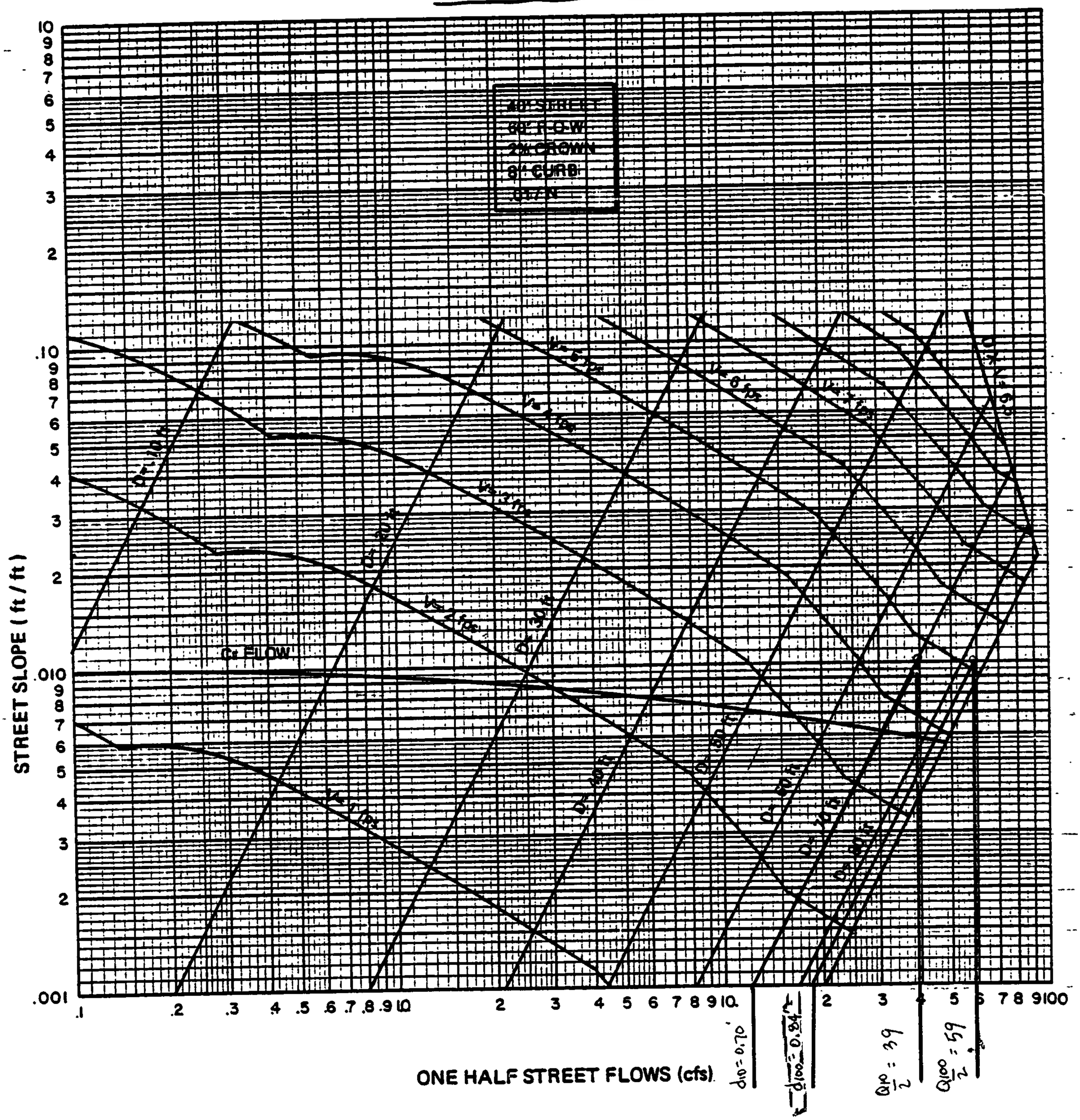
REV. 3-83

PLATE 22.3 D-2

8.

STREET CAPACITY

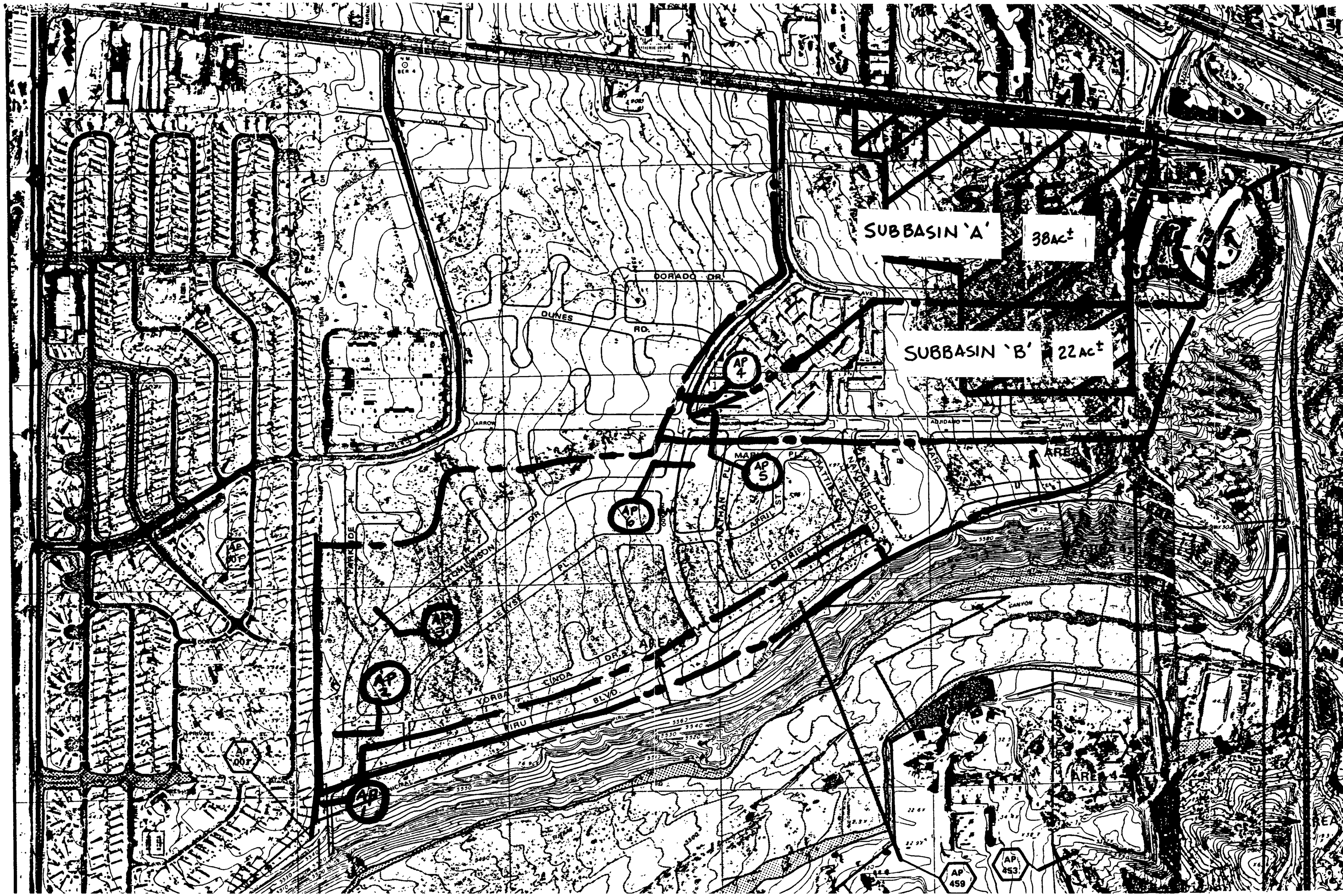
AP-6 (EXISTING)



REV. 3-83

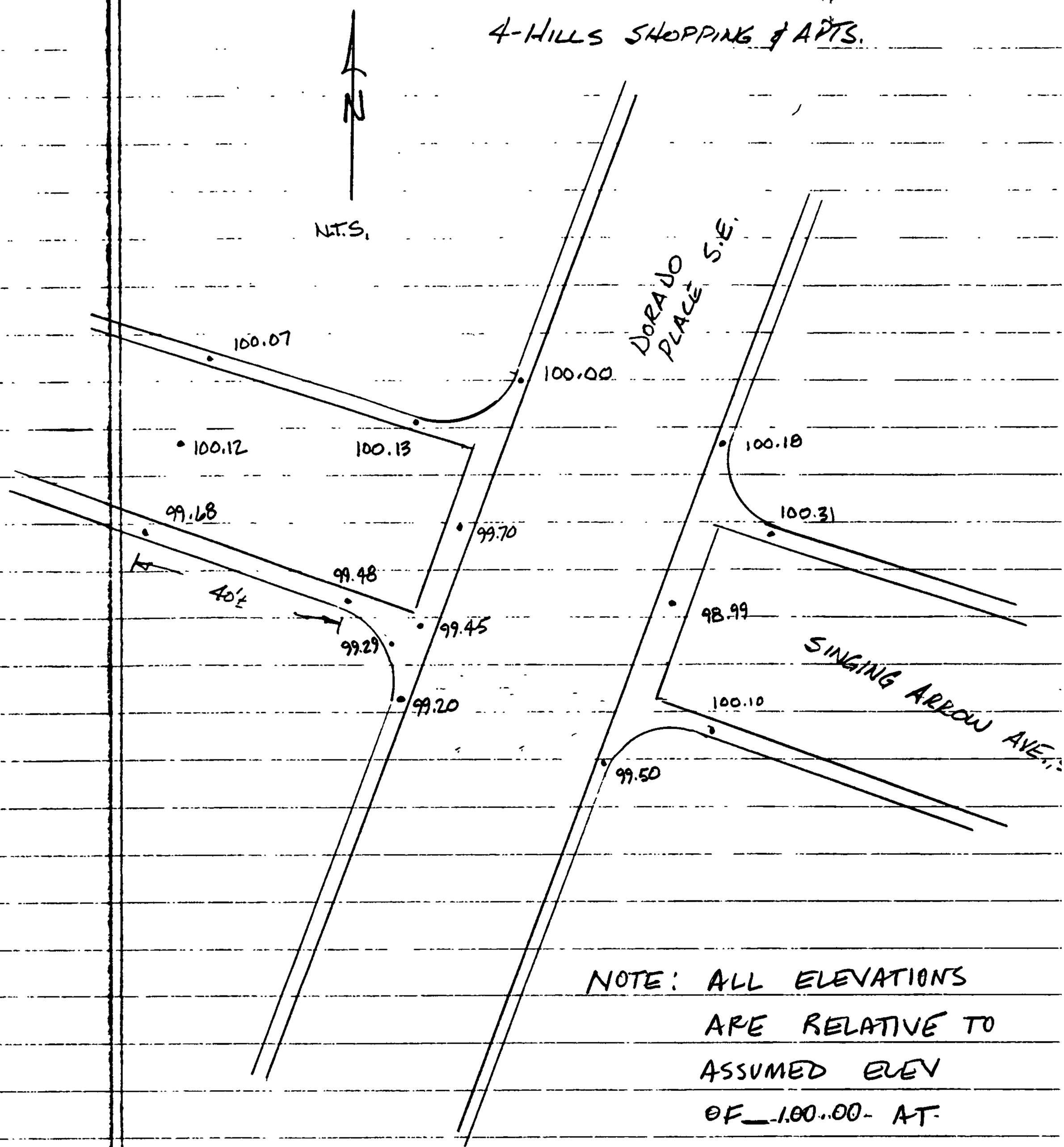
PLATE 22.3 D-2

9.

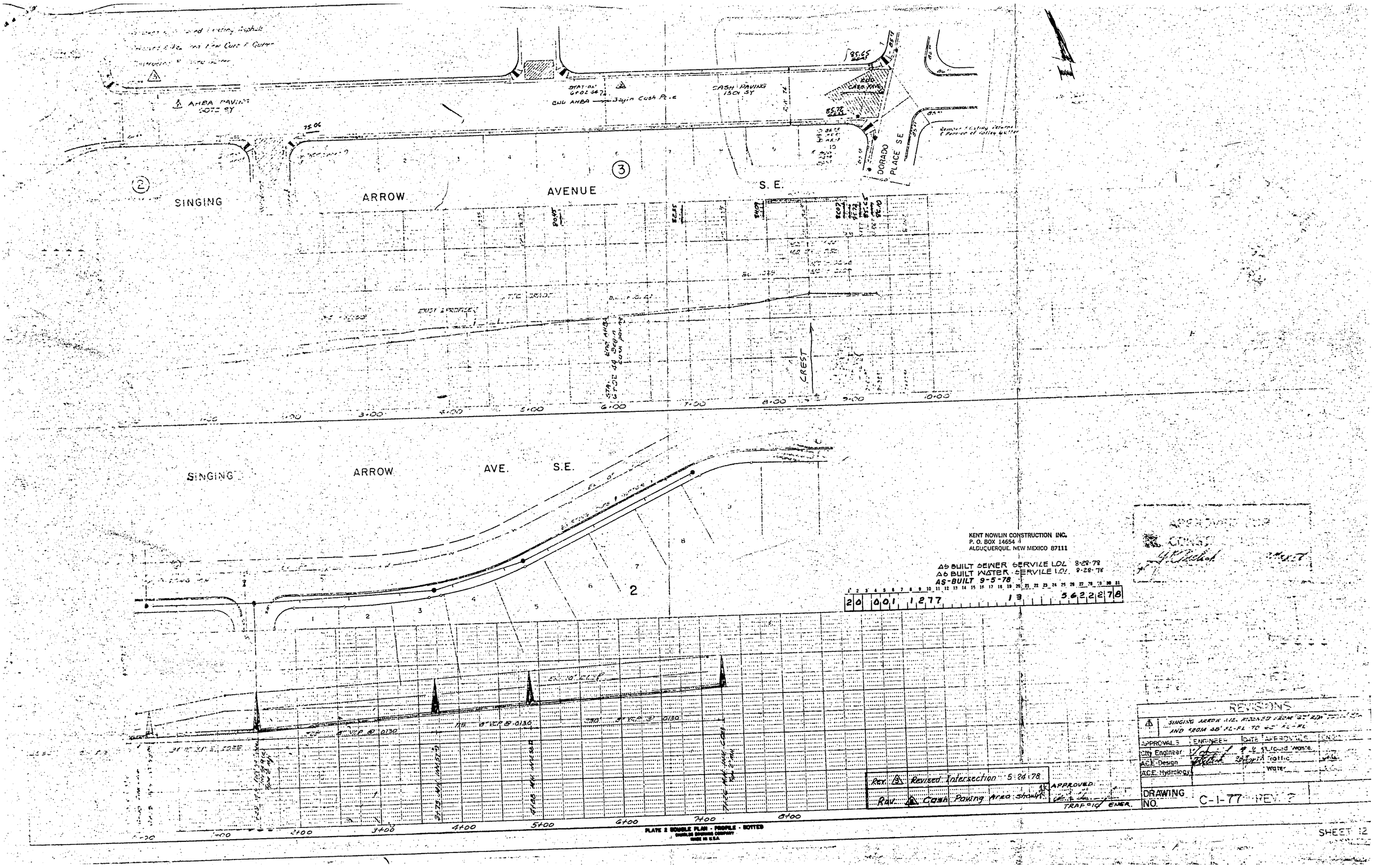

SUBBASIN 'A'
38Ac±
SUBBASIN 'B'
22Ac±
DORADO DR.
DUNES
RD.
ARROW
ALVARADO
AVE.
MARIA
PL.
ZAKOWSKI DR.
APRIL ST.
CARRIE
JONATHAN PL.
TOMLINSON
DR.
LEWIS
PL.
YORBA
LINDA
DR.
BLVD.
CANYON
AREA
AP 4
AP 5
AP 6
AP 3
AP 2
AP 1
AP 459
AP 453

4-22-85
BWS

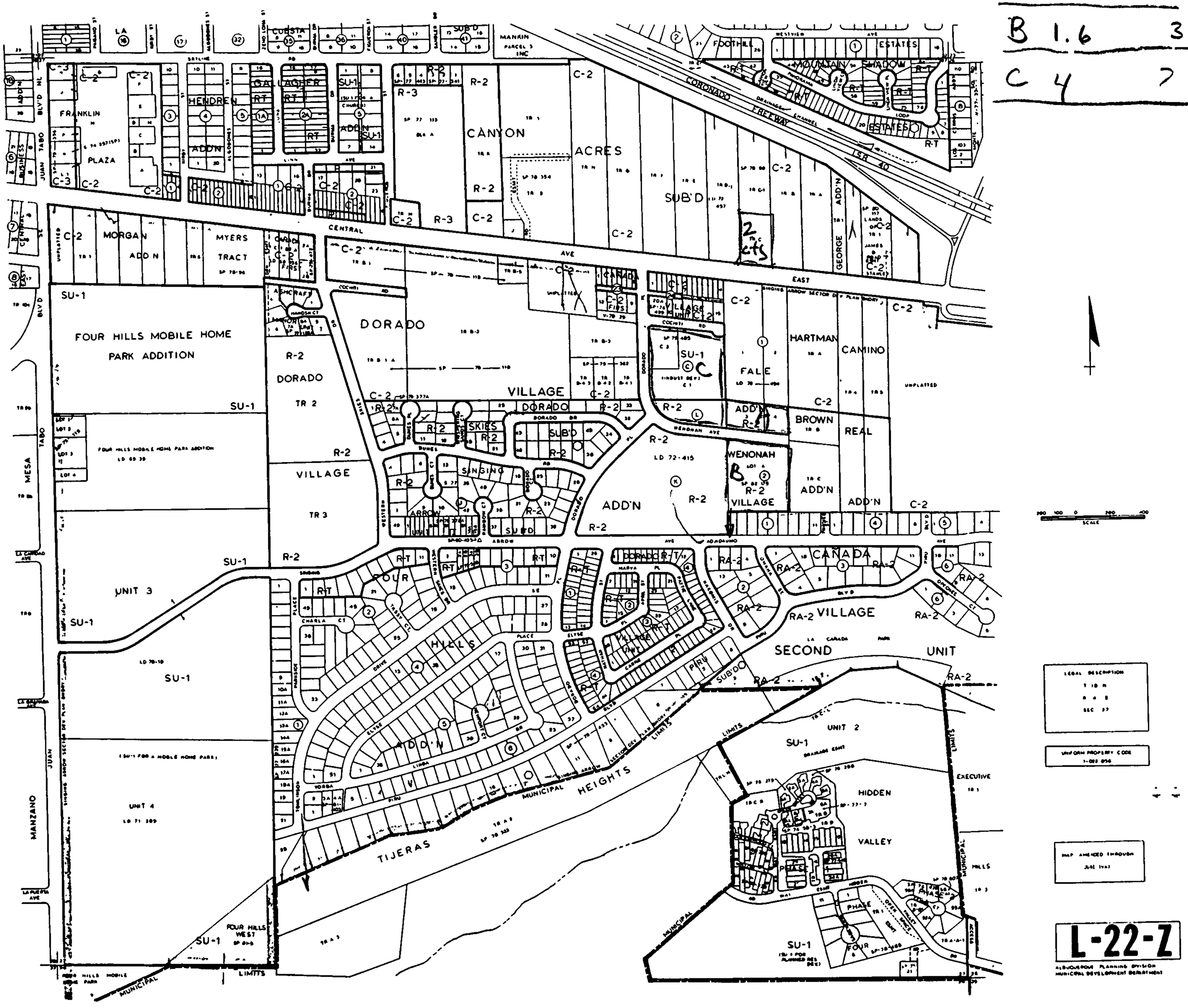
DRAINAGE



NOTE: ALL ELEVATIONS ARE RELATIVE TO ASSUMED ELEV OF 100.00 AT NW QUADRANT.


AHBA PAVING 5072 SY
CASH PAVING 1501 SY
SINGING ARROW AVENUE S.E.
DORADO PLACE S.E.
EXIST PROFILE
CREST
SINGING ARROW AVE. S.E.
KENT NOWLIN CONSTRUCTION INC.
P. O. BOX 14654
ALBUQUERQUE, NEW MEXICO 87111
AS BUILT SEWER SERVICE LOC 9-29-78
AS BUILT WATER SERVICE LOC. 9-29-78
AS-BUILT 9-5-78
REVISIONS
APPROVALS
ENGINEER
DATE
APPROVING
CITY Engineer
A.C.E. Design
A.C.E. Hydrology
Rev. 3 Revised Intersection 5-24-78
Rev. 4 Cash Paving Area shown
APPROVED
TRAFFIC ENGR.
DRAWING NO. C-1-77 REV. 2
SHEET 12
PLATE 2 SINGLE PLAN - PROFILE - BOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

	A C	cts
A	1.33	1.3
B	1.6	3
C	4	7



CITY OF ALBUQUERQUE

ALBUQUERQUE, NEW MEXICO

INTER-OFFICE CORRESPONDENCE October 15, 1986 REF. NO._____

TO: Ed Archuleta, Asst. Director, Operations Div., PWD

FROM: John Kelly, Engr. Asst., Liquid Waste Div, PWD JK

SUBJECT: DRAINAGE COMPLAINT L22-305, NUISANCE FLOWS AT DORADO AND WENONAH N.E., SINGING ARROW NIEGHBORHOOD ASSOCIATION

The first complaint at this location was responded to by the Design Hydrolgy Section of the old Municipal Development Department. This was last winter. The crux of that complaint was silt and mud washing out of Cochiti (an unpaved street) onto Dorado. This was because the job had not been completed yet. This was addressed in the Drainage Report for the shopping center prepared by Espey Huston & Associates. They had proposed two swales along Cochiti with vegatation to control erosion in these two barr ditches. During review of the report, the Design Hydrology Section requested gravel lined swales instead. The consulting engineer used this treatment, submitted a "Drainage Facilities Within City Right-of-Way" plan which was approved by the City (This section was not asked to review this proposed drainage facility). So, at the time of the original complaint, Design Hydrology expedited the installation of the cobble-lined swales to prevent snowmelt from washing so much mud onto Dorado. This was done by verbal communication with the contractor.

Field inspection of the system shows some problems. Aside from being an unsightly mess, the cobble-lined swales will be permanent, irrigated, weed growing and mosquito breeding furrows. The cooblestone banks will prevent machine mowing. Construction property north of Cochiti has already blocked the north swale. There are some construction problems also. At the top end of the north swale, the shopping center parking lot is not sloped to drain into the swale. Instead it drains directly down the middle of the unpaved street, Cochiti. Then, there is the recently installed ramp across the north swale where construction activity is taking place. At the end of the swales, there are transition problems from the end of the swale to the gutter in Dorado.

Carlos Montoya of the Design Hydrolcgy Section inspected the site on Moday, 10-14-86. He has indicated the Design Hydrology will have Espey-Huston inspect the facility on Cochiti and rework it so it will work as intended. This will involve mainly regrading of the parking lot so it will drain into the swales. This should solve most of the silt problem. Concurrently, I will have Street Maintenance inspect the intersection of Wenonah and Dorado for the feasibility of installing concrete valley gutters to confine the nuisance flows at that intersection.

Central to this problem is the concept of controlled discharge of storm water from a detention pond into public right-of-way. This is permitted by the City Drainage Ordinance. Prior to approval, the Engineer must show that the downstream facilities have the capacity to accept this water. In the case of a residential street, the maximum waterlevel permitted during a 100 year rainfall is 0.87 feet above gutter flowline. This is 0.2 feet above top of curb. Espey Huston did do such an analysis which yeilded the rate that the shopping center could discharge without exceeding this maximum water level. These calculations were checked by Design Hydrology. So, they designed the ponds to catch everything, and then release it at a controlled rate. If there is no downstream capacity available, storm sewer extensions and tie-ins can be required.

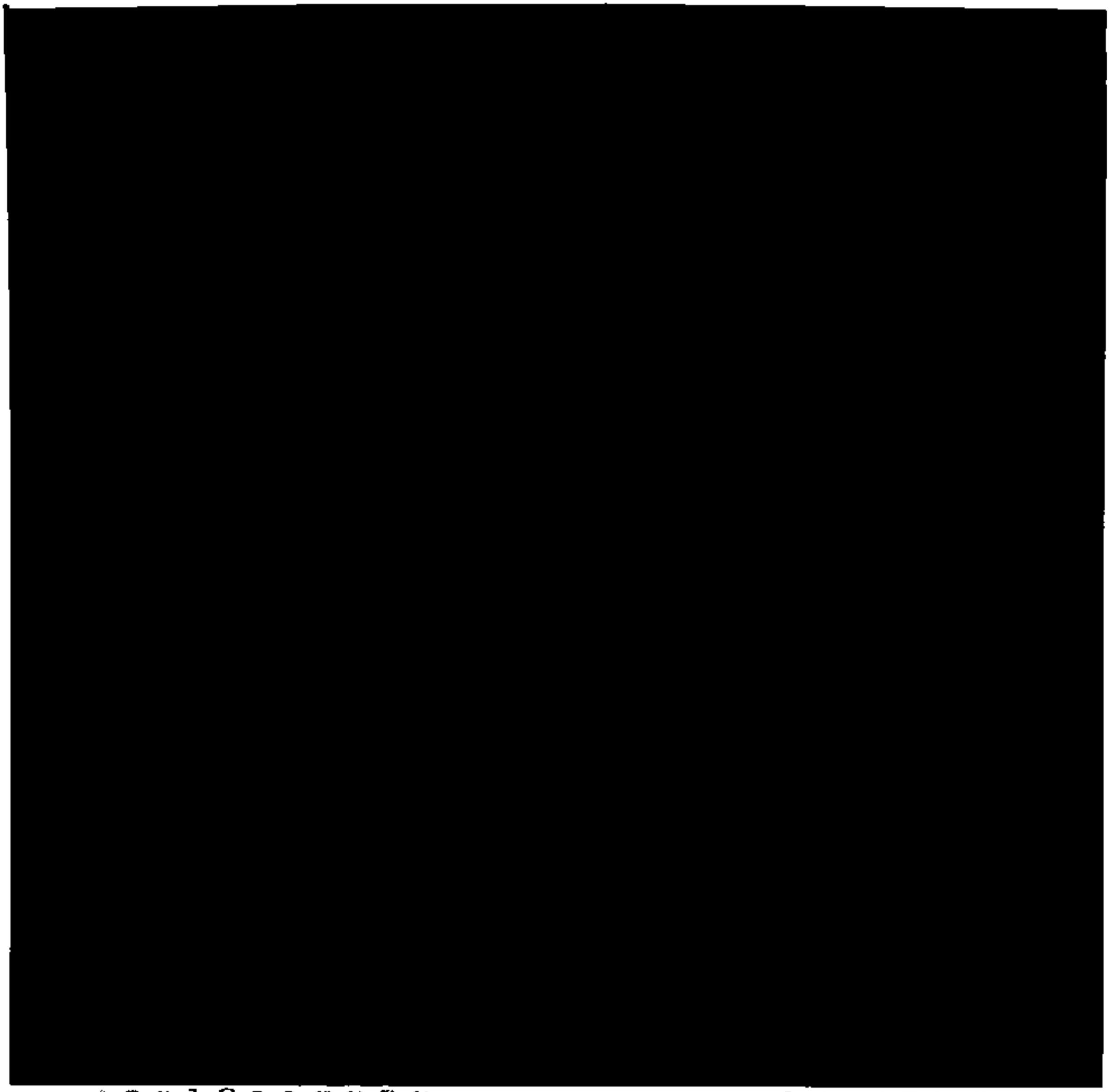
The nearest storm sewer in the area begins at Central and Dorado. No reference was made to the feasibilty of connecting into this in the Drainage Report. Elevations shot this morning, 10-15-86, show that it would be feasible to install catch basins at Dorado and Cochiti and tie into the Central storm sewer. There is a total of 3.67 feet difference between the outlet pipe invert at storm manhole L23-262 and the north return of Cochiti at Dorado. At the south return it is 2.88 feet. This would permit a line to be installed at a minimum slope of 0.003. This would cost approximately $30,000. So, if any of Councillor Wiener's constituents have photographs of storm water damage above 0.2 feet above top of curb, Design Hydrology can have Espey Huston restudy the capacity of Tomlinson Rd. This could be grounds for installation of the storm sewer by the shopping center developer.

As of today, our plan of action is to have Street Maintenance sweep the intersections, look at the installation of valley gutter at Wenonah and Dorado, and to have Design Hydrology meet with Espey-Huston & Associates regarding problems with the existing swales. Carlos Montoya of Design Hydrology will keep this Section notified of his meeting with Espey Huston representatives. Water will still rundown the residential area, but the silt should not wash into Dorado. Since this is the approved plan, evidence will have to be shown that it is not working as intended for the City to have recourse on the Consulting Engineeer. Or, the City would have to fund the improvements.

Please contact myself or Carlos Montoya if more information is needed.

JK/jk

cc Dave Brosman, Manager, Liquid Waste Division
Dean Wall, Liquid Waste Engineer, PWD
Carlos Montoya, Civil Engineer, Engineering Group, PWD



0691020522 3 POLARCID 94

1-24-90 PONY

4-HILLS SHOPPING CTR

DRAINAGE INFORMATION SHEET

PROJECT TITLE: FOUR HILLS VILLAGE SHOPPING CENTER ZONE ATLAS/DRNG. FILE #: L-22

LEGAL DESCRIPTION: TRACTS A, B, C, D, G, & H, FOUR HILLS VILLAGE

CITY ADDRESS: CENTRAL AVE., S.E.

ENGINEERING FIRM: ESPEY, HUSTON & ASSOC. INC. CONTACT: DENNIS A. LORENZ

ADDRESS: 4801 INDIAN SCHOOL ROAD, NE. PHONE: 505 255-1625

OWNER: FOUR HILLS VILLAGE - A TEXAS LIMITED PARTNERSHIP CONTACT:

ADDRESS: 6400 UPTOWN BLVD, #3660W ALBQ., N.M. 87110 PHONE:

ARCHITECT: DE LA TORRE RAINHART, P.A. CONTACT:

ADDRESS: 6121 INDIAN SCHOOL ROAD #1H ALBQ., N.M. PHONE: 505-881-0550

SURVEYOR: ESPEY, HUSTON & ASSOCIATES CONTACT: TIM ALDRICH

ADDRESS: SAME AS ABOVE PHONE:

CONTRACTOR: CONTACT:

ADDRESS: PHONE:

PRE-DESIGN MEETING:

X YES

___ NO

___ COPY OF CONFERENCE RECAP SHEET PROVIDED

DRB NO. 85-60

EPC NO. Z-84-124

PROJ. NO.

TYPE OF SUBMITTAL:

___ DRAINAGE REPORT

___ DRAINAGE PLAN

___ CONCEPTUAL GRADING & DRAINAGE PLAN

___ GRADING PLAN

X EROSION CONTROL PLAN

___ ENGINEER'S CERTIFICATION

CHECK TYPE OF APPROVAL SOUGHT:

___ SKETCH PLAT APPROVAL

___ PRELIMINARY PLAT APPROVAL

___ SITE DEVELOPMENT PLAN APPROVAL

___ FINAL PLAT APPROVAL

___ BUILDING PERMIT APPROVAL

___ FOUNDATION PERMIT APPROVAL

___ CERTIFICATE OF OCCUPANCY APPROVAL

X ROUGH GRADING PERMIT APPROVAL

___ GRADING/PAVING PERMIT APPROVAL

___ OTHER _____ (SPECIFY)

DATE SUBMITTED: 4-8-85

BY: DENNIS A. LORENZ

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

HYDROLOGY SECTION PROJ. NO. L-22 DATE: 8/22/84

PLANNING DIVISION NO. _____

CONFERENCE RECAP

SUBJECT: Central / Tramway Shopping Center

	WHO	REPRESENTING
ATTENDANCE:	Dennis Lorenz	
	Billy Goolsby	

FINDINGS: (1) Approved Drainage Report required for building permit.
(2) Discharge to be determined by analysis of downstream capacity. Contribution to flood hazard zone requires controlled discharge.
(3) City Approved street grades required for unimproved City streets abuting the site - Financial guarantees required for any infrastructure improvements.
(4) Platting required to remove lot lines or appropriate documents required for drainage.

The undersigned agrees that the above findings are summarized accurately and are only subject to change if further investigation reveals that they are not reasonable or that they are based on inaccurate information.

SIGNED: Billy J. Goolsby SIGNED: [illegible]

TITLE: CE/Hydrology TITLE: PROJECT ENGR.

DATE: 8/22/84 DATE: 8/22/84

SPEED-MEMO

ENGINEERING DIVISION
CITY ENGINEERS/AMAFCA DESIGNEE

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT

TO: Hlcc. Jun 1-7

CASE NO: DRB 85-60
L 2 0 - 7 7

SUBJECT:

___ SKETCH PLAT
✓ PRELIMINARY PLAT
✓ SITE DEVELOPMENT PLAN
___ FINAL PLAT
___ VACATION
___ VARIANCE

ACTION REQUESTED:

___ REVIEW AND COMMENTS
✓ APPROVAL

COMMENTS: THE SUBJECT REQUEST IS CONTINGENT ON APPROVAL OF THE DRAINAGE REPORT SUBMITTED TO HYDROLOGY.

* A SUBDIVISION IMPROVEMENTS AGREEMENT REQUIRED FOR PRIVATE/PUBLIC INFRASTRUCTURES NEEDED FOR DEVELOPMENT OF THE PARCEL, IF APPLICABLE.

RESOLUTION: * REQUIRED IMPROVEMENTS
- TRAMWAY BLVD
- WENONA
- WATER
- POSSIBLY SANITARY SEWER
} POSSIBILITY OF DEFERING PAYMENT TO THE BUILDING PERMIT STAGE

___ APPROVED
___ DELEGATED
___ SIGNED OFF
✓ DEFERRED INDEFINITELY
___ OTHER

SIGNED [signature] DATE 1/29/85
CITY ENGINEER/AMAFCA DESIGNEE

DRAINAGE INFORMATION SHEET

PROJECT TITLE: _____ ZONE ATLAS/DRNG. FILE #: _____

LEGAL DESCRIPTION: _____

CITY ADDRESS: _____

ENGINEERING FIRM: _____ CONTACT: _____

ADDRESS: _____ PHONE: _____

OWNER: _____ CONTACT: _____

ADDRESS: _____ PHONE: _____

ARCHITECT: _____ CONTACT: _____

ADDRESS: _____ PHONE: _____

SURVEYOR: _____ CONTACT: _____

ADDRESS: _____ PHONE: _____

CONTRACTOR: _____ CONTACT: _____

ADDRESS: _____ PHONE: _____

PRE-DESIGN MEETING:

____ YES

____ NO

____ COPY OF CONFERENCE RECAP SHEET PROVIDED

DRB NO. _____

EPC NO. _____

PROJ. NO. _____

TYPE OF SUBMITTAL:

____ DRAINAGE REPORT

____ DRAINAGE PLAN

____ CONCEPTUAL GRADING & DRAINAGE PLAN

____ GRADING PLAN

____ EROSION CONTROL PLAN

____ ENGINEER'S CERTIFICATION

CHECK TYPE OF APPROVAL SOUGHT:

____ SKETCH PLAT APPROVAL

____ PRELIMINARY PLAT APPROVAL

____ SITE DEVELOPMENT PLAN APPROVAL

____ FINAL PLAT APPROVAL

____ BUILDING PERMIT APPROVAL

____ FOUNDATION PERMIT APPROVAL

____ CERTIFICATE OF OCCUPANCY APPROVAL

____ ROUGH GRADING PERMIT APPROVAL

____ GRADING/PAVING PERMIT APPROVAL

____ OTHER _____ (SPECIFY)

DATE SUBMITTED: _____

BY: _____

L22/D33 #2459

85 67317

RECEIVED
AUG 15 1985
HYDROLOGY SECTION

387

AMENDMENT TO
AGREEMENT TO CONSTRUCT SUBDIVISION IMPROVEMENTS

That certain Agreement to Construct Subdivision Improvements entered into between the City of Albuquerque and Four Hills Village, a Texas Limited Partnership on June 22, 1985 and recorded at Book Misc. 242-A, Pages 666-685, of the records of the Clerk of Bernalillo County, New Mexico is hereby amended as follows:

EXHIBIT "B"
TO SUBDIVISION IMPROVEMENT AGREEMENT

2. CONSTRUCTION SURVEYING

Construction surveying for the subdivision improvements project shall be performed by Espey, Huston & Associates, Inc. in accordance with all applicable laws, ordinances and regulations. If said construction surveying is performed by an entity other than the City, the City may monitor said construction surveying and the Developer shall ensure that the construction surveying entity provides all construction surveying field notes, plats, reports and related data to the City as required for review. If any construction surveying is performed by the City, the Developer shall pay to the City a reasonable fee therefor.

3. FIELD TESTING

Field testing of the public improvements construction shall be performed by Sergent, Hauskins & Beckwith, Consulting Geotechnical Engineers, a certified testing laboratory under the supervision of a New Mexico Registered Professional Engineer, in accordance with the technical standards contained in the applicable contract documents and all applicable laws, ordinances and regulations. If any field testing is performed by an entity other than the City, the City may monitor said field testing and the Developer shall ensure that the field testing entity provides all field testing results, reports and related data to the City as required for review. If any field testing is performed by the City, the Developer shall pay to the City a reasonable fee therefor.

Executed this 13th day of August, 1985.

DEVELOPER
Four Hills Village, a Texas Limited Partnership

Paul L. Silverman
Managing General Partner

CITY OF ALBUQUERQUE, NEW MEXICO

C. W. Sheppard 8/8/85
C. Dwayne Sheppard
City Engineer

Bob V. Stover 8.9.85
Bob V. Stover
Chief Administrative Officer

ATTEST:

Carfie Gurdi
City Clerk

REVIEWED BY:

Adelia W. Kearny
Assistant City Attorney

City Attorney signature authority delegated to Kearny in O'Dowd's absence by Aug 6 '85 memo

ACKNOWLEDGEMENTS

STATE OF NEW MEXICO)
) SS
COUNTY OF BERNALILLO)

The foregoing instrument was acknowledged before me this 26th day of July, 1985, by Paul L. Silverman of Four Hills Village, a Texas Limited Partnership

Marilyn S. Fuller
Notary Public

My commission expires:

May 13, 1989

STATE OF NEW MEXICO)
) SS
COUNTY OF BERNALILLO)

The foregoing instrument was acknowledged before me this 5th day of August, 1985, by C. Dwayne Sheppard, City Engineer of the City of Albuquerque.

Theresa M Martinez
Notary Public

My commission expires:

December 31, 1985

STATE OF NEW MEXICO)
) SS
COUNTY OF BERNALILLO)

The foregoing instrument was acknowledged before me this 9th day of August, 1985, by Bob V. Stover, Chief Administrative Officer of the City of Albuquerque.

Dale L. Grant
Notary Public

My commission expires:

12-18-88

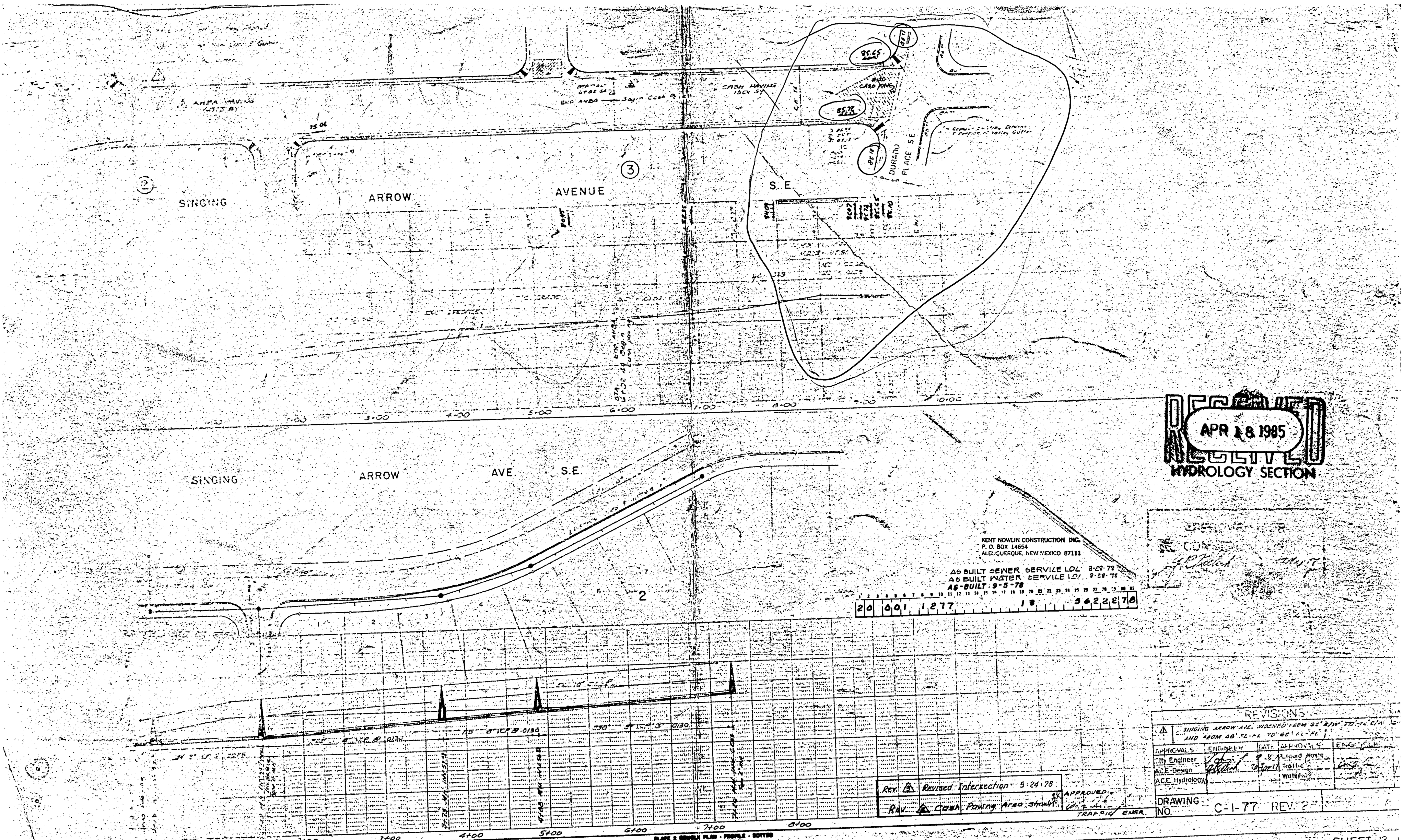
STATE OF NEW MEXICO
COUNTY OF BERNALILLO
FILED FOR RECORD

1985 AUG 14 AM 10: 58

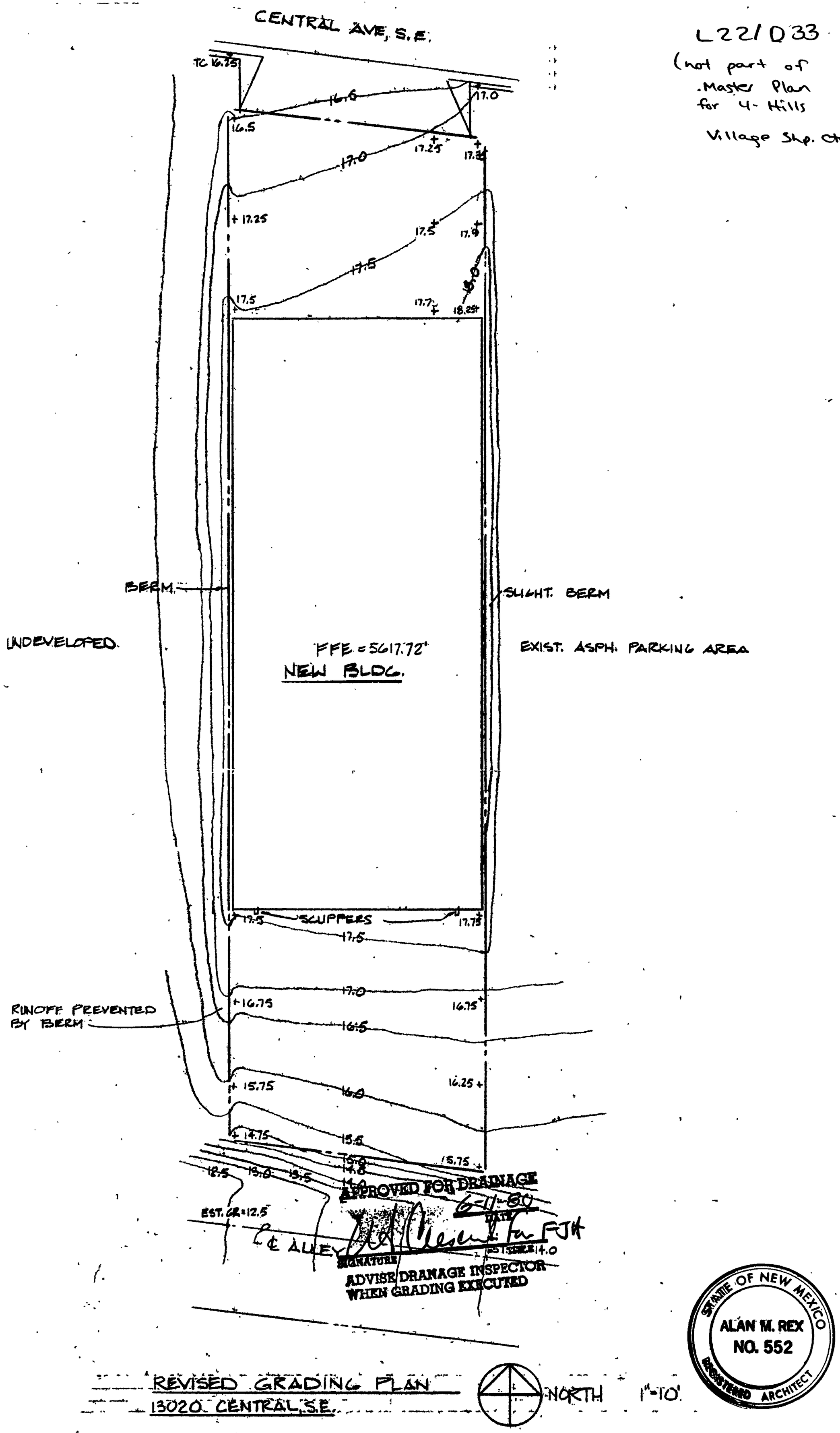
M-260A PG 387-389

DOLORES C. WALLI
COUNTY CLERK & RECORDER

By


SINGING
ARROW
AVENUE
S.E.
DURADO
PLACE S.E.
SINGING
ARROW
AVE.
S.E.
KENT NOWLIN CONSTRUCTION INC.
P. O. BOX 14654
ALBUQUERQUE, NEW MEXICO 87111
AS BUILT SEWER SERVICE LOC. 8-28-78
AS BUILT WATER SERVICE LOC. 9-28-78
AS-BUILT 9-5-78
REVISIONS
SINGING ARROW AVE. WIDENED FROM 52' R/W TO 64' C/W AND FROM 48' FL-FL TO 60' FL-FL
APPROVALS
ENGINEER
DATE
APPROVALS
ENG. DATE
City Engineer
A.C.E. Design
A.C.E. Hydrology
Liquid Waste
Traffic
Water
Rev. Revised Intersection 5-24-78
Rev. Cash Paving Area shown
APPROVED
TRAFFIC ENGR.
DRAWING NO. C-1-77 REV. 2
SHEET 12
RECEIVED
APR 18 1985
HYDROLOGY SECTION

L22/D33
(not part of Master Plan for 4-Hills Village Shp. Ctr.)



REVISED GRADING PLAN
13020 CENTRAL S.E.

NORTH 1"=10'

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
PLANNING DIVISION

Environmental Planning Commission
October 18, 1984
Z-84-124

Z-84-124 de la Torre and Rainhart, agents for Trammel Crow & Paul Silverman, request a change of zone from C-2 and R-1 to SU-1 for a Planned Development Area (Residential and Commercial) for Lots 11-16, Block 24, Canada Village First Unit; and the vacated alley in Block 24, Canada Village, First Unit; Lots 1 and 2, Block 1, Fale Addition; Tracts A, B, and C, Hartman Brown Addition; and Lots 4 and 5, Camino Real Addition, and adjacent unplatted lands to the east within the NE/4 of Section 27, T11N, R4E, located south of Central Avenue, north of Singing Arrow Avenue, west of the southern extension of Tramway Boulevard, and east of Dorado Place, S.E., containing approximately 30 acres. (L-22)

COMMENTS FROM OTHER DEPARTMENTS:

MICHAEL CONNOLLY/Air Pollution Control Division

"What change in traffic counts will this project (when it is completed) cause to the closest major arterial? Without this information, an air quality analysis cannot be performed."

LEONARD GREENSPAN/Albuquerque Public Schools

"No adverse comments."

DAN SABO/AMAFCA

"Defer to City Engineer's comments."

FRED AGUIRRE/GREG OLSEN/City Engineering

"No adverse comments to zone change request."

STEELE NOWAK/Council of Governments

"The development plan proposed on this application is incompatible with policies established by the Urban Transportation Planning Policy Board as expressed in the Long Range Major Street Plan (L.R.M.S.P.). The L.R.M.S.P. designates three potential transportation facilities which may be affected by approval of this application: the proposed alignment for Gibson Boulevard East (south alignment), the Tijeras Arroyo Location Study Corridor, and the Gibson East (north alignment) Location Study Corridor. A major connector roadway between the northeastern and southwestern portions of the Albuquerque Urban Area is intended to follow at least one of these proposed routes.

The L.R.M.S.P. designates the proposed alignment for the Gibson Boulevard East (south alignment), a Principal Arterial that would extend Gibson Boulevard from the vicinity of San Mateo Boulevard through the Kirtland Air Force Base complex to the vicinity of the Central Avenue/Tramway Boulevard/Interstate 40 intersection. Between San Mateo and Central/Tramway/Interstate 40, the L.R.M.S.P. designates four, full-access intersections (at Louisiana, Wyoming, Eubank, and Juan Tabo). Although the location for the 'Tramway Boulevard Extension' proposed on this application may be compatible with that identified on the L.R.M.S.P., the five proposed curb cuts on Tramway and any associated median openings clearly would not support the controlled access concept of this proposed facility.

The L.R.M.S.P. designates the Gibson East (north alignment) Location Study Corridor which is anticipated to contain a Principal Arterial extending Gibson Boulevard from Louisiana through the Kirtland Air Force Base complex to the vicinity of Central/Tramway/Interstate 40. The property on this application covers the eastern portion of this corridor and, because the proposed development plan does not make provisions for this east/west facility, it is incompatible with the policies expressed in the L.R.M.S.P.

We would recommend deferral of action on this application.

Among the several transportation planning studies under way in the southern portion of the Albuquerque Urban Area is the South Urban Area Corridor Study (S.U.A.C.S.). The S.U.A.C.S. is being conducted jointly by the New Mexico State Highway Department (N.M.S.H.D.), the City of Albuquerque, and Bernalillo County. As part of the S.U.A.C.S., alternatives related to connecting one or more of the major facilities described above to the vicinity of the Central/Tramway/Interstate 40 intersection are being evaluated. We would suggest that formal comments by the N.M.S.H.D. concerning this application be requested."

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
PLANNING DIVISION

COMMENTS FROM OTHER DEPARTMENTS (CONTINUED):

FRED MALONE/Environmental Health

"Top soil permit and dust control plan before any earth work. Contact Larry Caudill, Albuquerque Environmental Health and Energy Department, regarding landscape water.

Potential noise problem for residential area directly across from proposed Albertsons -- dock loading and service area. Ponding areas can cause mosquito breeding site."

PATRICK GEISSLER/Fire Department

"No adverse comment."

MARY LOU HAYWOOD/Neighborhood Coordination

"Singing Arrow Neighborhood Association, Four Hills Village Homeowners and Hidden Valley Association will be notified."

JANET SAIERS/Parks and Recreation

"The City owns six acres directly south of the project (Blocks 3 and 4). The City was given Blocks 1 and 2, directly east of Blocks 3 and 4. Singing Arrow Park was constructed on Block 2.

There has been discussion that the City would acquire Blocks 5 and 6 so as to develop a large regional (community) park to serve Four Hills, the southeast and the area directly north of Interstate 40 and east of Juan Tabo. Funding would come from the sale or trade of Four Hills Regional Park. In April 1984, the Mayor requested Senator Domenici to prepare legislation allowing sale or trade of Four Hills Park. The land carries reversionary clauses which must be lifted, then placed on a new park site.

Funds are not available for additional development of Singing Arrow Park. There has been no action to replat the alignment of Singing Arrow Street to give it a more northerly position so that Blocks 1-4, would be one big tract.

This project should be beneficial to the neighborhood and will provide fees that could be used at the park."

VAL VALDEZ/Real Estate Officer

"No adverse comment."

STEVE ASTORGA/Refuse Removal Division

"1. Minimum requirement for Albertsons 40-cubic yard self-contained compactor.

2. Discount Department Store, Home Improvement Center -- 30-cubic yard self-contained compactor.

Additional shop refuse sites as shown are not adequate. Residential area dumpster site as shown questionable."

BOB FOSNAUGH/Traffic Engineer

"Comments will be forwarded by separate memo."

GEORGE MEADOR/Transportation

"A letter was sent to the developer on August 15, 1984, outlining the transportation concerns of this Department and the New Mexico State Highway Department (N.M.S.H.D.) relative to the proposed development. (See attached copy.)

MORE SPECIFIC COMMENTS RELATIVE TO THE SITE DEVELOPMENT PLAN ARE:

Based on information studied to date, it appears the most viable alternative for extending Gibson Boulevard now being examined by the South Urban Area Corridor Study (S.U.A.C.S.) Work Team would tie Gibson into Central east of Juan Tabo. Central from this point east to Tramway Boulevard would become Gibson Boulevard East and be built to expressway standard, limiting access to 1/3-mile intervals. The Urban Transportation Planning Policy Board will be requested to provide the S.U.A.C.S. staff with policy guidance relative to the degree of access control to be used on Gibson Boulevard from I-25 to Tramway at its November 30 meeting."

COMMENTS FROM OTHER DEPARTMENTS (CONTINUED):

"The developer should be working on a concept which uses an extension of Cochiti Road for internal circulation with no direct access from the proposed development onto Central Avenue. Full access onto Central would be from Dorado Place via Cochiti Road if the 1/3-mile-interval is adopted. This spacing would also preclude the extension of Pawnee Street into Central Avenue as specified in the Singing Arrow Neighborhood Plan.

On the east side of the property, on the Tramway Boulevard South Extension, full access would be allowed only at Singing Arrow Avenue with a right-in/right-out access at Wenonah Drive in anticipation of a future Tijeras Arroyo route connecting to Tramway Boulevard. If Wenonah is not allowed to connect to the future Tramway Boulevard Extension, right of way for a cul-de-sac should be dedicated and a public street should be platted south from Wenonah to Singing Arrow along the developer's east property line, unless one can be established farther west.

Additional right-of-way width may be required on the south side of Central Avenue to accommodate future widening. The developer should design the site with these factors in mind. (See case Z-73-172-1.)

The Transportation Department and the New Mexico State Highway Department recommend the Environmental Planning Commission defer this case until the U.T.P.P.B. decides on access control policy guidance for the Gibson East location study."

JON ERSTGAARD/Water Resources

"A water and sanitary sewer service availability statement must be completed prior to Water Resources Department approvals of the Site Development Plan or plat. To date (9/19/84), nothing has been requested. The proposed utilities plan will require discussion and coordination with Water Resources Department Engineering."

PLANNING DIVISION COMMENTS TO THE ENVIRONMENTAL PLANNING COMMISSION, 10/18/84:

The applicant is requesting a zone change from C-2 and R-1 to SU-1 for a Planned Development that includes a one-quarter million square foot shopping center and a 152-unit apartment complex on a 30-acre site at East Central Avenue and the proposed southern extension of Tramway Boulevard.

Area Characteristics and Zoning History

This large, undeveloped parcel is surrounded by R-2 and C-2 zoning and land uses to the west and RA-2, R-1, and R-T zoning and uses to the south, southwest and southeast. Strip commercial zoning and land uses front the north side of East Central Avenue and the Mountain View Inn is adjacent to the east. The Tramway/Interstate 40 interchange is located across from this motel.

Applicable Plans and Policies

This request is in the Established Urban Area of the Comprehensive Plan It is also within the jurisdiction of the Singing Arrow Neighborhood Plan. The Long Range Major Street Plan shows Tramway Boulevard south of Central as a proposed principal arterial. The South Urban Area Corridor Study (S.U.A.C.S.) now under consideration by the State Highway Department, City and County proposes that Central Avenue and Tramway (extended south of Central) become high-capcity/limited access corridors. The U.T.P.P.B. will be requested to provide the S.U.A.C.S. staff with policy guidance about the degree of access control at its November 30 meeting. The Four Hills Area Traffic Study will also include recommendations that may ultimately affect this proposal.

Analysis

Zone Change --

Staff believes that this zone change request promotes the general welfare of the City. It is consistent with the policies for zone changes found in Resolution 270-1980 because it would consolidate a 30-acre parcel located at a potentially important intersection, under the same zoning, subject to one overall Site Development Plan.

AGENDA NUMBER 19

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
PLANNING DIVISION

Environmental Planning Commission
October 18, 1984
Z-84-124

PLANNING DIVISION COMMENTS TO THE ENVIRONMENTAL PLANNING COMMISSION, 10/18/84 (CONTINUED):

This zone change is also consistent with the intent of the goals, guidelines, and recommendations of the Singing Arrow Neighborhood Plan; specifically, those relating to commercial development and residential density and siting in mixed-use developments. SU-1 zoning would also be the most effective way to comprehensively resolve circulation and transportation issues arising from the recommendations of the Singing Arrow Plan and the policy direction of the South Urban Area Corridor Study.

The commercial and medium-density residential uses that are proposed would also be consistent with adjoining, existing land uses and on-going, infill development trends in the area. The commercial uses would improve the quality and quantity of retailing and services in an area where they are presently deficient and needed.

Site Plan --

Staff believes that this is basically a good site plan and that it meets the procedural and substantive requirements set forth in the Development Process Manual.

The major issue is how to coordinate access to this site with area transportation needs in accordance with the intent of the Singing Arrow Neighborhood Plan and the on-going South Urban Area Corridor Study.

The Long Range Major Street Plan designates three potential transportation facilities which may be affected by this request -- Gibson Boulevard East (south alignment), the Tijeras Arroyo Loation Study Corridor, and the Gibson East (north alignment) Study Corridor.

The S.U.A.C. study evaluates connecting one or more of these facilities to the Central/Tramway/Interstate 40 intersection. Presently, the most viable alternative being examined by the S.U.A.C. work team would be to tie Gibson into Central east of Juan Tabo, making Central a limited access expressway, with access at 1/3-mile intervals. The U.T.P.P.B. is scheduled to give the S.U.A.C.S. staff policy guidance about access control at their November 30 meeting.

The Transportation Department is recommending that the developer work on a concept using Cochiti Road via Dorado Place for access and internal circulation with no direct access onto Central Avenue and that full access be allowed only at Singing Arrow Avenue with a right-in/right-out access at Wenonah on the east side of the project. Provision for a public street and cul-de-sac to be platted south from Wenonah to Singing Arrow within the project's east property line is also recommended in the event that Wenonah is not allowed to connect to a future Tramway Boulevard extension. Some additional right of way may also be required on the south side of East Central Avenue to accommodate future widening.

Staff concurs with the Tansportation Department that Cochiti could be used ultimately as an indirect access to East Central via Dorado Place and that the site plan should reflect reservation of this option. The same applies to reserving space for additional right of way on the east side of the project between Wenonah and Singing Arrow Avenue for a platted street and/or cul-de-sac to reserve options for future internal circulation on the project's east side.

Staff also believes the applicant's proposal to extend Wenonah at its current right of way through to the proposed Tramway Extension and ultimately through to Four Hills merits consideration. This arrangement would preclude the need for extending Singing Arrow Avenue east to Four Hills Road or realigning it north of the proposed Carnue Park Site as per the Singing Arrow Plan recommendations. Using Wenonah as the primary east-west connection between Four Hills Road and East Central (via Dorado Place) would facilitate the intent of the recommendations of the Singing Arrow Plan for an additional street in the vicinity of Pawnee Street because it would serve the same purpose while not conflicting with the access-limitations proposed by the S.U.A.C. study. It would also achieve the major transportation goal of the Singing Arrow Plan: Restricting use of Singing Arrow as a through street from outside the neighborhood. It would also result in a better and bigger future park because Singing Arrow could be vacated instead of realigned.

Other staff concerns with this site plan are relatively minor. The comments of the Refuse Removal Division should be incorporated into the final plan and considerably more shade trees are needed along the parking lot aisles of the shopping center. Three-story buildings should be placed in the center of the project or on the east side but not along the west side of the residential project and some additional shade trees should be planted on the south and east project landscaping. Access to the apartments from Singing Arrow may prove unnecessary and superfluous, pending the outcome of a decision regarding the developer's proposal for Wenonah Aveue. The future expansion shown south of the department store/home improvement center must consider the need for service access and circulation. Clarification is needed on the treatment of the area behind the proposed supermarket. -- How will it be surfaced? Free-standing signage appears excessive and should be reduced and refined. Staff believes that monument signage is more appropriate to the site than large, elevated signs. Screening along the north and east boundaries of the R-2 area and the shopping center should be continuous. Information on building colors should also be included on the site plan.

FINDINGS:

1. This zone change is consistent with the policies for zone map amendments in Resolution 270-1980 and would promote comprehensive, coordinated land use and transportation planning for this part of the Singing Arrow Neighborhood.

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
PLANNING DIVISION

PLANNING DIVISION COMMENTS TO THE ENVIRONMENTAL PLANNING COMMISSION, 10/18/84 (CONTINUED):

2. This zone change is consistent with and facilitates implementation of the goals, guidelines, and recommendations of the Singing Arrow Neighborhood Plan.

3. This is basically a good site plan which meets the procedural and substantive requirements of the Development Process Manual. Several minor changes should be made prior to final sign-off.

4. The major issue regarding approval of this site plan is the coordination of access and circulation with the recommendations resulting from the S.U.A.C. study. A secondary, but important issue, is coordinating circulation in accordance with the intent of the transportation goals and recommendations of the Singing Arrow Plan. The U.T.P.P.B. is scheduled to give the S.U.A.C.S. work team policy direction about access limitations on East Central at its November 30 meeting.

5. Extending Wenonah Avenue at its current right of way through to the proposed Tramway extension and Four Hills Road merits further consideration pending the outcome of the S.U.A.C. study and Four Hills Area Traffic Study.

RECOMMENDATION: STAFF RECOMMENDS APPROVAL OF SU-1 ZONING AND INDEFINITE DEFERRAL OF THE SITE PLAN, BASED ON THE ABOVE FINDINGS.

Daniel Pava
Associate Planner

DP/ffq

cc: Trammel Crow-Paul Silverman, Post Office Box 2508, Hobbs, New Mexico; 88241-2508
de la Torre and Rainhart, 6121 Indian School Road, N.E., Suite 141; 87110

IT IS REQUESTED THAT THE APPLICANT/AGENT BE PRESENT AT THE HEARING.

STATE OF NEW MEXICO
HIGHWAY DEPARTMENT

TONEY ANAYA
GOVERNOR

COMMISSION

Sosimo Padilla
Chairman, Albuquerque

Bill Lee
Vice-Chairman, Lovington

Emerlinda De Brine
Secretary, Socorro

James W. Chaney
Member, Moriarty

Chris Gallegos
Member, Las Vegas

DEPARTMENT

Chief Highway
Administrator
L. A. Larranaga

General Office
P.O. Box 1149
Santa Fe, N.M.
87504-1149
505-983-0100

District One Office
P.O. Box 231
Deming, NM
88031-0231
505-546-2603

District Two Office
P.O. Box 1457
Roswell, NM
88202-1457
505-622-8441

District Three Office
P.O. Box 3768
Station D
Albuquerque, NM
87109-3768
505-841-2700

District Four Office
P.O. Box 30
Las Vegas, NM
87701-0030
505-425-7527

District Five Office
P.O. Box 4127
Coronado Station
Santa Fe, NM
87502-4127
505-983-0221

AN EQUAL
OPPORTUNITY
EMPLOYER

September 18, 1984

Randy Traynor
Municipal Development Department
City of Albuquerque
P. O. Box 1293
Albuquerque, New Mexico 87103

Dear Mr. Traynor:

At the request of the Albuquerque Transportation Department we have reviewed EPC Zone Cases Z-73-172-1 (Four Hills Village) and Z-84-124 (Western Skies Center). Both cases lie within the South Urban Area Corridor Study (SUACS) which as you know is a major transportation study being conducted jointly by the City, County and Highway Department. Both cases impact major principal arterial highway corridors within SUACS, namely the Tijeras Arroyo/Tramway Corridor and the Gibson/Central Corridor.

Both of the above highway corridors are currently proposed by SUACS as high capacity principal arterials. An expressway standard, with access denied to adjacent properties and access limited to intersections at approximate one-half mile intervals is being developed. This concept is consistent with Urban Transportation Planning Policy Board (UTPPB) policy and completed segments of Tramway to the north and Gibson to the west. Neither zone case meets this concept.

Our comments for each zone case are as follows:

Z-73-172-1 - Four Hills Village

1. The alignment and bearing (direction) assumed for the Tramway Extension immediately south of Central is not practical. Tramway should continue south on the same bearing and centerline as the alignment immediately north of Central and then deviate with a 5° horizontal curve so that the entire 156 ft. right-of-way will be within and adjacent to the east property line of the development site.

2. Central is a principal arterial; an additional 25 ft. from the south property line should be dedicated to obtain the standard 78 ft. one-half width. The corner radius at Central and Tramway should be 50 ft. minimum.

3. Access to Tramway should be limited to intersections with one-half mile spacing. Due to topography and other considerations an exception may be required for Singing Arrow access, however, no other access should be considered and Singing Arrow could possibly be limited to right turns only.

4. Central, East of Juan Tabo is being proposed by SUACS as the eastern extension of Gibson. As such, direct frontage access will be denied and access will be restricted to Dorado Place, approximately 200 ft. west of the site. Primary access to the site would be via Cochiti Place from Dorado.

Z-84-124 - Western Skies Center

1. Additional right-of-way should be dedicated on the south side of Central as discussed in Item 2 above.

2. Also as discussed above, Central will be a limited access facility. The only access permitted to the site should be from Western Skies Drive and not Central.

3. An attempt should be made to realign Western Skies Drive with Burma Street to the north of Central. This would eliminate a "jogged" intersection and permit a common median opening.

The above comments are based upon current concepts being developed by SUACS and previous policy established by the UTPPB and City Council. Final decisions on these concepts are expected within the next 12-18 months. We therefore recommend that action on these two zone cases be delayed until such time as SUACS is completed.

Very truly yours,

Kenneth E. Bower, Jr.
Director of Technical Support

cc: Luis D. Duffy
J. A. Martin, Director of Transportation
City of Albuquerque
William L. Taylor

City of Albuquerque

P.O. BOX 1293 ALBUQUERQUE, NEW MEXICO 87103

MAYOR
Harry E. Kinney

CHIEF
ADMINISTRATIVE OFFICER
Frank A. Kleinhenz

August 15, 1984

Paul L. Silverman, Partner
Trammell Crow Company
P.O. Box 1604
Hobbs, New Mexico 88240

Reference: Verbal Proposal For A Development At The N.E. Quadrant Of The Tramway Boulevard And Central Avenue Intersection.

Dear Mr. Silverman:

I have discussed the transportation aspects of your verbally proposed development for the southwest quadrant of the Central Avenue - Tramway Boulevard intersection, with appropriate individuals of the City Transportation Department and the New Mexico State Highway Department.

The overall concensus is that your proposed development can possibly be designed to be compatible with the future proposed transportation system for the area.

As you are aware, the extension of Tramway Boulevard to the south of Central Avenue is shown on the Long Range Major Street Plan as a principal arterial. A transportation study completed some years ago described the same extension as part of a Gibson East Extension and recommended it as a limited access facility with access points at certain locations/intervals.

Presently there are other ongoing studies such as the SUACS (South Urban Area Corridor Study) and the Four Hills Area Traffic Study that deal with the various transportation aspects of the area and will ultimately provide appropriate transportation plans.

In order to preserve the appropriate options for the area's transportation system and also to provide for the optimun safe access to private properties, it is of utmost importance that certain transportation options be left open for future implementation. Some of these are as follows:

- Sufficient R/W width will be needed to accommodate a proposed principal arterial (156' minimum) for the future extension of Tramway

Z-84-124/Z-73-17

Boulevard south from Central Avenue. An additional width of up to 44 feet will also need to be considered because of the possible need to accommodate necessary noise and sight buffering if required.

- Additional R/W width may be required on the south side of Central Avenue to accommodate future widening or to allow for a possible realignment of Central Avenue to connect directly to the existing frontage road.

- Access must be limited from adjacent properties onto the south extension of Tramway Boulevard (from Central Avenue) to enhance the operational capabilities of the future roadway. (This is recommended in previous studies). Normal access points for this type of facility would be at one half mile intervals.

- Access from the proposed development onto Central Avenue will need to be carefully considered in order to preclude adverse future traffic operational problems in the vicinity of the Central Avenue/Tramway Boulevard intersection.

- There are also certain conditions set forth in the Singing Arrow Plan that must be recognized and addressed in the ultimate development plan for the area.

At this time we have received a submittal from the consultant that is working on the Four Hills Area Traffic Study and we expect recommendations and approvals for intersection improvements in the near future.

If you should have additional questions or clarifications please call.

Very truly yours,

George Meador
for:

Joseph A. Martin
Director of Transportation

cc: Frank A. Kleinhenz, CAO
George Meador, Division Engineer, Planning & Programming
Ken Bower, Director of Technical Support, NMSHD
Bob Fosnaugh, Traffic Engineer
George R. Rainhart, A.I.A.
Carl Rodolph, Director, MDD

JAM/smj

APPLICATION FOR ZONE MAP AMENDMENT AND/OR DEVELOPMENT PLAN

INSTRUCTIONS: PRINT OR TYPE IN BLACK INK ONLY. Use additional sheets, if necessary. Thirty (30) copies (Annexation, forty copies) of all attachments must be submitted with the application and, after folding, shall not exceed 8 1/2 x 14 inches.

Applicant's Name: Trammel Crow - Paul Silverman requests

/X/ Zone Map Amendment /✓/ Development Plan Review /__/ Annexation
SU-1 Type of Plan
See Attachment

For Lot(s): ____ Block(s): ____ in Subdivision/Addition ____
Presently zoned C2 & R-1 and proposed to be zoned as SU-1* located at:
Street Address (No. If any): East Central Avenue
Between Tramway Boulevard Street and Dorado Place Street

Total Land Area Covered by Application: Acres 29.889 Square Feet 1,301,973

Number of DU's Proposed 152 DU's Per Gross Acre 20.8 DU's Per Net Acre 26.67

APPLICANT INFORMATION:

Applicant's Mailing Address: P.O. Box 2508, Hobbs, NM Phone: 393-1731
Zip Code: 88241-2508

Applicant's Proprietary Interest in the Property: Owner

Agent if any: de la Torre + Rainhart, P.A., A.I.A. Phone: 881-0550
Mailing Address: 6121 Indian School Road, NE, Suite 141 Zip Code: 87110
Signature of Applicant JORGE de la TORRE by RWD Date: 8/31/84

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FOR PLANNING STAFF USE ONLY

Application Received By: [illegible] Date: 8-31-84

Fee: $ 480 — Paid: $ 480 — Method of Payment: Ck #2497

Cross-Ref.: AX- ____ Z- 72-185 S- ____ Other: ____

No. of Signs Issued: 3 ZHE or EPC? ____

1 Copy each to:
Research Analyst
Applicant
Graphics

Hearing Date: Oct 18, 19
Z-84-124
Case Number

Map Number: L-22

*For shopping center and planned residential development

REASON FOR REQUEST

Currently the majority of-the parcel is zoned C2. A portion of the parcel, Tracts B and C Hartman Brown, and a portion of Tracts 4 and 5 of Camino Real is zoned R-1

The proposal is to develop this site as a mixed use development for shopping center and planned residential development under SU-1 control.

1. This request is consistent with Recommendation 2B of the Singing Arrow Neighborhood Plan adopted by Albuquerque City Council March, 1983.

   The overall density for the apartments for the whole parcel is 20.82 DU/AC (gross). This is consistent with the gross density recommended in the plan.

   The realignment of Singing Arrow Avenue and the establishment of a new park as shown on Map 7 (Page 17) of the plan would eliminate the remaining residential lots currently platted to the south.

2. The surrounding uses are zoned for R-2 and SU-1 for industrial development and C2 which are incompatible with single family residential use. The planned residential development as shown on the Development Plan will be designed to work off of interior landscaped courtyards and can be buffered from the industrial and C-2 uses as shown in the site plan.

3. Provisions will be made by extending Wenonah Avenue through to Tramway Boulevard extended to provide for direct access to Central and Tramway rather than through existing streets - see Exhibit A for road phasing.

4. Special Use zoning will give the neighborhood and the City an opportunity to review development plans and have input into the development of the parcel.

Z-84-124

EXHIBIT A: ROAD PHASING DESCRIPTION

Reference: Parcel of Land Containing Approximately 29.889 Acres Located South of Central Avenue and West of Mountain View Inn

After several meetings with the City Transportation Department and other staff officials, the Paul Silverman Trammel Crow Company, developer of the above referenced property, agrees to plan for the future extension and realignment of Tramway Boulevard south of Central Avenue East.

After approval of the zone change and Development Plan presented with this Application, the owner proposes to extend Wenonah Avenue at its current right-of-way width of 60 feet through to the proposed Tramway extension.

When the City purchases the right-of-way for the Tramway extension, the developer will give 30 feet of that 156' right-of-way to the City. The developer requests that a period of six months from the Development Plan and zoning approval be set as a reasonable time to determine and implement the new roadway plans.

In anticipation of the need to buffer the developments from the future Tramway Boulevard, a landscaping buffer is provided between the future roadway and buildings.

The Development Plan presented here proposes an extension of Wenonah to Tramway. It is the intent of the developer to work with the City Transportation Department and other City departments as necessary, the various neighborhood groups and the adjoining property owners to expedite the immediate construction of pavement in the Tramway right-of-way to Central. The developer will arrange the relocation of the service station at the northeast corner of the site to permit the connection of Tramway to Central. It is understood by the developer from conversation with the Transportation Department that the connection of Tramway to Central cannot occur until the access road north of the old Western Skies, now called Mountain View Inn, is eliminated. This situation will exist when Four Hills Road is connected directly to Central; however, because of the length of time required to review, approve, and construct this connection, the developer, in cooperation with the adjoining property owners, and after discussions with the various neighborhood groups, proposes the extension of Wenonah Avenue east to connect to Four Hills Road. This would permit the vacating of the access road north of the Mountain View Inn. The owner understands that if Tramway Boulevard is extended and improved at some time in the future as a limited access arterial, then access to Tramway from the center may be closed and Wenonah would be limited only to right-in and right-out traffic.

The developer has contacted the Otter Corporation, owner of the Mountain View Inn, and has obtained a verbal agreement from them to cooperate with the transportation work as described above. Specifically, they will not build on the future right-of-way for the Tramway extension as shown on the Development Plan to allow that area to be purchased by

the City for the extension of Tramway Boulevard. The Otter Corporation also told the developer that they would support the abandonment of the access road north of their property and would react favorably to trading that right-of-way for right-of-way to the south of the existing Mountain View Inn for the extension of Wenonah to Four Hills Road.

CITY OF ALBUQUERQUE

MUNICIPAL DEVELOPMENT DEPARTMENT

PLANNING DIVISION

De la Torre and Painhart, agents for Tammel Crow & Paul Silverman, request a change of zone from C-2 and P-1 to SU-1 for a Planned Development Area (Residential and Commercial) for Lots 11-16, Block 24, Canada Village First Unit; and the vacated alley in Block 24, Canada Village, First Unit; Lots 1 and 2, Block 1, Hope Addition; Tracts A, B, and C, Hartman Brown Addition; and Tracts 4 and 5, Camino Real Addition, and adjacent unplatted lands to the east within the NE/4 of Section 27, T11N, R4E, located south of Central Avenue, north of Singing Arrow Avenue, west of the southern extension of Tramway Boulevard, and east of Dorado Place, S.E., containing approximately 30 acres.

HEARING: 10-18-84 | MAP: L-22

FILE: Z-8

ESPEY, HUSTON & ASSOCIATES INC.
Engineering & Environmental Consultants

TRAMWELL - CROW

SUBJECT DOWNSTREAM

SHEET 1 OF 1 BY DL
DATE 1-17-84 CK BY

1. CHECK STREET DEPTH - TOMLINSON DR - ANALYSIS POINT 3

Q_{100} = 228 CFS $Q_{100}/2$ = 114 CFS

Q_{10} = 150 CFS $Q_{10}/2$ = 75 CFS

BY PLATE 22.3 D-1

FF = 32' S = 0.02

d_{100} = 1' ± V_{100} = 7.8 FPS

d_{10} = 0.86' V_{10} = 7.5 FPS

CHECK ALLOWABLE Q IN STREET

d_{100} MAX = 0.87'
d_{10} MAX = 0.50'
} PER ORDINANCE

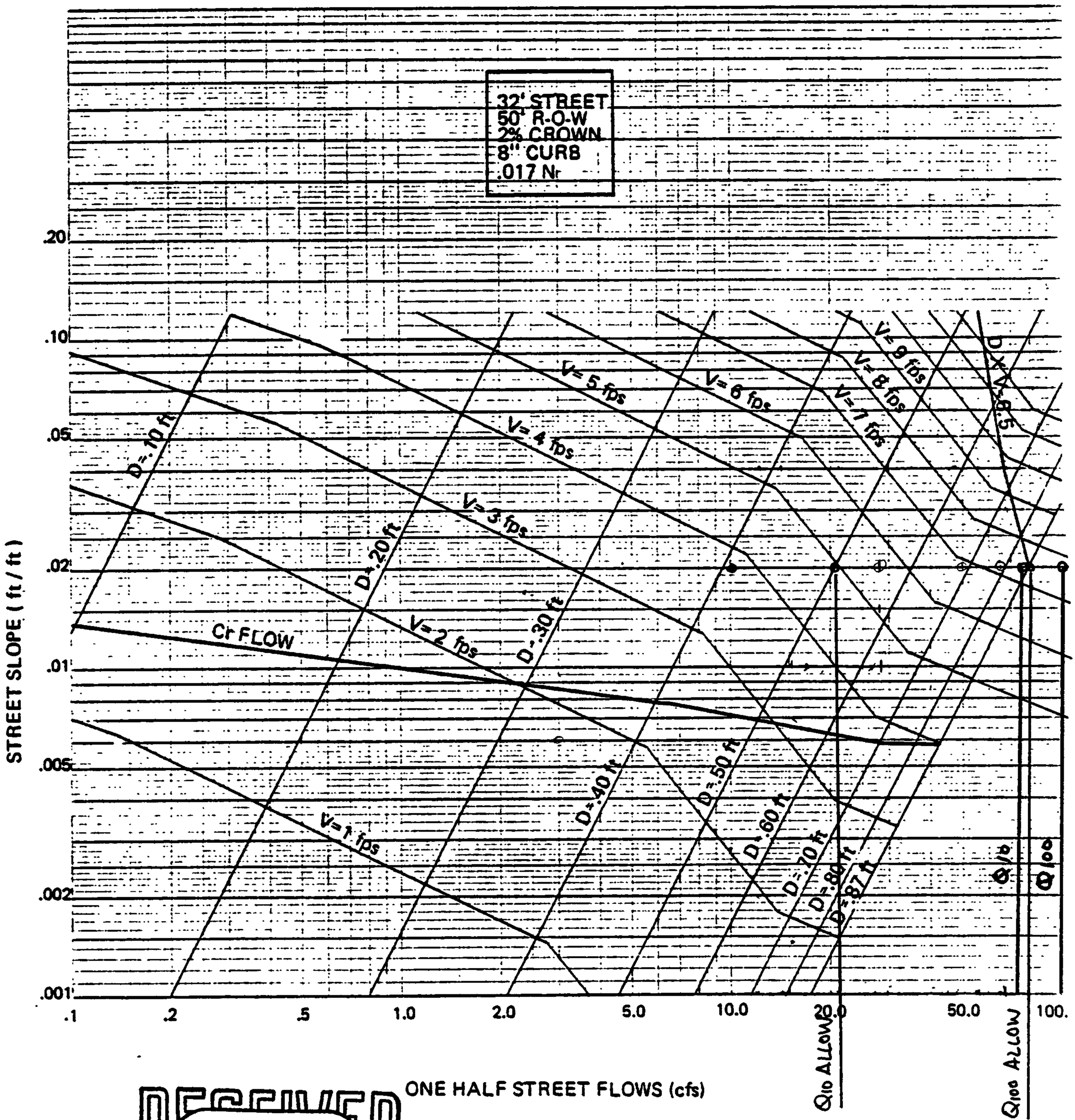
Q_{100} ALLOW = 155 CFS

Q_{10} ALLOW = 42 CFS

RECEIVED
JAN 21 1985
HYDROLOGY SECTION

⇒ STREET CAPACITY IS LIMITED TO Q_{100} = 140 CFS, Q_{10} = 36 CFS AT AP-2 AS PER ANALYSIS SUBMITTED 9-5-84

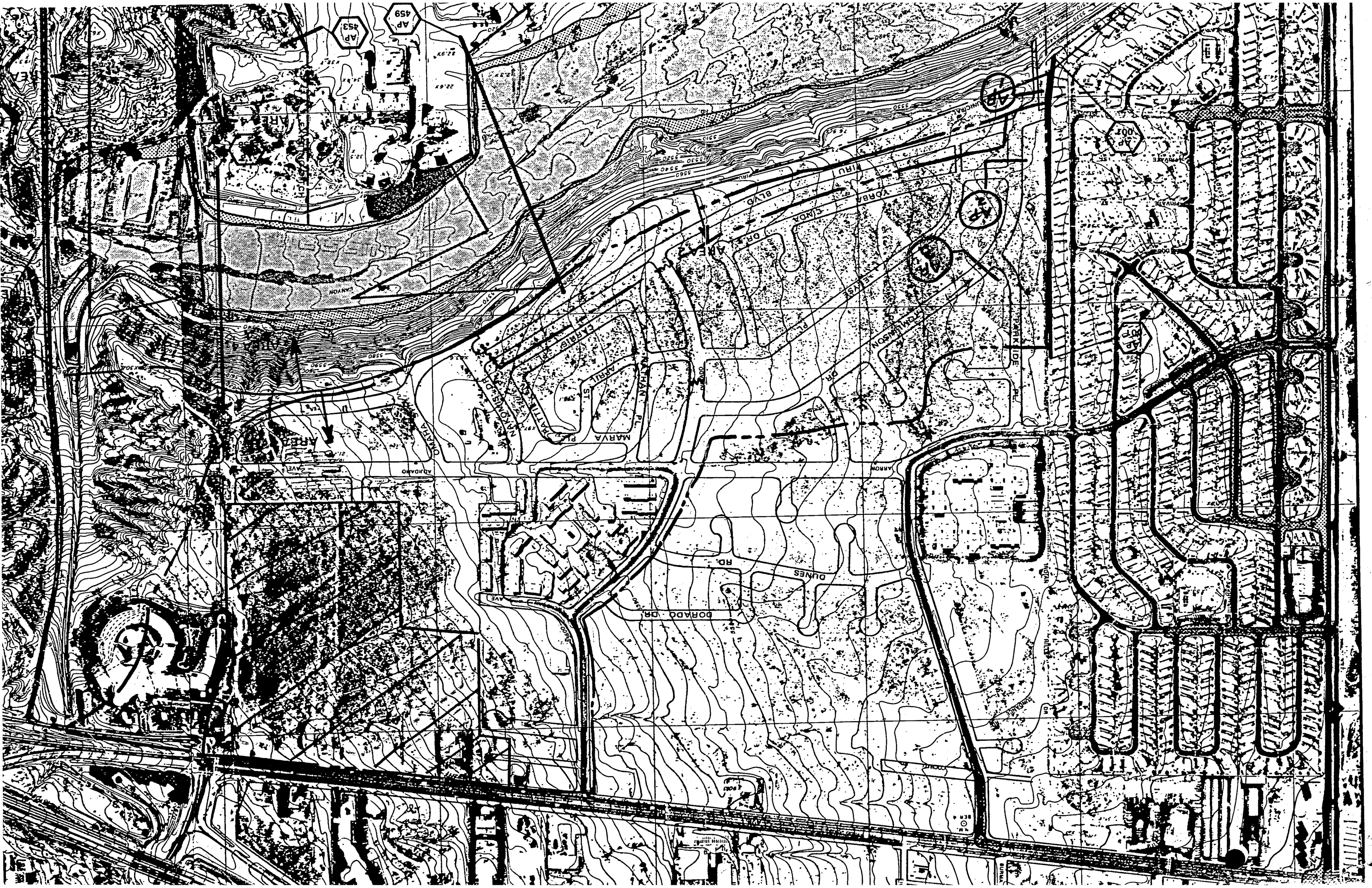
STREET CAPACITY



RECEIVED
JAN 21 1985
HYDROLOGY SECTION

4-82

PLATE 22.3 D-1


AP 453
AP 459
AP 457
AP 458
AP 460
AP 461
AP 462
AREA 2
AREA 4
CANYON
YORBA
LINDA
BLVD
PARK SIDE
DR
ARROW
HIGHWAY
MARVA
PL
ARGILE
ST
CARRIG
NATHAN
PL
NARROWS DR
ADJUDANO
AVE
DORADO DR
DUNES
RD
SUNDANCE
DR
BURNA
BLVD