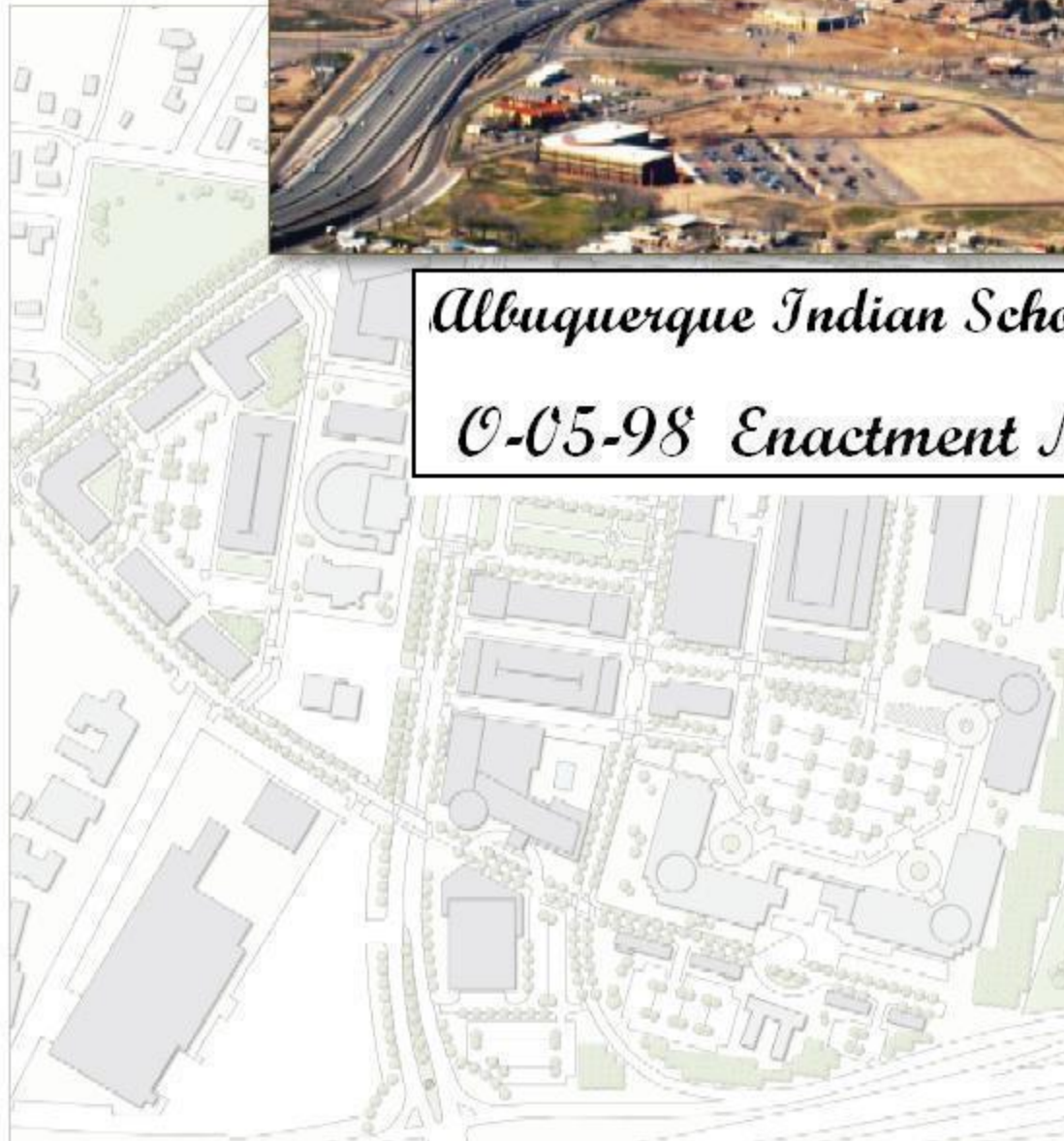




# *Albuquerque Indian School Development Regulations*

*0-05-98 Enactment Number 0-2005-056*



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# CITY of ALBUQUERQUE

## SIXTEENTH COUNCIL

COUNCIL BILL NO. F/S O-05-98 ENACTMENT NO. O-2005-056

SPONSORED BY: Debbie O'Malley

1 ORDINANCE

2 ZONE MAP AMENDMENT AND SITE DEVELOPMENT PLAN APPROVAL,

3 03EPC-01676 AND 03EPC-01677, FOR 15.69 ACRES, MORE OR LESS,

4 LOCATED ON INDIAN SCHOOL ROAD NW BETWEEN MENAUL AND 12<sup>TH</sup>

5 STREET, AMENDING THE ZONE MAP FROM R-1 TO SU-1 FOR C-2 AS

6 SPECIFIED HEREIN FOR 15.69 ACRES INCLUDING A LIST OF PERMISSIVE

7 AND CONDITIONAL USES, APPROVING A SITE DEVELOPMENT PLAN AND

8 DESIGN STANDARDS PURSUANT TO THE DEVELOPMENT AGREEMENT

9 BETWEEN THE CITY OF ALBUQUERQUE (CITY) AND THE INDIAN PUEBLOS

10 FEDERAL DEVELOPMENT CORPORATION (CORPORATION) FOR 15.69

11 ACRES, AND AMENDING THE DEVELOPMENT AGREEMENT TO INCREASE

12 THE ACREAGE OF THE OFFICE TRACT FROM 18.1 ACRES TO 31.69 ACRES.

13 BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF

14 ALBUQUERQUE:

15 Section 1. The City Council adopts the following findings.

16 (A) The planning for development of the former Albuquerque Indian  
17 School property, by following a narrow interpretation of the site plan for  
18 subdivision requirements, did not provide the details especially concerning  
19 the building footprints and locations, internal street and pedestrian path  
20 networks, public spaces, heights, and uses that are necessary components of  
21 a quality urban environment.

22 (B) Without a detailed site plan that specifies these aspects among  
23 others of the development plan it is very difficult, if not impossible, to design  
24 the off-site transportation and access system, including access points and to  
25 establish a compatible street design including the streetscape.

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1 (C) Lacking these elements of the plan, it is unclear that one can  
2 determine whether the proposed development meets the goals and policies of  
3 the City / County Comprehensive Plan, the North Valley Area Plan, and the  
4 Planned Growth Strategy.

5 (D) Similar concerns were raised by the North Valley Coalition; namely,  
6 that residents of adjoining neighborhoods were unable to determine whether  
7 the area would develop as “a genuine “Activity Center” – a pleasant and  
8 inviting place that draws people to park and walk and sit”.

9 (E) It is possible that the original design for the 12th and Menaul  
10 intersection in the Corporation’s Traffic Impact Study (TIS) was based  
11 inadvertently on estimated traffic utilization from the 4th and Menaul  
12 intersection and resulted in a larger intersection than necessary.

13 (F) In order to address the lack of detail within the Corporation’s site  
14 development plan for subdivision as reviewed by the Environmental Planning  
15 Commission and transmitted to the Council and in order to address concerns  
16 about the TIS, the City commissioned the Hellmuth, Obata + Kassabaum, Inc –  
17 the HOK Planning Group and Hall Planning & Engineering, Inc. (HPE) to  
18 conduct a land use and transportation planning study.

19 (G) The planning effort consisted of stakeholder “Listening Sessions”, a  
20 design workshop focused on the site plan, and a transportation planning  
21 workshop in which alternative street and intersection designs were evaluated.  
22 There were more than 200 people attending these sessions and about 500  
23 person contacts.

24 (H) The draft plan resulting from these activities was placed on the City  
25 Council website and comments and suggestions were solicited and obtained.

26 (I) The HOK / HPE plan was reviewed by officials of the Corporation and  
27 their planning firm and agreement in almost all details of the plan was  
28 secured. These plan elements are incorporated into the site development plan  
29 and related materials attached to this legislation. The HOK / HPE plan is  
30 incorporated as part of Exhibit B of this legislation and is herein referred to as  
31 the “HOK / HPE plan”.

32 Section 2. ZONE MAP AMENDED. The establishment of SU-1/C-2 zoning  
33 as specified herein for the Commercial Tract, with associated site

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1 development plan, design standards including street and streetscape design,  
2 and specification of permissive and conditional uses , is appropriate because  
3 it is complementary to surrounding zoning and densities and will provide  
4 stability to the area. The owners of the area hereby presented a properly  
5 signed application to amend the zoning for the following territory, 15.69 acres,  
6 more or less, located on Indian School Road NW between Menaul and 12<sup>th</sup>  
7 Street; and more particularly described as follows:

8 A. A 15.69 acre portion of Tract A, Indian School Site, as  
9 illustrated by the accompanying Site Development Plan (Exhibit A), called the  
10 “Commercial Tract”.

11 Section 3. Therefore, the zone map adopted by Section 14-16-1-1 et. seq.  
12 R.O.A. 1994 is hereby amended, establishing SU-1/C-2 zoning as specified  
13 herein for the area specified in Section 2 above. This approval extends to and  
14 includes the Site Development Plan contained in Exhibit A, the Design  
15 Standards and supplemental Design Standards included in Exhibit B that are  
16 consistent with the Site Development Plan in Exhibit A, and the specification  
17 of Permissive and Conditional Uses allowed or excluded contained in Exhibit  
18 C.

19 Section 4. FINDINGS AND CONDITIONS ACCEPTED. The Council has  
20 reviewed carefully the findings and conditions recommended by the  
21 Environmental Planning Commission on 16 September 2004 and adopts the  
22 following amended zone map amendment, findings and conditions:

23 A. This is a request for a zone map amendment from R-1 to SU-1 for C-2  
24 for a 15.69-acre portion of a 47-acre tract of land located on 12<sup>th</sup> Street and  
25 Menaul Boulevard NW.

26 B. This request for zone map amendment complies with the Land Use  
27 Policies and Goals of the *Comprehensive Plan* with regard to the Central  
28 Urban Area, specifically Policies B.5.d., B.5.e., B.5.i., B.5.j., B.5.k., and B.5.l.,  
29 because: a zone change to SU-1 for C-2 as specified herein from R-1 respects  
30 neighborhood values and other resources due to the fact that some existing  
31 adjacent uses are nonresidential (B.5.d.); this request facilitates development  
32 on vacant land adjacent to existing infrastructure facilities which does not  
33 interfere with the integrity of existing neighborhoods (B.5.e.); the subject site

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1 is within the vicinity of area residences to provide employment and service  
2 uses and is buffered at the edges adjoining existing residences through height  
3 standards and landscaping that mitigates adverse effects of noise, lighting,  
4 and pollution (B.5.i.); the subject site's size, location, Site Development Plan,  
5 and street / streetscape design lend themselves to being both a neighborhood  
6 oriented site also accessed by pedestrians and bicyclists as well as an  
7 accessory site to the larger shopping center to the west across 12<sup>th</sup> Street  
8 (B.5.j.); the subject site's location and design can be such that livability and  
9 safety of surrounding neighborhoods can be ensured (B.5.k.); and, the  
10 requested zone change will not discourage innovation in design and quality of  
11 the new development on the subject site (B.5.l.).

12 C. This request for zone map amendment complies with the policies  
13 and goals of the *Comprehensive Plan* that are specific to Activity Centers,  
14 Community Identity and Urban Design, and Economic Development,  
15 specifically Policies B.7.j., C.9.d., and D.6.g., because: the subject site is  
16 located near existing infrastructure facilities to promote ongoing  
17 public/private cooperation to develop this Activity Center (B.7.j.); the Site  
18 Development Plan is designed to encourage pedestrian walking trips,  
19 linkages, and to reflect architectural traditions/styles of the surrounding  
20 community (C.9.d.); and, a zone change from residential to commercial zoning  
21 facilitates the creation and concentration of employment opportunities within  
22 this Activity Center (D.6.g.).

23 D. This request for zone map amendment complies with the policies  
24 and goals of the North Valley Area Plan, a Rank 2 document, specifically  
25 Zoning and Land Use Policies Goal 3 and 3.c. and Community Design Policies  
26 Goal 9, because the designation of the former Albuquerque Indian School  
27 property as a Community Activity Center, whose purpose is to serve as the  
28 focus of the community sub-area with regard to employment and  
29 entertainment and wherein should be concentrated nonresidential land uses,  
30 and because of the nonresidential uses that have been approved and exist to  
31 the west and south of the subject property, mitigate the intent of these policies  
32 which call for limiting new commercial development to existing commercially  
33 zoned sites.

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1           **E. This request complies with the requirements of Resolution 270-1980**  
2           **by citing “Changed Community Conditions” as a justification as to why this**  
3           **request for zone map amendment is appropriate, because the old**  
4           **Albuquerque Indian School property has been designated a Community**  
5           **Activity Center, whose purpose is to serve as the focus of the community**  
6           **sub-area with regard to employment and entertainment and wherein should**  
7           **be concentrated nonresidential land uses, and because of the nonresidential**  
8           **uses that have been approved and exist to the west and south of the subject**  
9           **site (R-270-1980, Section 1.D.).**

10          **Section 5. SITE DEVELOPMENT PLAN. The establishment of SU-1/C-2**  
11          **zoning as specified herein for the Commercial Tract is accompanied by a Site**  
12          **Development Plan, Design Standards and supplemental Design Standards,**  
13          **and the specification of Permissive and Conditional Uses as consistent with**  
14          **the Zoning Code and the Development Agreement. This Site Development**  
15          **Plan is appropriate because it specifies a regulatory framework for future**  
16          **development that will complement surrounding zoning and densities and will**  
17          **provide stability to the area. The owners of the area hereby presented a**  
18          **properly signed application for a Site Development Plan for the following**  
19          **territory, 15.69 acres, more or less, located on Indian School Road NW**  
20          **between Menaul and 12<sup>th</sup> Street; and more particularly described as follows:**

21               **A. A 15.69 acre portion of Tract A, Indian School Site, called the**  
22               **Commercial Tract, as illustrated by the accompanying Site Development Plan**  
23               **contained in Exhibit A, the Design Standards and supplemental Design**  
24               **Standards included in Exhibit B that are consistent with the Site Development**  
25               **Plan in Exhibit A, and the specification of Permissive and Conditional Uses**  
26               **allowed or excluded contained in Exhibit C.**

27          **Section 6. Therefore, the Site Development Plan, Design Standards,**  
28          **supplemental Design Standards, and specification of Permissive and**  
29          **Conditional Uses are hereby approved for the area specified in Section 5**  
30          **above.**

31          **Section 7. FINDINGS AND CONDITIONS ACCEPTED. The Council shall**  
32          **adopt the following site development plan for subdivision findings and has**  
33          **carefully reviewed and amended the findings and conditions recommended by**

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1 the Environmental Planning Commission on 16 September 2004, and adopts  
2 the following Site Development Plan, findings, and conditions:

3 A. This is a request for a Site Development Plan, Design Standards and  
4 supplemental Design Standards, and specification of Permissive and  
5 Conditional Uses for a 15.69-acre portion of a 47-acre tract of land located on  
6 12<sup>th</sup> Street and Menaul Boulevard NW.

7 B. The request meets the requirements for a Site Development Plan,  
8 including the proposed use, pedestrian and vehicular ingress and egress,  
9 internal circulation requirements and maximum building height, minimum  
10 building setback, and maximum total dwelling units and/or nonresidential  
11 uses' maximum floor area ratio. (§14-16-1-5 DEFINITIONS)

12 C. This request for site development plan for subdivision complies with  
13 the Land Use Policies and Goals of the *Comprehensive Plan* with regard to the  
14 Central Urban Area, specifically Policies B.5.e., B.5.i., B.5.j. and B.5.k.,  
15 because: this request facilitates development on vacant land adjacent to  
16 existing infrastructure facilities which does not interfere with the integrity of  
17 existing neighborhoods (B.5.e.); the subject site is within the vicinity of area  
18 residences to provide employment and service uses and is buffered at the  
19 edges adjoining existing residences through height standards and  
20 landscaping that mitigates adverse effects of noise, lighting, and pollution  
21 (B.5.i.); the subject site's size, location, Site Development Plan, and street /  
22 streetscape design lend themselves to being both a neighborhood oriented  
23 site also accessed by pedestrians and bicyclists as well as an accessory site  
24 to the larger shopping center to the west across 12<sup>th</sup> Street (B.5.j.); and, the  
25 subject site's location and design can be such that livability and safety of  
26 surrounding neighborhoods can be ensured (B.5.k).

27 D. This request for site development plan for subdivision complies with  
28 the policies and goals of the *Comprehensive Plan* that are specific to Activity  
29 Centers, Community Identity and Urban Design, and Economic Development,  
30 specifically Policies B.7.j., and C.9.d., because: the subject site is located near  
31 existing infrastructure facilities to promote ongoing public/private cooperation  
32 to develop this Activity Center (B.7.j.); and, the Site Development Plan is

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1 designed to encourage pedestrian walking trips, linkages, and to reflect  
2 architectural traditions/styles of the surrounding community (C.9.d).

3 E. This request for Site Development Plan, Design Standards and  
4 supplemental Design Standards, and specification of Permissive and  
5 Conditional Uses complies with the policies and goals of the North Valley Area  
6 Plan, a Rank 2 document, specifically Zoning and Land Use Policies Goal 3  
7 and 3.c. and Community Design Policies Goal 9, because the designation of  
8 the former Albuquerque Indian School property as a Community Activity  
9 Center, whose purpose is to serve as the focus of the community sub-area  
10 with regard to employment and entertainment and wherein should be  
11 concentrated nonresidential land uses, and because of the nonresidential  
12 uses that have been approved in the immediate vicinity of the subject  
13 property, mitigate the intent of these policies which call for limiting new  
14 commercial development to existing commercially zoned sites.

15 F. The City Council delegates final sign-off authority of this Site  
16 Development Plan and associated documents to the Development Review  
17 Board (DRB). The DRB is responsible for ensuring that all City Council  
18 Conditions have been satisfied and that other applicable City requirements  
19 have been met. Unauthorized changes to this Site Development Plan, Design  
20 Standards and supplemental Design Standards, and specification of  
21 Permissive and Conditional Uses including before or after DRB final sign-off,  
22 may result in forfeiture of approvals.

23 G. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL  
24 DEVELOPMENT, PUBLIC WORKS and NMDOT:

25 1. All the requirements of actions taken previous to this  
26 request by the City Council, EPC, and the DRB must be completed and/or  
27 provided for.

28 2. The access points, as shown on the Site Development Plan,  
29 shall coincide with the recommendations of the HOK / HPE plan.

30 3. Access coordination with NMDOT is required.

31 4. A concurrent platting action is required at DRB.

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1                   **5. Construction of the bicycle lanes along Menaul Boulevard**  
2 **adjacent to the subject property as designated on Long Range Bikeways**  
3 **System is required.**

4                   **6. In the event that development on this parcel following funds**  
5 **being made available through the City’s Capital Improvement Program to**  
6 **implement the street and streetscape design recommendations within the**  
7 **HOK / HPE plan with regard to 12th Street, Menaul, Menaul Extension, and**  
8 **Indian School west of 12th Street, the following requirements are established:**

9                   **A. The developer is responsible for permanent**  
10 **improvements to the transportation facilities only on the proposed Site**  
11 **Development Plan and subsequent site plans for building permit. Those**  
12 **improvements will include bus stops, on-site paving, curb and gutter, and**  
13 **ADA accessible ramps that have not already been provided for. All public**  
14 **infrastructure constructed shall be to City Standards not inconsistent with the**  
15 **standards of the HOK / HPE plan. Those Standards will follow the**  
16 **recommended practices of the AASHTO Guide for the Planning, Design, and**  
17 **Operation of Pedestrian Facilities. Chapter 3.**

18                   **B. The developer is responsible for Implementation of the**  
19 **recommended improvements in the HOK / HPE plan to mitigate impacts of the**  
20 **proposed development (i.e. all on-site street improvements recommended in**  
21 **the HOK / HPE plan that are on the proposed Site Development Plan including**  
22 **proposed roadway improvements and deceleration lanes, etc., and**  
23 **improvements on 12th Street and Menaul that are on the site such as bus**  
24 **stops are the responsibility of Corporation. The Corporation is not**  
25 **responsible for off site traffic signals, median improvements, or other traffic**  
26 **devices on City streets or other off-site improvements, which shall be the**  
27 **responsibility of the City.**

28                   **H. The site development plans for building permit shall be reviewed and**  
29 **approved by the DRB. Without limiting current notice requirements, the DRB**  
30 **shall provide notification to the public of these hearings including by letter to**  
31 **surrounding neighborhood associations.**

32                   **I. Rights of way shall be as provided in the Right-of-Way Agreement**  
33 **executed on October 9, 2003 by the City and the Corporation and as provided**

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1 for in the Grant of Easement for Roadways approved by the Bureau of Indian  
2 Affairs on February 5, 2004.

3 Section 8. The City Council hereby adopts the HOK / HPE plan  
4 recommendations, design standards, streetscape design standards as  
5 specified in Exhibit B for application in the Commercial Tract. The HOK / HPE  
6 plan design standards are to be integrated into the Supplemental Design  
7 Standards and IPFDC Design Standards (also included in Exhibit B) in the  
8 manner specified in those documents.

9 Section 9. NEIGHBORHOOD TRAFFIC CALMING – 10TH AND MENAUL.

10 The City shall implement the traffic calming measures on Menaul and 10th  
11 Street proposed in the HOK / HPE plan that protect the neighborhood to the  
12 north from the disruptive effects of cut-through traffic. These include: median  
13 design on Menaul that allows a left turn from west-bound Menaul into the site  
14 but prevents vehicles exiting north-bound from the site to cross Menaul into  
15 the neighborhood, and bulb-outs at the intersection of 10th Street and Menaul  
16 which act to slow traffic. The City shall monitor cut through traffic into this  
17 neighborhood from the 10th Street and Menaul intersection and implement  
18 other traffic mitigation measures at the intersection and elsewhere in the  
19 neighborhood in cooperation with the neighborhood should cut-through traffic  
20 continue to be a serious concern after the improvements described above  
21 have been implemented.

22 Section 10. FUNDING FOR STREET AND STREETScape IMPROVEMENTS.

23 Consistent with Policy B.7.j of the City / County Comprehensive Plan that calls  
24 for the City to structure capital expenditures in support of multi-use Activity  
25 Centers such as the former Albuquerque Indian School development, the City  
26 shall prioritize its Capital Improvement Program to design and build the street  
27 and streetscape improvements in the public right-of-way called for in the HOK  
28 / HPE plan. The City shall seek other sources of funding to support this effort  
29 including the State of New Mexico and the Federal government. This project  
30 shall be included in the City of Albuquerque legislative program to seek State  
31 of New Mexico funding and in the City's legislative priorities to obtain Federal  
32 funding. The City shall also make it a priority to add this project to the  
33 MRCOG MTP and TIP programs. In addition, the City will make it a priority to

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1 work with the Corporation to effectuate the connection between the I-40  
2 access road and Indian School Road, as indicated in the HOK / HPE plan.

3 Section 11. HOTEL / RETAIL LAND USE ON SITE DEVELOPMENT PLAN.

4 The Corporation as applicant proposes the “Hotel/Retail” use, shown in the  
5 southwest corner of the Site Development Plan (at the northeast corner of the  
6 Indian School Road and 12th Street intersection), as the most desirable  
7 development in that location. The Corporation has expressed the desire to  
8 convert this use to a service station if the hotel / retail use is not feasible. In  
9 that event, the City Council shall consider this change as an amendment to the  
10 Site Development Plan contained in Exhibit A.

11 Section 12. ADDITIONAL ACCESS POINTS, SITE ENTRANCES AND CURB  
12 CUTS. The access points, street entrances and curb cuts onto 12th Street and  
13 Menaul as expressed on the Site Development Plan are important elements of  
14 the plan. The determination to approve any non-minor redesign of the internal  
15 street system and any additional curb cuts that may be proposed by the  
16 Corporation is not delegated by the City Council and shall be reviewed by the  
17 City Council as an amendment to the Site Development Plan contained in  
18 Exhibit A.

19 Section 13. AMENDMENTS TO THE SITE DEVELOPMENT PLAN TO COME  
20 BEFORE CITY COUNCIL. Non-minor changes to the Site Development Plan  
21 shall be heard by the City Council for approval. “Non-minor changes” is  
22 defined by Section 14-16-2-22 ROA 1994. The Planning Director shall review  
23 the proposed change and provide an interpretation of the suggested change  
24 to the DRB, which shall make the determination as to the extensiveness of the  
25 proposed change. The Planning Director and DRB shall follow the public  
26 notice requirements of the Section 14-16-2-22 ROA 1994 and as specified  
27 within this legislation. Notwithstanding other changes that would be  
28 presented to Council for consideration, the following requested changes must  
29 be presented to the City Council for review and determination:

- 30 A. Uses.
- 31 B. Landscaped Buffer (Grove/Bosque).
- 32 C. Plaza.
- 33 D. Design Standards including Streetscapes.

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1       **Section 14. TRANSIT SYSTEM IMPROVEMENTS.** Transit system route  
2 system changes of the type contained in the HOK / HPE plan are endorsed by  
3 the City and the Transit Department is directed to begin the process of  
4 implementing these changes.

5       **Section 15. PARKING REQUIREMENTS FOR COMMERCIAL TRACT.** A 25%  
6 mixed-use district reduction in required parking will be taken for all properties  
7 within the Commercial Tract. On-street parking spaces abutting the  
8 Commercial Tract shall be used in calculating parking requirements.

9       **Section 16. IMPLEMENTATION OF LANDSCAPING REQUIREMENTS.** The  
10 Corporation shall carry out the landscaping requirements associated with the  
11 construction of buildings on the Office Tract. The Planning Department shall  
12 review the status of complying with the landscaping requirements of City  
13 Ordinance and the Development Agreements related to existing buildings on  
14 the Office Tract and take steps to insure compliance.

15       **Section 17. Section 10, Paragraph A of the Development Agreement is**  
16 **hereby stricken in its entirety and the following is substituted in lieu thereof:**

17           **“A. OFFICE TRACT.** The parties stipulate and agree that  
18 part of the Property will be used for construction of an office complex  
19 to be leased and occupied by Federal Agencies, Native American  
20 related tenants, and the Corporation. (“Office Tract”). The Office Tract  
21 is an 18.1 acre section in the southeast corner of the Property, which  
22 by agreement of the parties is hereby increased by 13.59 acres to  
23 31.69 acres for the purpose of constructing federal office buildings.  
24 The Corporation represents that federal building codes and  
25 developmental processes are at least as strict as or stricter than local  
26 government counter parts. City developmental process will not apply  
27 to the Office Tract. Specifically, the Zoning Planning and Building  
28 Ordinances, [citation], the Uniform Building Code 1997, NM Building  
29 Code 1999, Uniform Plumbing Code-IAPMO 1997, Uniform Mechanical  
30 Code-IAPMO 1997, Uniform Administrative Code 1999, and Nation [sic]  
31 Electrical Code 1999 will not apply to the Office Tract unless any of the  
32 laws or codes mentioned in this sentence are part of federal  
33 development rules in which case they will apply to the Office Tract.

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1 With the exception of the laws and codes mentioned in the preceding  
2 sentence, the Albuquerque City Ordinances in Paragraph 5 above will  
3 apply as Pueblo AIS Ordinances to the Office Tract. The Mitigation  
4 Measures listed in Paragraph 8 above apply to the Office Tract. The  
5 schematic, which contains the Site Development Plan for the Office  
6 Tract is attached hereto as Exhibit A.”

7 Section 18. SEVERABILITY CLAUSE. If any section, paragraph, sentence,  
8 clause, word or phrase of this ordinance is for any reason held to be invalid or  
9 unenforceable by any court of competent jurisdiction, such decision shall not  
10 affect the validity of the remaining provisions of this ordinance. The Council  
11 hereby declares that it would have passed this ordinance and each section,  
12 paragraph, sentence, clause, word or phrase thereof irrespective of any  
13 provisions being declared unconstitutional or otherwise invalid.

14 Section 19. EFFECTIVE DATE AND PUBLICATION. This ordinance shall  
15 take effect five days after publication by title and general.

16  
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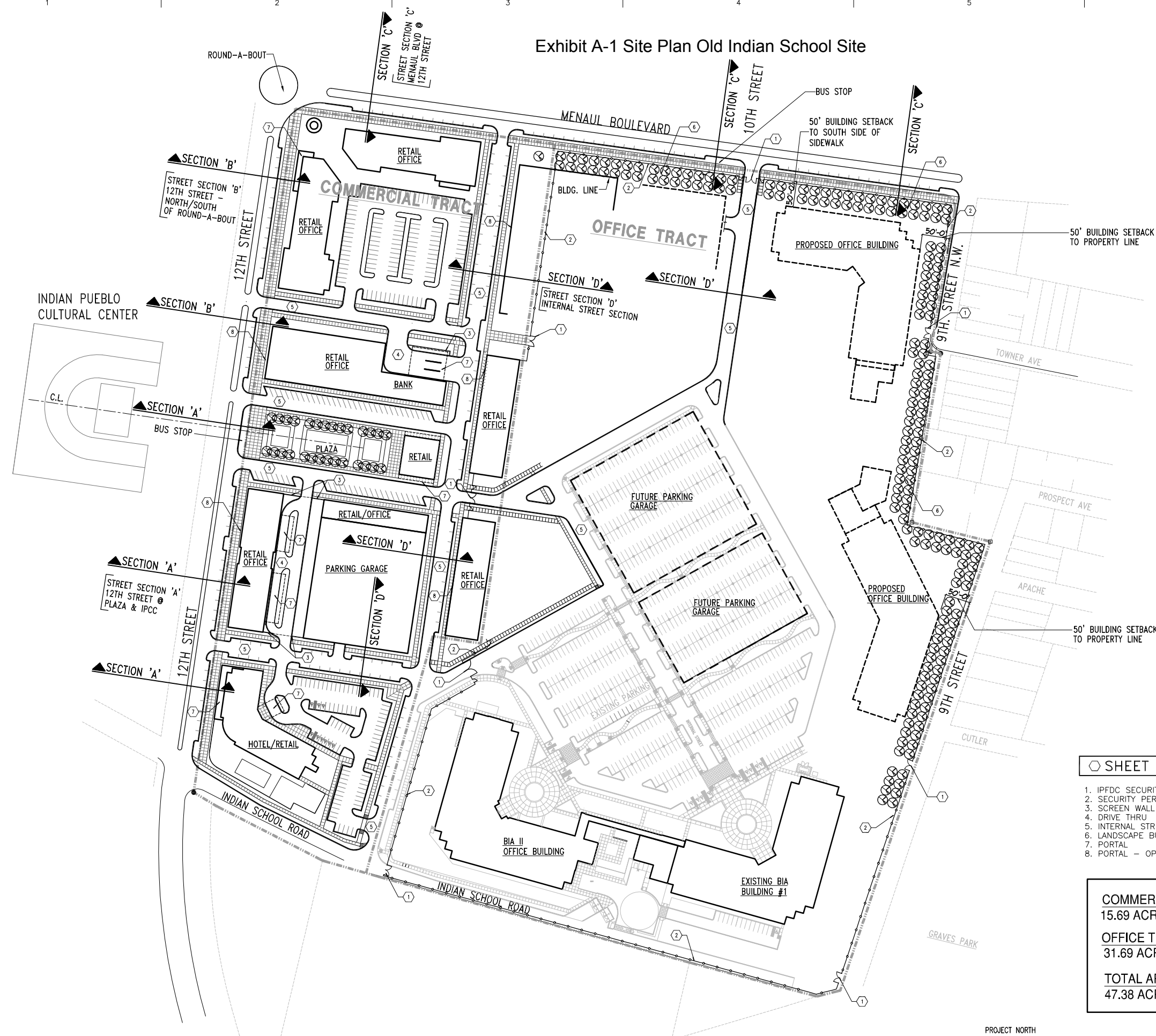
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Exhibit A-1 Site Plan Old Indian School Site



**SHEET KEYNOTES**

- 1. IPFDC SECURITY GATE
- 2. SECURITY PERIMETER FENCE
- 3. SCREEN WALL
- 4. DRIVE THRU
- 5. INTERNAL STREET
- 6. LANDSCAPE BUFFER - ORCHARD LIKE
- 7. PORTAL
- 8. PORTAL - OPTION

**COMMERCIAL TRACT**  
15.69 ACRES

**OFFICE TRACT**  
31.69 ACRES

**TOTAL AREA**  
47.38 ACRES

CONSULTANTS

Architect Engineer

**IPFDC MASTER PLAN**

INDIAN SCHOOL BLVD  
ALBUQUERQUE, NM

MARK	DATE	DESCRIPTION

SHEET TITLE  
SITE PLAN

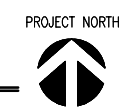
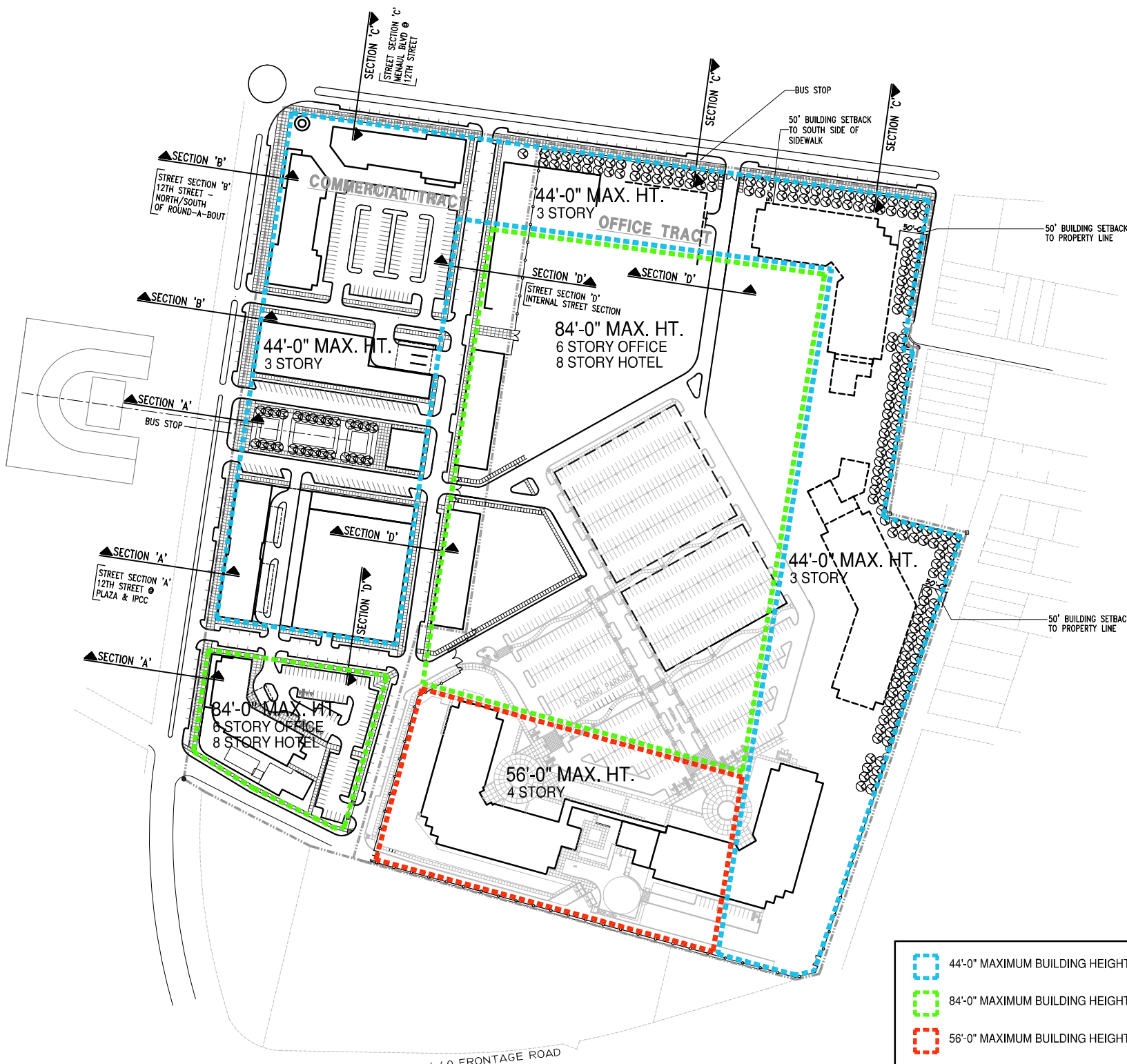
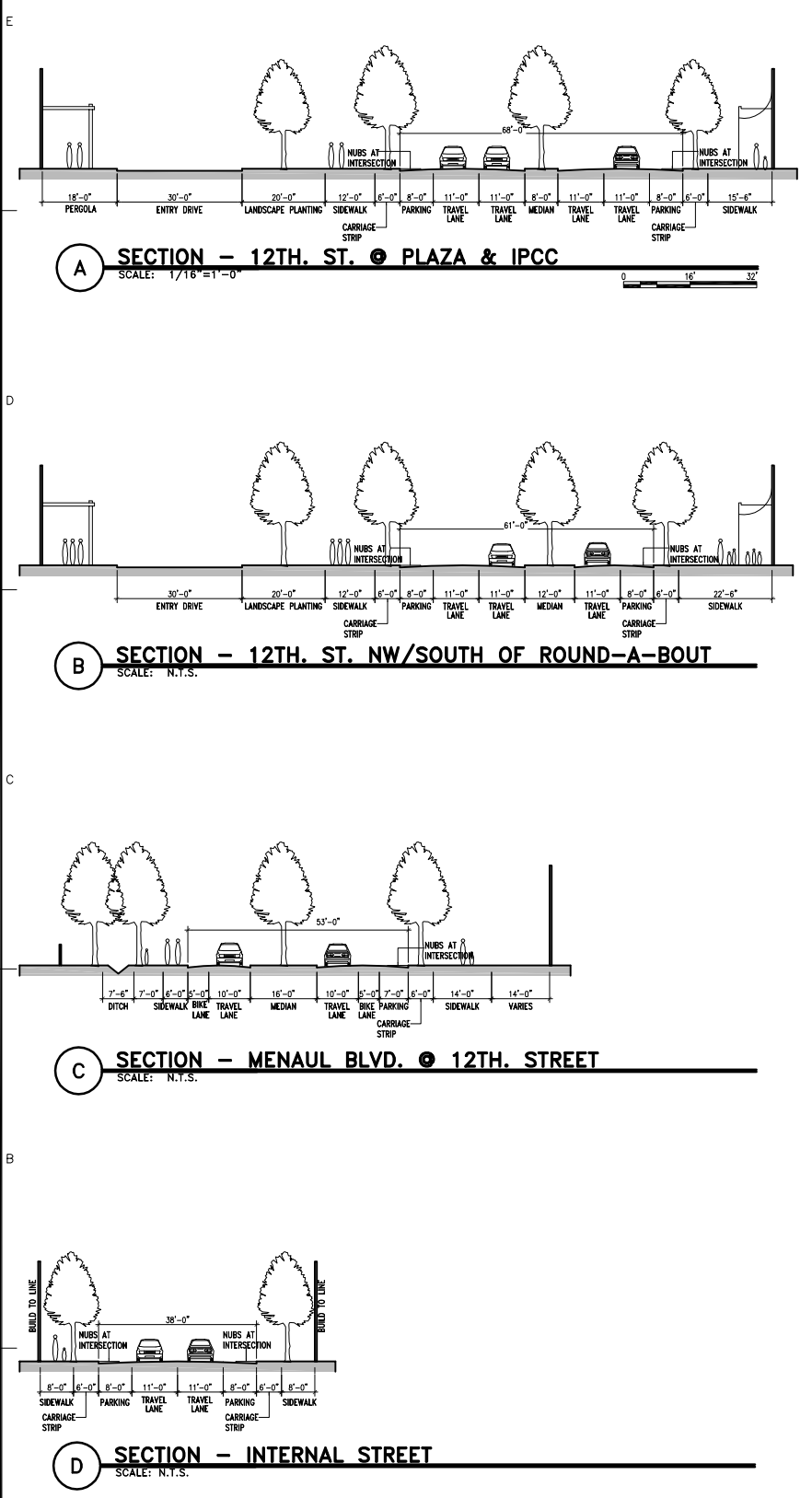


Exhibit A-2 Building Height and Set Back Plan



DESIGN COLLABORATIVE SOUTHWEST, INC.  
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505.843.9639 Fax: 505.843.9683  
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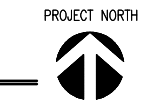
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□ 44'-0" MAXIMUM BUILDING HEIGHT  
□ 84'-0" MAXIMUM BUILDING HEIGHT  
□ 56'-0" MAXIMUM BUILDING HEIGHT

\*NOTE - THE MAXIMUM BUILDING HEIGHT IS MEASURED TO THE TOP OF THE ROOF DECK. PARAPET WALLS AND MECHANICAL/HVAC ENCLOSURES ARE NOT INCLUDED IN AND MAY EXCEED THE MAXIMUM HEIGHT.

**A1 BUILDING HEIGHT AND SETBACK PLAN**  
SCALE: N.T.S.



CONSULTANTS

Architect Engineer

IPFDC  
MASTER PLAN

INDIAN SCHOOL BLVD  
ALBUQUERQUE, NM

MARK	DATE	DESCRIPTION
ISSUE:		
PROJECT NO:		
CAD DWG FILE:		
DRAWN BY:	CW	
CHECKED BY:	BH	
DATE:	8-11-05	

SHEET TITLE  
BUILDING HEIGHT  
& SETBACK PLAN

**SP-02**

**12th Street, Menaul within Commercial Tract, All Frontages Surrounding Plaza  
(including the west side of the internal north-south running street.**

- Applicable Standards. Both the HOK / HPE plan standards and the IPFDC standards apply within this area. When the HOK / HPE standards address an issue that is not covered by the IPFDC standards or when both sets of standards apply to the same matter, the HOK / HPE plan standards regarding Streetscapes, Building Frontages, Street Network and Intersection Improvements, Parking, Bus Routes, and Bike Routes are the applicable design standards and take precedence over others.
- Openings and Glazing. The ground floor frontage shall be designed with 40% to 70% of the building frontage glazed, which can include windows and doors. The glazing shall be completely transparent. Openings shall be 30' or less on center.
- Portals, Awning, Shade Trees. The entire ground floor frontage shall include either portals, awnings, or shade trees (within the Café Space).
- Service Areas. All service areas shall be located behind these frontages.
- Retail Use on Plaza. The service area for this structure should be especially well screened with compatible architecturally designed materials. The façade on the west side of this structure, when it does not face the service, area shall comply with the Openings, Glazing, Portals, Awning, Shade Trees standards above.
- First Floor Clear Heights. It is recommended that the ground stories in this area have clear heights of 15' to 25' from the floor.

**Central Plaza**

- The Plaza shall be shade covered in summer by awnings, canopies, or trees within 5 years of the development of the Plaza.

**Gateway Entrance to Drive-through South of Central Plaza**

- These shall be architecturally compatible with adjacent buildings entranceways spanning above the entrance and exit on the north and south sides of the street / driveway access to and from the drive through in the block south of the Plaza. These architectural features shall continue the wall line across the entrance / exit. The height of these entranceways shall be at a height allowed by City, utility, and other relevant regulations.

**Commercial Tract as a Whole**

- Applicable Standards. Both the HOK / HPE plan standards and the IPFDC standards apply within this area. When the HOK / HPE standards address an issue that is not covered by the IPFDC standards or when both sets of standards apply to the same matter, the HOK / HPE plan standards regarding Streetscapes, Building Frontages, Street Network and Intersection



Exhibit B-1 Former Albuquerque Indian School Design Standards Supplemental Improvements, Parking, Bus Routes, and Bike Routes are the applicable design standards and take precedence over others.

- The Carriage Strip and landscaped areas next to the roadways shall be planted with shade trees, 25' on center, pruned to a clear height of 10', within 2 years of planting, creating a "lacy" canopy of small leaves, so that the building façade can be seen through the leaves.

### **Office Tract**

- Applicable Standards. The IPFDC Standards apply to the Office Tract.

### **Entire Site**

Landscape Buffer - Orchard Like – Fronting Menaul Boulevard

- Historic photos of the former Albuquerque Indian School indicate tree orchards. The landscaped buffer fronting Menaul Boulevard shall be landscaped with consistent trees species (such as flowering crab apple, flowering plum, bradford pear), organized in a regular orchard-like pattern, and with other plants and ground covers that reflect this traditional landscape feature of the site.

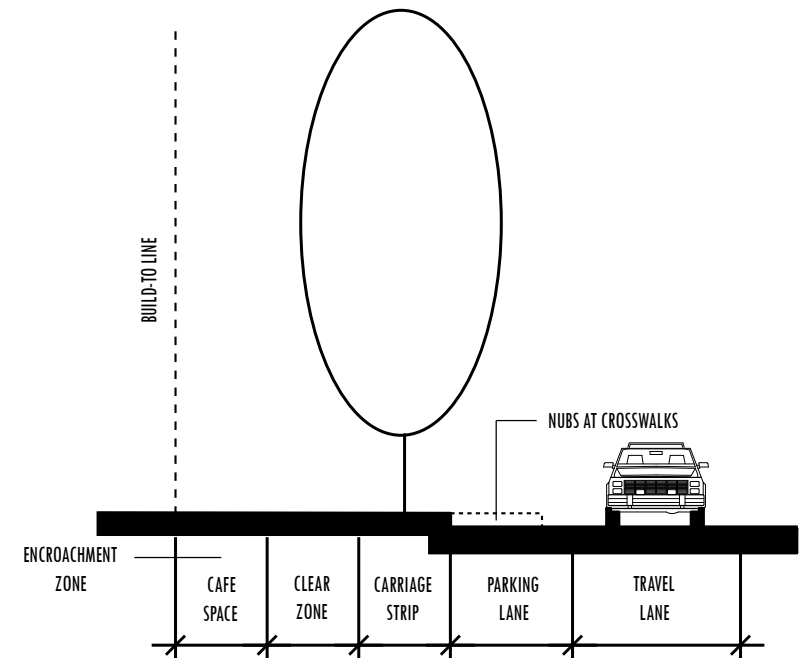
# Streetscapes

The study offers recommendations for the widths and general configuration of streetscapes. The plan identifies four types of sidewalks based on optimum total width, and provides typical dimensions for carriage strip zones, clear walk zones, encroachment zones, and café spaces. The definitions and dimensions for each are based on several factors including anticipated levels of activity, existing and planned land uses, right-of-way constraints, and position within the larger network of streets and public spaces. A description of the purpose and design treatment of each of the streetscape areas follows.

**Carriage Strip.** The carriage strip exists as the space adjacent to the vehicular travel lanes within which is placed a variety of elements and amenities. Trees are the primary element of the carriage strip zone and can be located in tree pits, grates, planters, or planting strips depending on the level of activity of the streetscape and associated street. A 6' wide carriage strip is typical; however, in constrained conditions, tree grates are used to gain additional circulation space. Planting strips as narrow as 4' may be used along residential frontages. Light fixtures, street signage, trash receptacles, benches, bicycle parking loops, and directional and interpretive signage are the primary elements that

typically exist in the carriage strip. Rhythm and placement of these components aid in maintaining a pedestrian scale, provide information for pedestrians, and create a comfortable and safe environment.

## TYPICAL STREETSCAPE ELEMENTS



**Clear Zone.** Next to the carriage strip zone is an area known as the pedestrian clear zone. This is defined as an unobstructed area serving as circulation space for pedestrians. The study recommends a minimum 6' wide clear zone allowing for the free flow of people along sidewalks.

**Encroachment Zone.** Shopfronts, blade signs, outdoor displays, awnings/canopies and café space are components of the streetscape that can extend beyond the build-to line. These

elements help define the character of an area, offer shelter from sun and rain, and provide visual interest to both pedestrians and motorists.

**Café Space.** Café spaces provide places for both active and passive social interaction and they add visual appeal, variety and interest to the streets. The study recommends the provision for sufficient sidewalk space to accommodate cafés generally along the frontages facing 12th Street and around the central plaza. Movable public seating and newsstand and retail kiosks could be placed in these spaces to encourage more daytime use independent of an adjacent restaurant and frame the street wall better.

## STREETScape IMAGES



Page 18 of 57

*Sidewalk cafe, street trees, and furnishings are placed outside the pedestrian clear zone.*

## Wayfinding & Interpretive Signs

Wayfinding and interpretive signs provide information on local attractions, identify historic and cultural sites of interest, and display maps for navigating the area to both visitors and residents of the area. In addition, the signs provide a way to establish a unique identity from other areas of the city.

# Building Frontages

As the placement and design treatment of building frontages strongly influences the amount and quality of pedestrian activity, the study recommends general design treatments for 4 types of frontages. Each type is described below.

**Plaza & 12th Street Shops Frontage.** For streets and block fronts where commercial uses and pedestrian activity are most desired—along 12th Street and around the plaza—the study recommends that sidewalks be lined with shops, restaurants, and galleries and buildings be designed with the following:

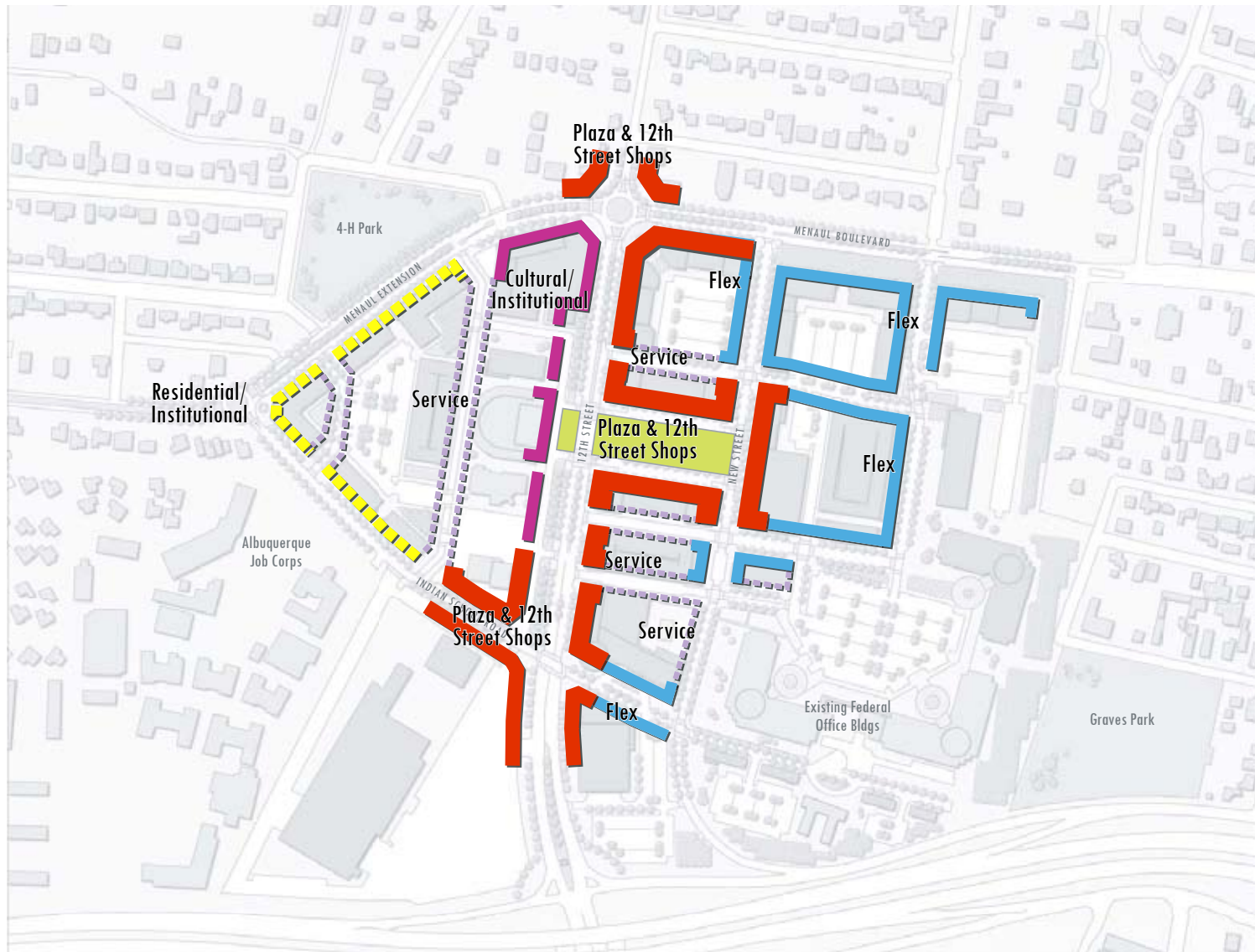
- multiple sidewalk entries matching sidewalk grade;
- generously-scaled display and transom windows;
- pedestrian-scaled signs and banners; and
- awnings or canopies for sun shading.

For these frontages, blank walls (ground floor wall surfaces without fenestration) and curb-cuts to access parking, service, and loading areas are prohibited.

**Cultural Center Frontage.** For streets and block fronts where cultural uses and pedestrian activity are desired—along the frontage of the Indian Pueblo Cultural Center—the study recommends that sidewalks be lined with buildings and landscaping, public entries to cultural facilities, and points of access to mid-block parking facilities.

**Flex Frontage.** For streets and blocks where a mix of uses and a moderate amount of pedestrian activity are desired, the study recommends frontages with lower levels of ground floor transparency, fewer building entries per block face, and limited access to service and loading areas. Parking frontage is only allowed on Flex frontages internal to the IPFDC site. For these locations where surface parking fronts a street, low screen walls and landscaping should be installed. Blank walls (ground floor wall surfaces without fenestration or entries) and curb-cuts to access parking, service, and loading areas are discouraged.

BUILDING FRONTAGES





These photos show a variety of storefront designs all of which share important characteristics—high levels of transparency at the ground level; multiple entries opening directly onto adjacent sidewalks; lively streetscape environments; and canopies, and arcades, or awnings for sun shading.

**Residential Frontage.** For street and block frontages along Indian School Road and Menaul Extension identified as appropriate for residential uses and a moderate amount of pedestrian activity, the study recommends that ground floor elevations be 18-24” above sidewalk grade and that individual units open directly onto adjacent rights-of-way. The recommendation for higher ground floor levels is intended to maintain street definition while providing for both privacy through vertical separation (residential windows above eye-level) and the informal surveillance of public space by residents. As

with the commercial frontages, blank walls (ground floor wall surfaces without fenestration) and curb-cuts to access parking, service, and loading areas are prohibited.

**Service Frontage.** For streets and block frontages where service and “back-of-house” uses are anticipated and a low amount of pedestrian activity is desired, the study identifies this fourth type of frontage where garage entries, access to drive-up windows (if allowed), parking frontage, and service and loading access are permitted.



Page 22 of 57  
 Research of 57 projects in Albuquerque and across the country illustrate how housing in urban contexts can support the creation of safe, pleasant street environments.

# Street Network & Intersection Improvements

The proposed street network is a grid of thoroughfares providing multiple entries and exits to new development on the Indian School site thereby relieving pressure on key intersections at 12th Street and Menaul Blvd and 12th Street and Indian School Road.

Menaul Blvd east of the roundabout at 12th Street is designed with a 7' parking lane on the south side, a 5' bike lane, 1 10' travel lane, a planted median, a 10' travel lane, and a 5' bike lane on the north side. Parking on the north side is not recommended to allow space for a sidewalk and planting area along the ditch. Access to the Indian School site is provided at three points along the Menaul Blvd frontage spaced approximately 500' apart. Moving east along Menaul Blvd from 12th Street, the first access point is designed as a fully-functional intersection (all turning movements allowed), the second is designed as a right-in/right/out intersection, and the third at 10th Street is designed to allow left turns from Menaul Blvd westbound but not northbound through, northbound left, southbound through, or southbound left turning movements. These movements are limited to reduce neighbor-

Menaul Extension west of the roundabout at 12th Street is with a 7' parking lane on the south side, a 5' bike lane, 1 10' travel lane, a planted median, a 10' travel lane, a 5' bike lane, and a 7' parking lane on the northside. Access to the Indian Pueblo Cultural Center site is provided at two points.

12th Street immediately south of the new roundabout at Menaul Blvd is designed with 2 southbound lanes, a landscape median, and 1 northbound lane. Further south, an additional northbound lane is added to ensure adequate access to the Indian School site and the Indian Pueblo Cultural Center. A new signalized intersection is planned at the plaza.

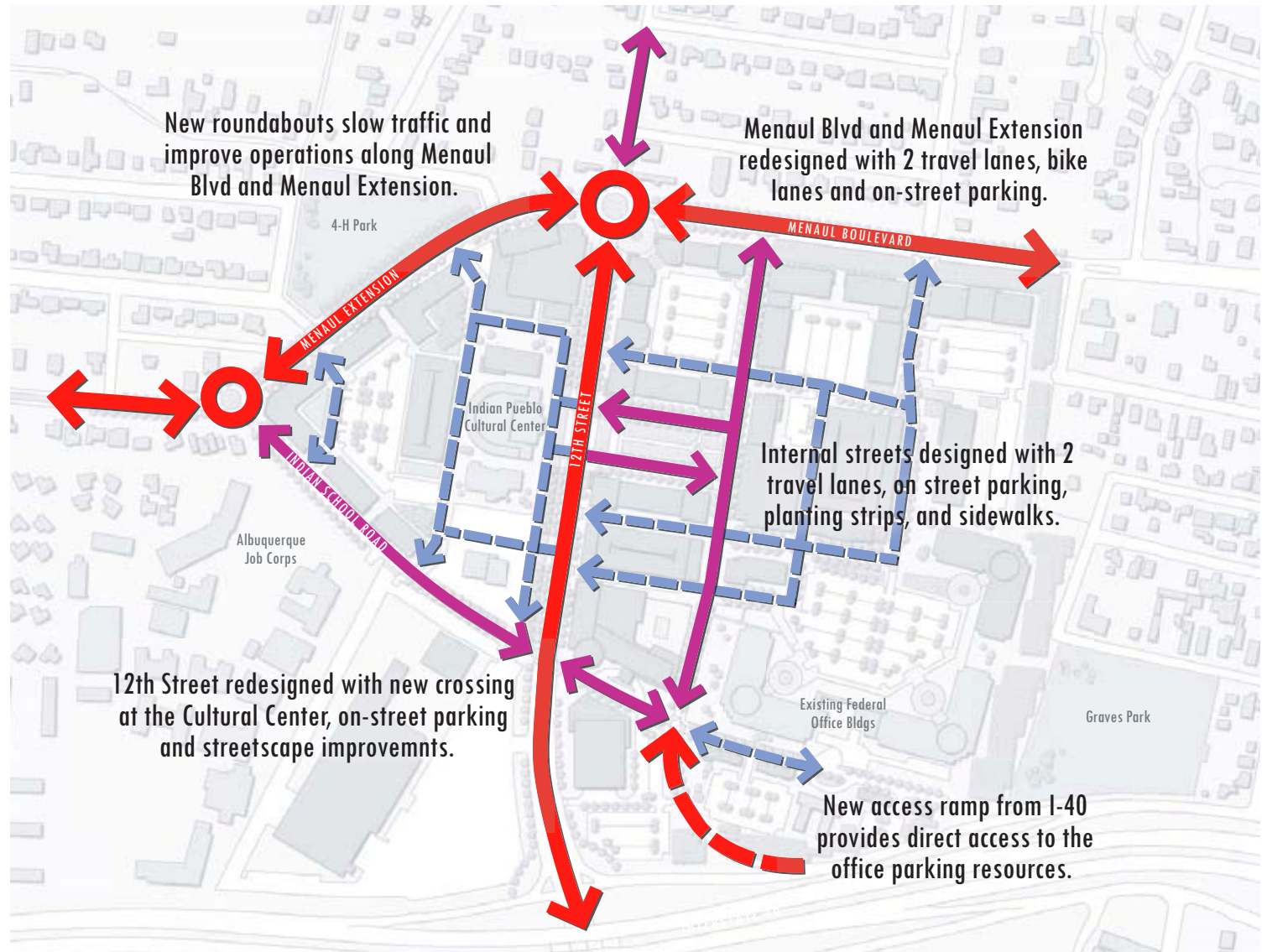
Indian School Road west of 12th Street remain essentially as currently designed but with improved sidewalks and streetscapes.

Design speed for all of these streets is 30 mph, which is consistent with the roadway geometry required for safe operation of autos, bikes, and commercial vehicles in mixed traffic.



Interior to the site, the study recommends the creation of a grid of streets with those running north-south having 10' travel lanes in each direction and those running east-west streets having 9' travel lanes in each direction. Parking lanes of 7' in width are recommended on each side of these internal streets. The one-way streets surrounding the plaza are designed with 10' travel lanes and angled parking on the storefront sides of the street. Design speed for the interior streets is 20 mph. Curve radii and other street geometry should be consistent with this design speed. The narrower streets interior to the site will still provide for safe commercial vehicle operation due to the lower traffic speeds and volumes on these streets.

STREET NETWORK



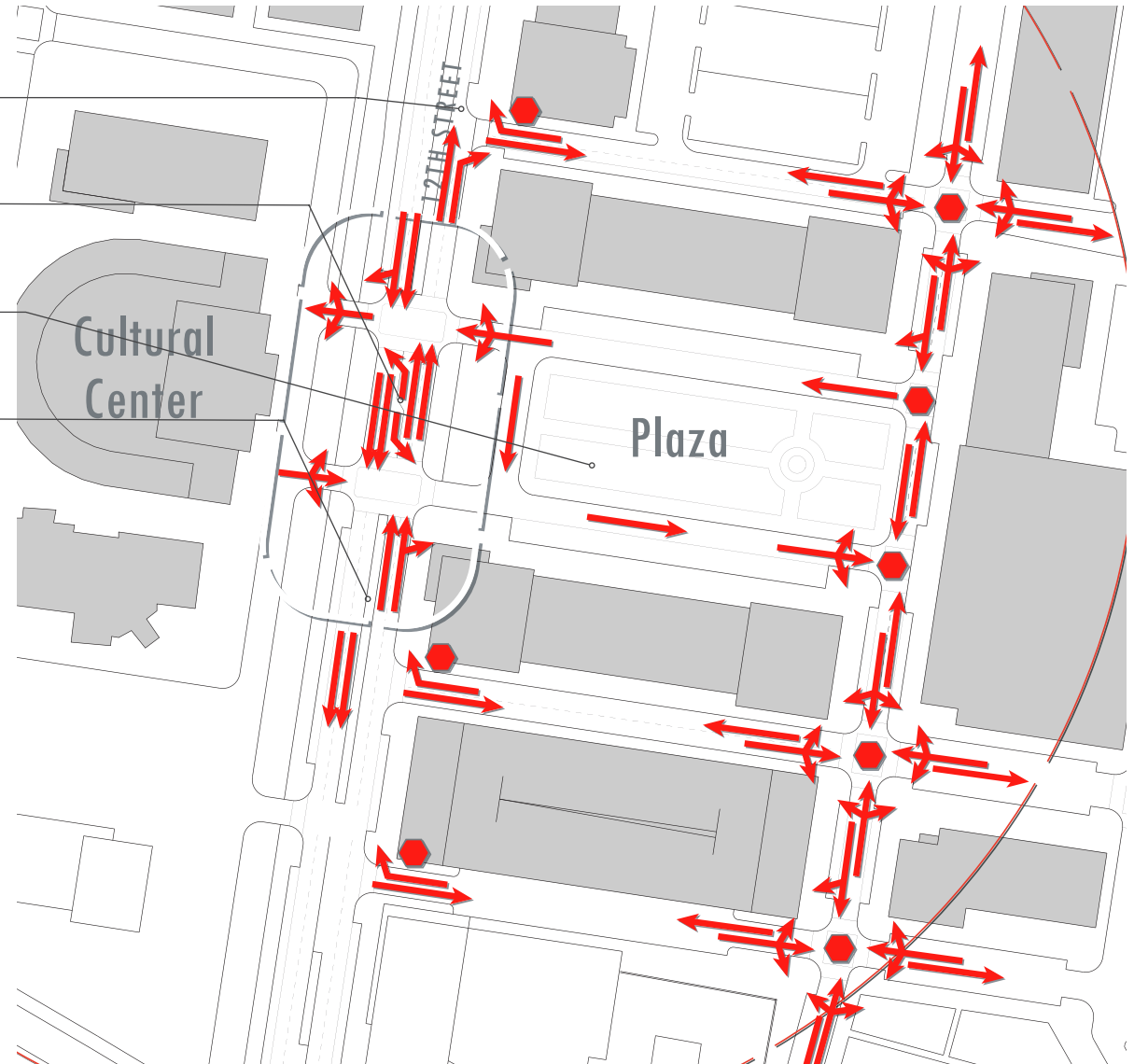
**12th STREET & PLAZA SIGNALIZED INTERSECTION**

Northbound 12th Street narrows from 2 lanes to 1 lane beyond the service drive north of the plaza

The intersection of the plaza streets with 12th Street operate as a single, signalized intersection.

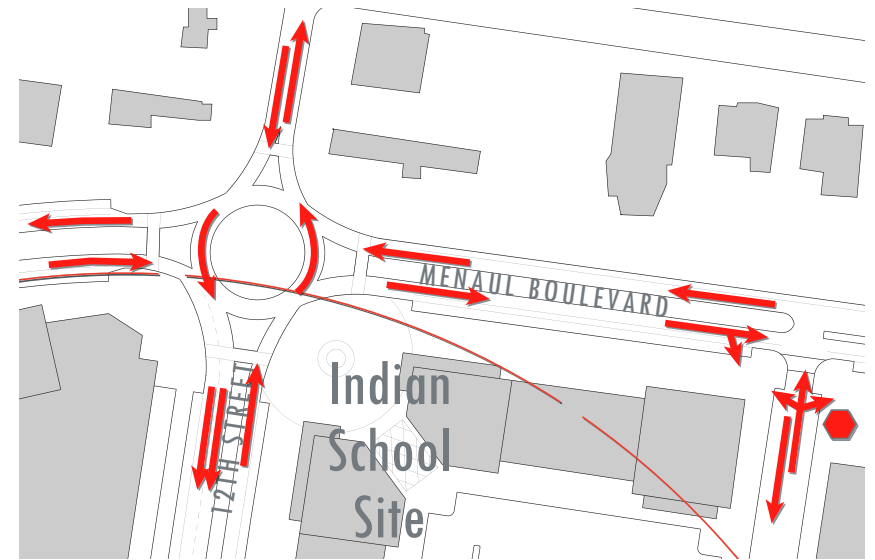
One way circulation and high-turnover angled parking is designed to support shops and restaurants.

12th Street from the service drive north of the plaza to Indian School Drive has 2 northbound and 2 southbound lanes, a center median and turn lanes, and on-street parking.



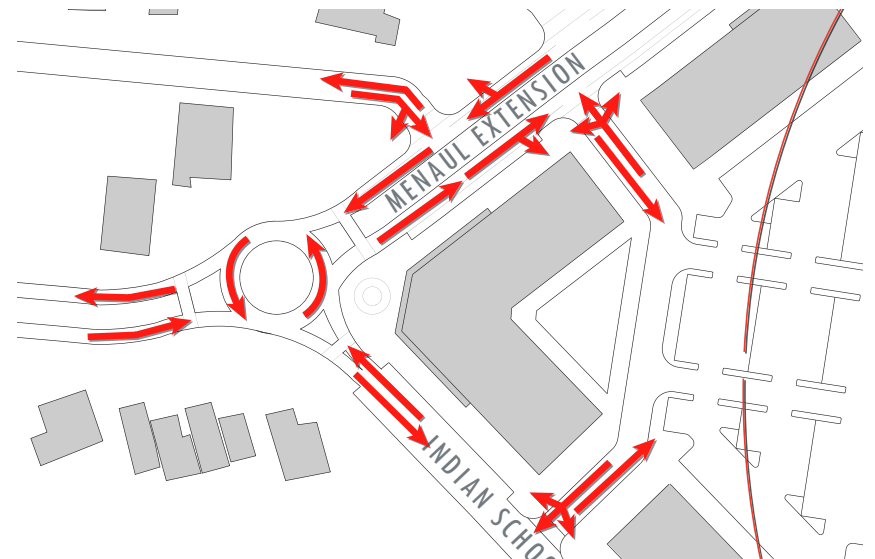
**ROUNDABOUT @ MENAUL BOULEVARD & 12th STREET**

To improve traffic flow and safety, slow travel speeds, and ease pedestrian crossings, a roundabout is recommended at Menaul Blvd and 12th Street



**ROUNDABOUT @ MENAUL EXTENSION & INDIAN SCHOOL ROAD**

To slow travel speeds and ease pedestrian crossings, a roundabout is recommended at Menaul Extension & Indian School Road

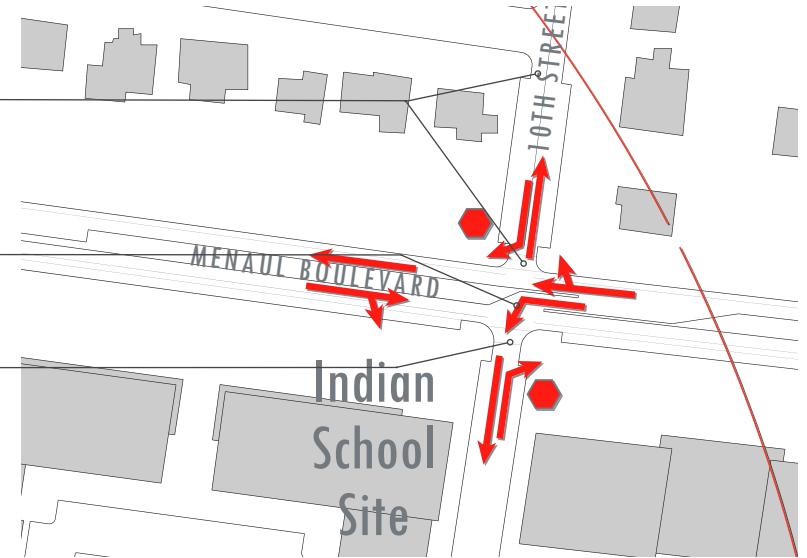


**SITE ACCESS AT MENAUL BOULEVARD & 10th STREET**

To minimize cut-through traffic entering the neighborhood on 10th Street, the plan recommends allowing only right-in, right-out movement and addition of “nubs” at intersections.

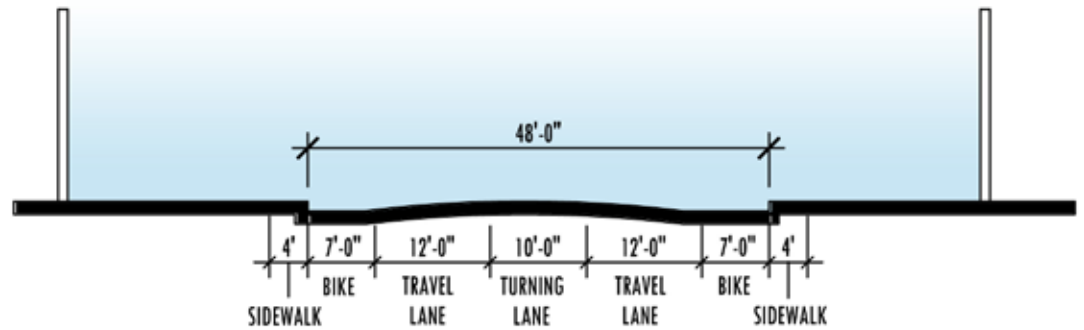
Left turns from Menaul Blvd to the Indian School site are permitted by way of a channelized turn lane.

Median blocks traffic from entering 10th Street from the Indian School site.

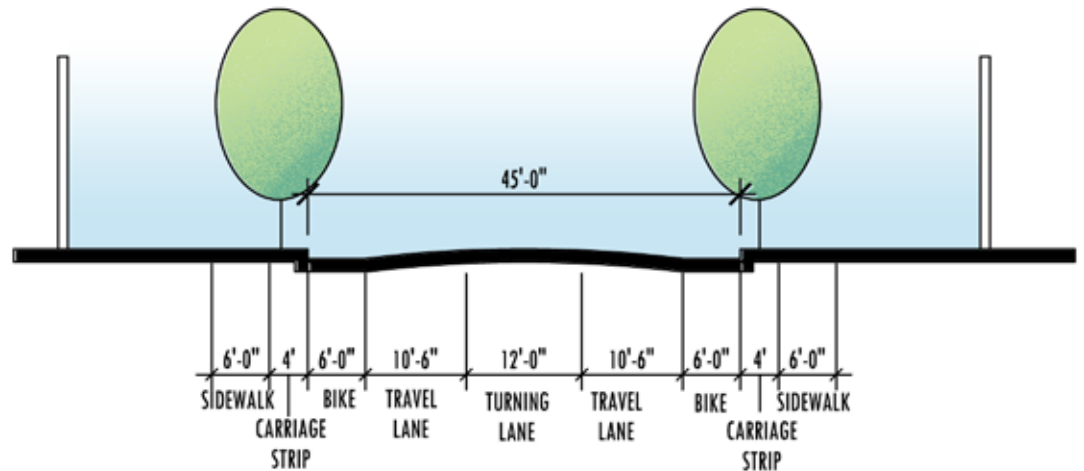


STREET SECTION | 12TH STREET NORTH OF MENAUL BLVD

Existing

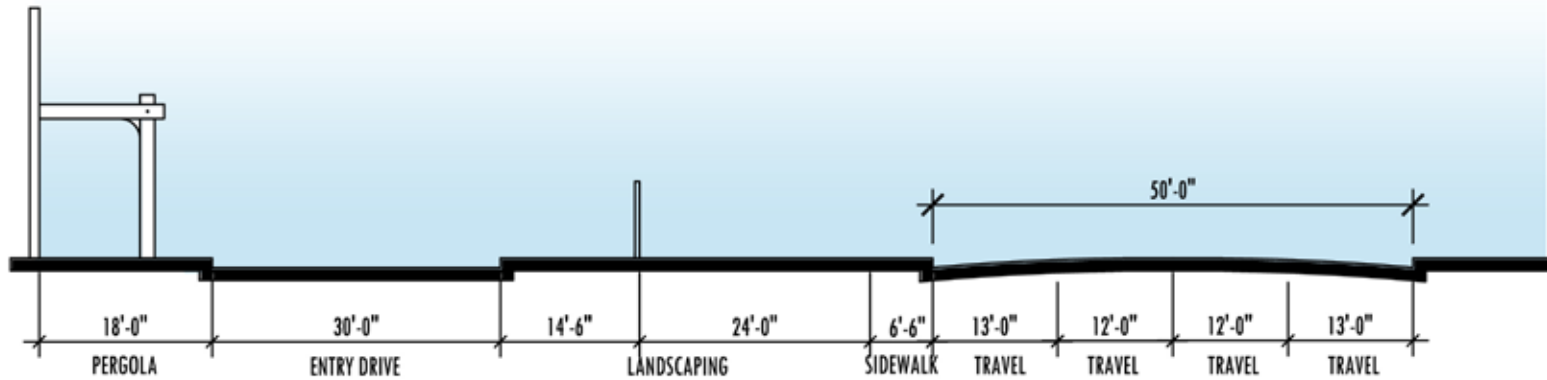


Proposed

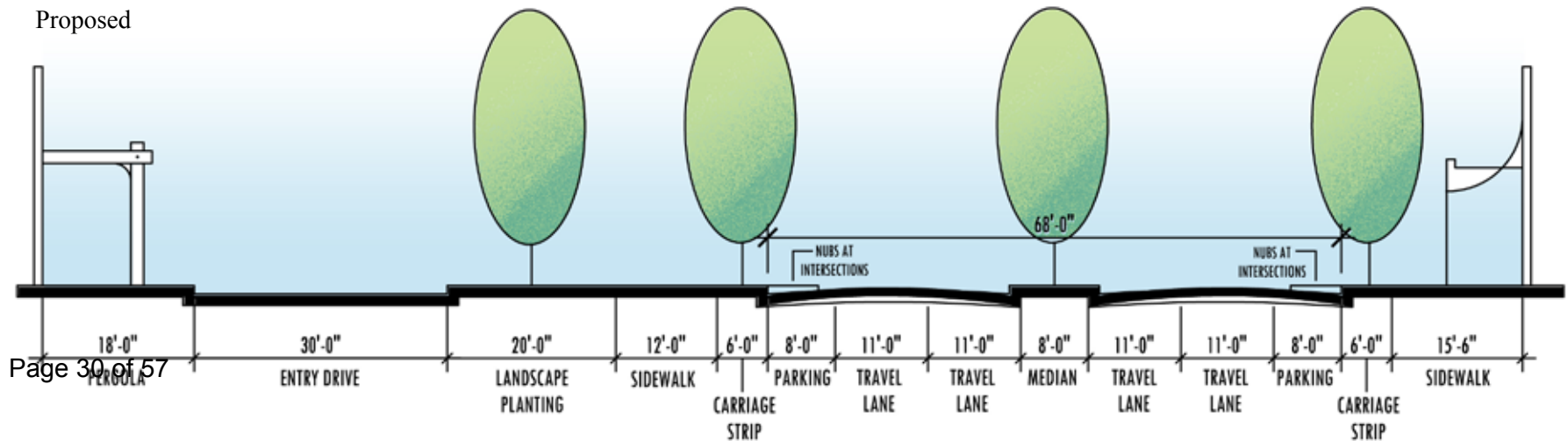


STREET SECTION | 12TH STREET AT PLAZA & INDIAN PUEBLO CULTURAL CENTER

Existing

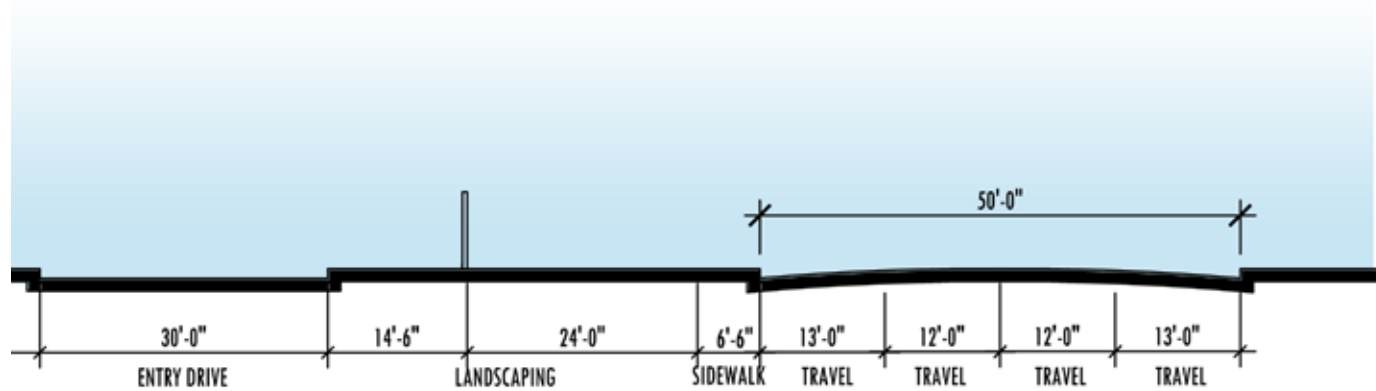


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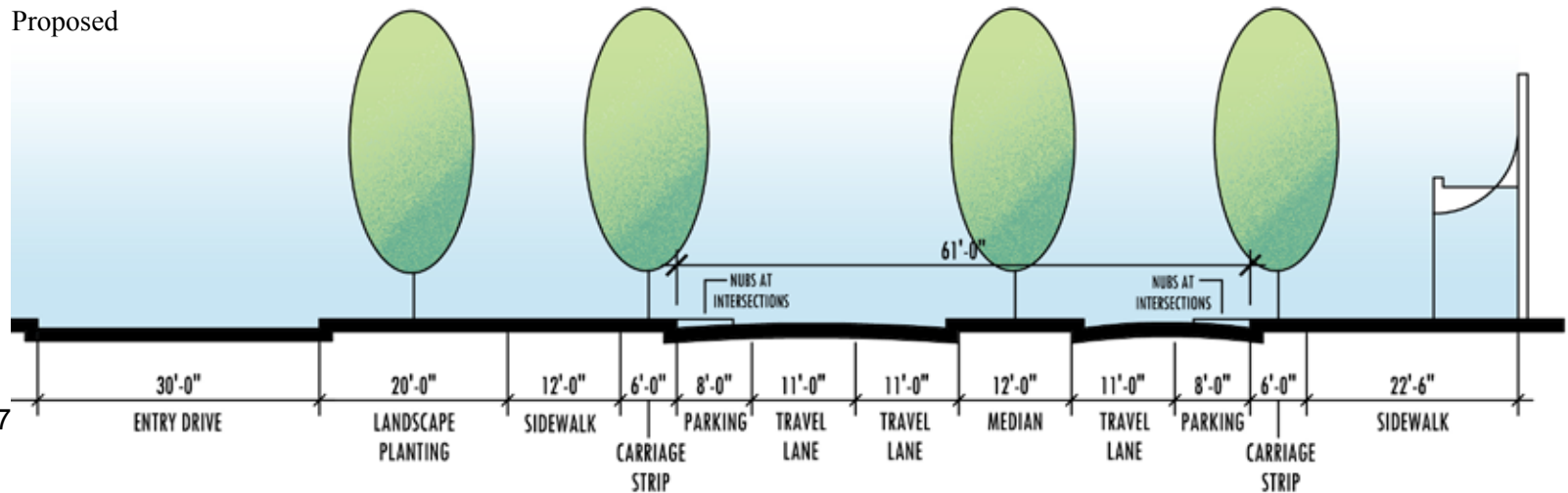


STREET SECTION | 12TH STREET NORTH SOUTH OF ROUNDABOUT

Existing



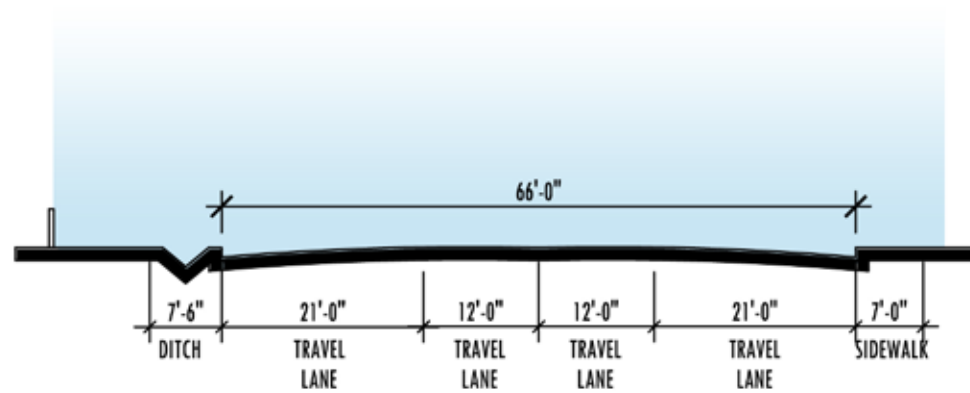
Proposed



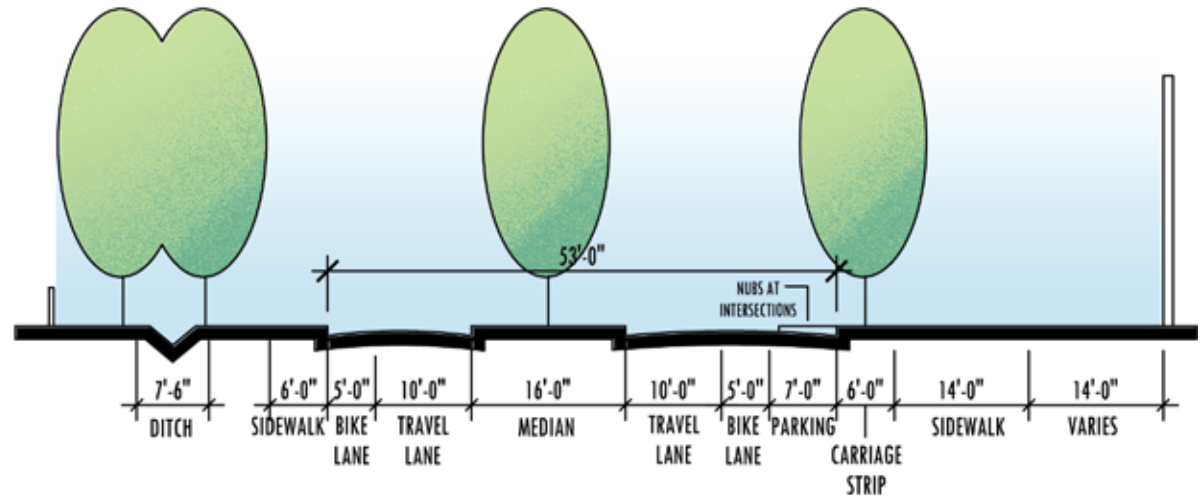


STREET SECTION | MENAUL LOULEVARD AT 10TH STREET

Existing

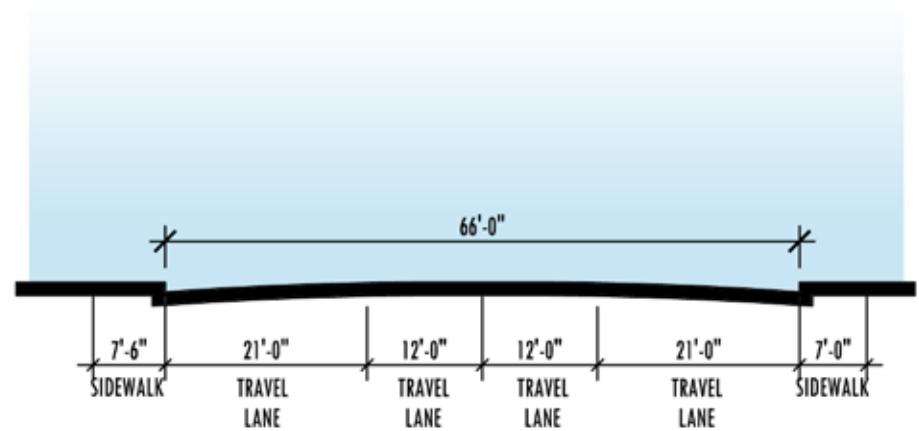


Proposed

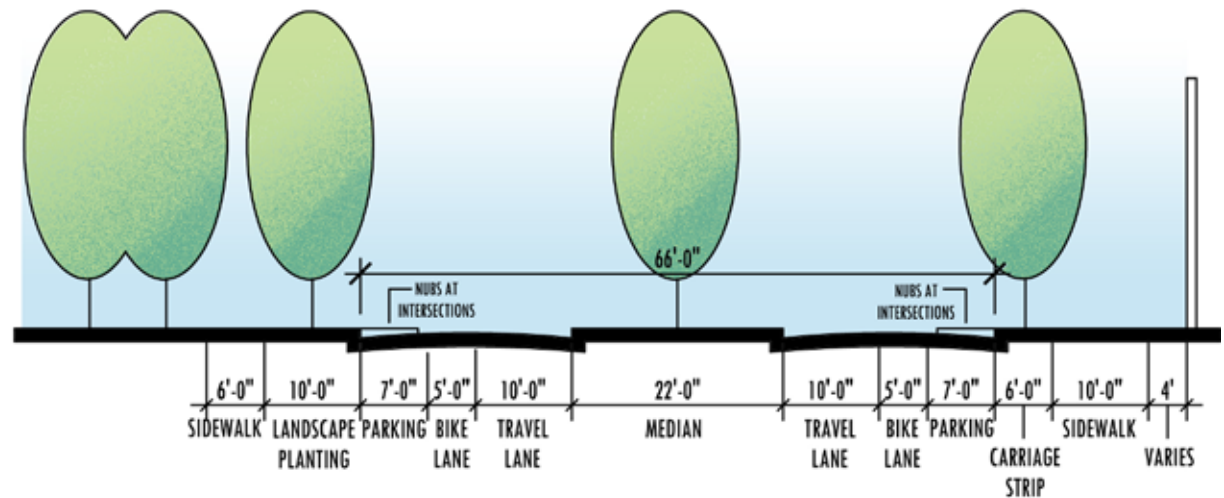


STREET SECTION | MENAUL EXTENSION WEST OF 12TH STREET

Existing

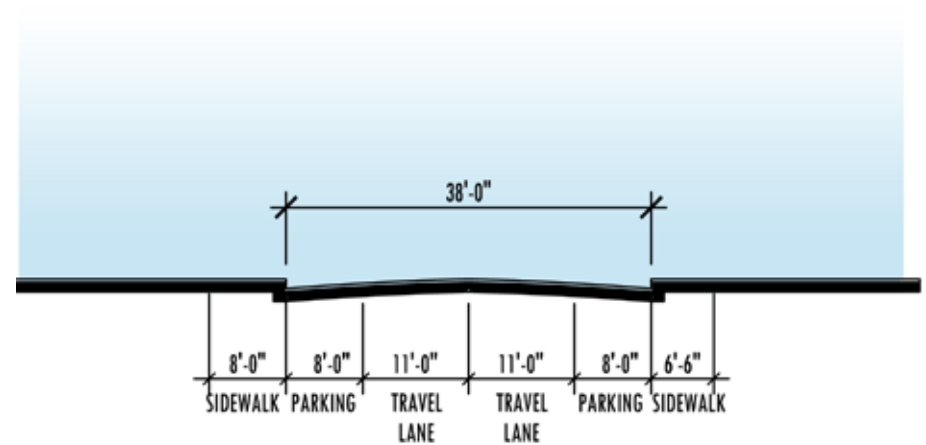


Proposed

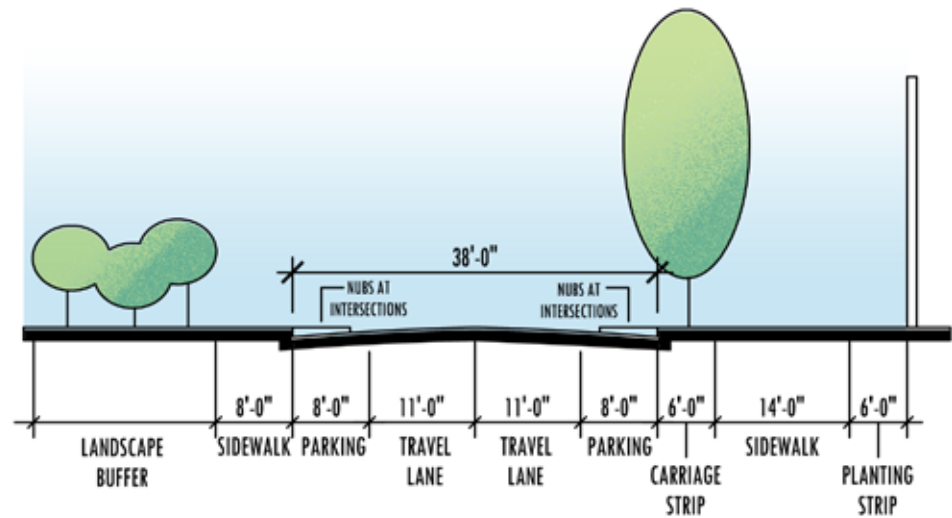


STREET SECTION | INDIAN SCHOOL ROAD BETWEEN 12th STREET & MENAUL EXTENSION

Existing

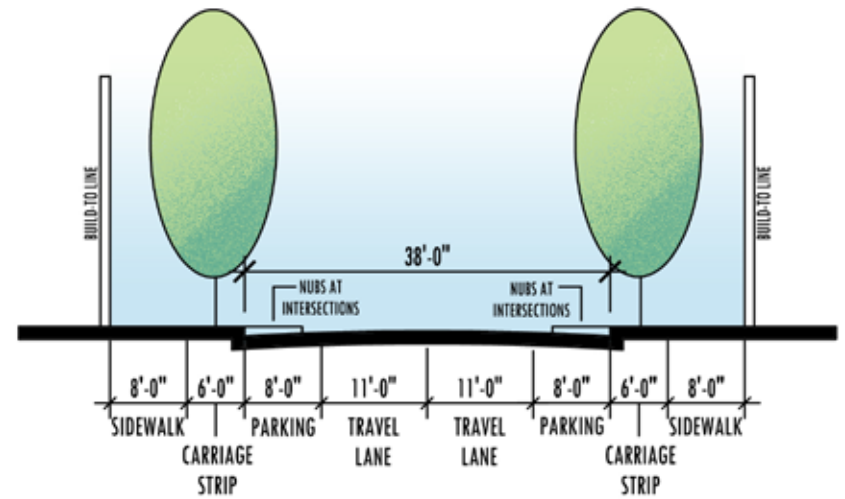


Proposed



STREET SECTION | TYPICAL INTERNAL STREET

Proposed



# Parking

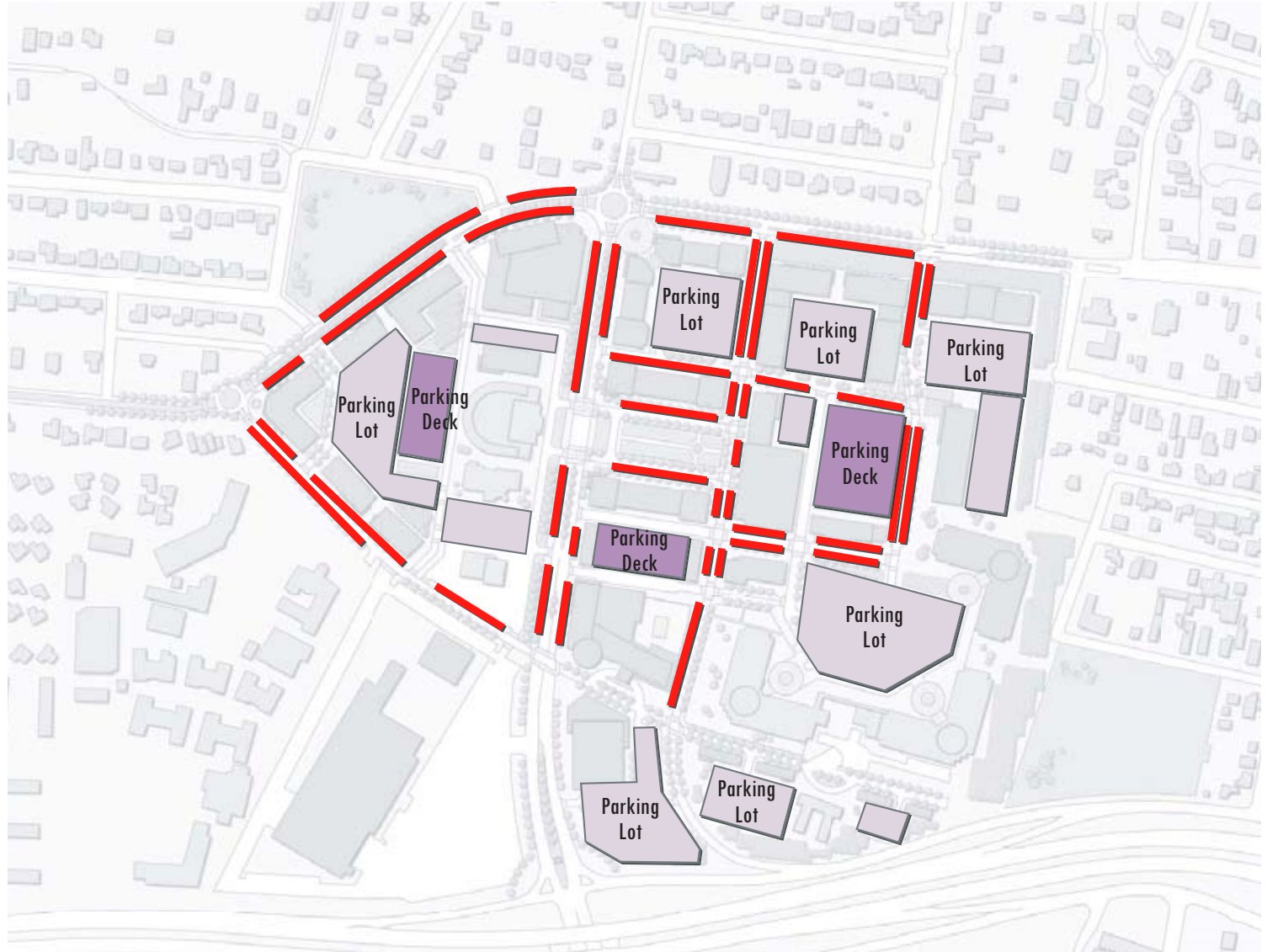
The illustrative plan indicates preferred locations for on-street parking, surface parking lots, and parking decks. As shown, on-street parallel parking is located as follows:

- on both sides of 12th Street from Indian School Road to Menaul Blvd except the segment at the plaza;
- on both sides of Indian School Road between Menaul Extension and 12th Street;
- on both sides of Menaul Extension between 12th Street and Indian School Road;
- on the south side of Menaul Blvd east of 12th Street; and
- on at least one side of most of the new streets on the Indian School site.

To provide high-turnover spaces for patrons of shops and restaurants fronting the plaza, the study recommends angle parking be provided on one side of the streets surrounding the plaza. As plans for the street network are further developed, all effort should be made to provide on-street, parallel parking along public streets and new internal streets other than those intended to serve as service drives and alleys.

The illustrative plan also shows surface parking lots and parking decks in mid-block locations to minimize their visual impact on existing public streets and avoid breaks in priority building frontages. These recommendations for the location of lots and decks are offered as general guidance—further evaluation of demand, phasing, and security requirements are required to determine optimum locations and sizes of facilities.

PARKING



# Bus Routes

As the illustration to the right shows, Route 36 runs in north only along 12th Street with 60 minute headways. This minimal level of transit service could be improved to better support the IPFDC project. At a minimum, service should be provided along both sides of 12th Street by running a route south as well as north. Route 8, for example, could be extended along Menaul Blvd to turn south on 12th Street instead of 6th Street to provide southbound transit service.

In addition, bus stop facilities should include shade and shelter, a bench or leaning rail, and of course good sidewalk connections. Bus stops should be located on the far side of the traffic signals to avoid conflicts with right-turn lanes.



# Bike Routes

An arterial bike lane system exists along 12th Street north of Menaul Blvd and 5' bike lanes are recommended for Menaul Blvd, Menaul Extension, and 12th Street south of Indian School Road. Due to right-of-way constraints on 12th Street from Menaul Blvd to Indian School Road and Indian School Road from Menaul Extension and 12th Street, the study recommends the designation of bicycle routes and the installation of share-the-road signs but not the development of exclusive bike lanes. Interior to the site, design speeds are 20-25 mph and bike lanes will not be necessary.

Bicycle parking should be provided at intervals of no less than every  $\frac{1}{2}$  block. A simple inverted "U" rack will be sufficient to provide for bicycle parking needs, although more elaborate and artistic bike parking facilities are available and encouraged. The city of Tucson, Arizona, for instance, has bike parking racks in its university area that have been fabricated from old bicycle frames and parts and serve as public art as well as bike parking facilities. Bike parking racks that reflect the character of the area in this way contribute to civic spirit as well as efficient transportation.





### **Commercial Tract as a Whole**

- Applicable Standards. Both the HOK / HPE plan standards and the IPFDC standards apply within this area. When the HOK / HPE standards address an issue that is not covered by the IPFDC standards or when both sets of standards apply to the same matter, the HOK / HPE plan standards regarding Streetscapes, Building Frontages, Street Network and Intersection Improvements, Parking, Bus Routes, and Bike Routes are the applicable design standards and take precedence over others.

### **Office Tract**

- Applicable Standards. The IPFDC Standards apply to the Office Tract.

### **PARKING**

The intent of the standards for the development of parking areas is to: mitigate heat/glare through the provision of landscaping; minimize the visual impact of parking areas; and provide accessible, safe circulation within and adjacent to the parking areas.

\*Large parking areas shall be broken into smaller parking areas with landscaped medians a minimum of 12 feet wide and logical pedestrian ways.

\*ADA-compliant parking shall be located adjacent to main building entries.

\*Clear pedestrian connections shall be provided through parking areas at a minimum width of 6 feet and shall be clearly demarcated with slightly raised and/or textured paving where they cross vehicular entrances and drive aisles. Shade trees shall be provided along pedestrian walks at approximately 25 feet on center.

\*Sidewalks and/or pedestrian path that are perpendicular and at the front of parking spaces shall be protected from overlapping cars by permanently anchored tire stops, bollards, or raising the walkway to provide for a 6-foot wide clear pedestrian area.

\*Landscaped islands shall be distributed throughout parking areas. Parking areas shall include at least one tree for every six parking spaces, and the maximum distance from any parking space to a tree shall be 50 feet. Trees located within 8 feet of the perimeter of the parking area may be counted toward this requirement, but may not be used to fulfill street tree requirements. A minimum of 75 percent of parking lot trees shall be large canopied deciduous

trees to provide shade during the summer months and reduce shading during the winter months.

**\*Parking Area Setbacks:**

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

- 10 feet from the right-of-way line of roadways
- 10 feet from the right-of-way line of other adjacent properties

\*Drive-thru facilities shall be designed so that they do not interfere with main pedestrianways or create conflicts between pedestrians and vehicles.

\*No refuse collections areas shall be allowed between any street and building front. All refuse containers shall be screened within a minimum of a 6 foot tall enclosure that is large enough to contain all refuse generated between collections. The design and materials for refuse collection enclosures shall be compatible with the architectural theme of the site.

\*Parking areas shall be screened from adjacent streets and properties by providing a landscape strip between parking lots and public rights-of-way. The landscape strip shall be a minimum of 10 feet in width and shall be designed with a combination of plant materials, walls or fences, and/or earthen berming. Such screening shall have a minimum height of 3 feet.

\*Transformers, utility pads, and telephone boxes shall be appropriately screened with walls and/or plant materials when viewed from the public right-of-way. Screening materials shall not limit access for maintenance purposes by utility companies.

## BICYCLE FACILITIES

\*Bicycle parking for employees and others shall be provided to promote alternative vehicle use. One bicycle rack space per 20 parking spaces is required, and shall be conveniently located near building entrances, but not within pedestrian pathways or landscape areas.

\*Bicycle facilities shall comply with the governing city ordinance.

## SITE PLANNING EXEPTIONS

Where a vestibule or other projecting entryway is provided, the depth of the vestibule or entryway may be included in the sidewalk calculation, provided 6 feet of sidewalk is located in front of the vestibule or projecting entryway in order to allow pedestrian connectivity along the entire length of the façade.

## SITE PLANNING

The intent of the following guidelines is to create pedestrian-friendly environments for employees and visitors. A goal is to enhance the opportunities for social interaction and the exchange of ideas.

\*As individual parcels are created, cross access easements shall be provided between adjoining parcels.

\*The following design standards are applicable to office/institutional and commercial retail/services uses:

### \*Sidewalks

a) Sidewalks, a minimum of 10 feet in width, shall be provided along the entire length of major façades containing primary entrances. The width of the sidewalk shall be increased as follows:

\*Ten feet in width for buildings up to 30,000 square feet.

\*For buildings greater than 30,000 square feet, the width of the sidewalk shall increase at the rate of one foot in width per 10,000 square feet of building size to a maximum required width of 15 feet.

b) The width of the required sidewalk may vary along the entire length of the façade provided the average required width is maintained and provided the width of the sidewalk along the façade does not fall below 10 feet.

c) A six foot wide clear path shall be maintained along the sidewalk at all times. Site amenities, cars, landscaping and other uses of the sidewalk may not encroach upon the six-foot clear width.

d) The building's overall footprint will be considered the area for calculation of sidewalk width. A collection of smaller buildings linked by common walls will be considered as one building.

e) Amenities, landscaping, vending and customer pick-up may be incorporated into the width of the sidewalk as long as they do not encroach upon the clear width as stated above.

f) Patios, plazas, courtyards, and other outdoor activity or seating areas shall be shaded (25 percent minimum, 50 percent maximum) from summer sunlight by tree canopies and/or shade structure that is architecturally integrated with the building.

g) Pedestrian connections (minimum 6-foot clear path) shall be provided from each building to the internal circulation system and to adjacent roadways. Shade

## Exhibit B-3 FS/ O-05-98 IPFDC Design Standards and Guidelines

trees shall be provided along the pedestrian connection at an interval of 25 feet in planters that have a minimum interior dimension of 5' x 5'.

- h) Pedestrian links between parking areas and buildings shall be clearly visible and highlighted with an alternative textured paving material and signage.
- i) Pedestrian pathways, at a minimum, shall be 10 feet wide where there is overlapping parking on two sides; 8 feet wide where there is parking on one side; and 6 feet wide where there is no adjacent parking.
- j) All pedestrian pathways (sidewalks and trails) shall be designed to be accessible to the handicapped (see Americans with Disabilities Act criteria for barrier free design).
- k) A difference in paving material, color, or pattern shall be provided at entry drive crosswalks to bring attention visually and tactilely for safe pedestrian crossing.
- l) Paving of primary pedestrian connections and primary outdoor activity areas shall use patterned, stained or integrally colored concrete, and/or concrete inlaid with tile, concrete pavers, brick pavers and/or stone pavers.

### SITE LANDSCAPE

\*Landscape plans must comply with the City's Water Conservation Ordinance and Pollen Ordinance.

\*A minimum of 15 percent of the site area (minus building square footage) shall be devoted to landscape materials. Organic landscape material shall provide coverage per City ordinances at a minimum.

\*A mixture of drought tolerant species and lawn areas shall be used at landscaped areas and in conformance with the City's Water Conservation Ordinance. Live plant materials shall, at a minimum, comply with city ordinances.

\*Gravel, mulch, cobble, bark, and similar materials are acceptable as a top dressing for landscape areas; however, they are not to be considered a focal landscape element.

\*A minimum 15-foot wide landscape buffer shall be provided along property lines, which abut any residential zones. Within the required setbacks, trees shall be planted at a minimum spacing of 25 feet. Selected trees shall be capable of reaching a minimum height of 25 feet at maturity. Seventy-five percent of the trees shall be coniferous (evergreen). Note: the requirement regarding coniferous trees only applies to the landscape buffer on the east side of the

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property roughly between Towner Ave. and just south of Prospect Ave where the property line adjoins a residential parcel.

\*Minimum plant materials sizes at the time of installation shall be as follows:

- Canopy trees—2" caliper B&B
- Evergreen trees—8 foot minimum height
- Accent trees—1 1/2" caliper B&B
- Shrubs and groundcovers—1 gallon minimum
- Low water use turf shall be provided at a maximum of 40 percent of the landscape area. High water use turf, if used, shall be limited to no greater than 20 percent of the landscape area.

\*Landscape materials shall be used as a transition between land uses, with specific attention given to the transition between commercial or office and residential uses. A minimum 15 foot landscaped buffer is required between commercial or office and residential uses. This buffer is to be accommodated on the commercial or office site.

\*Street trees (located within the public right-of-way or within 20 feet from the back of curb) shall be installed at a frequency of 30 feet per linear foot of street frontage (including driveway locations). They can either be randomly or evenly spaced; however, there shall be no more than a 50 foot gap between groupings.

\*High water use turf grass areas shall not comprise greater than 20 percent of the landscape area. Turf grass shall not be planted on slopes greater than 4:1 to prevent water waste.

\*Landscape areas shall be a minimum of 36 square feet and a minimum interior width of 5'-0" or 6'-0" x 6'-0" outside curb dimension.

### SUGGESTED PLANT PALETTE

The suggested plant materials for this project were selected based on qualities such as cold hardiness fast growth rate, minimal maintenance requirements, water conservation, and aesthetic appeal.

#### \*Street Trees

Fleditsia spp. Honeylocust varieties  
Pinus nigra Austrian Pine  
Pistachia chinensis Chinese Pistache  
Platanus wrightii Arizona Sycamore (not in Commercial Tract)  
Prunus spp. Flowering Plum varieties  
Robinia x ambigua Purple Robe Locust  
Flowering crab apple,

Bradford pear

\*General Use Plant Materials

Trees

Chilopsis linearis Desert Willow

Chitalpa tashkentensis Chitalpa

Cupressocyparis leylandii Leyland Cypress

Forestiera neomexicana New Mexico Olive

Frasinus spp Ash varieties

Gleditsia spp. Honey Locust varieties

Koelreuteria paniculata Goldenrain Tree

Pinus edulis Pinon Pine

Pinus Nighra Austrian Pine

## PEDESTRIAN FEATURES

Major facades shall incorporate at least two of the following features along no less than 50% of the length of the façade. Such features shall be distributed along the length of the façade in order to avoid creating a blank façade greater than 30 feet in length. Major facades containing service areas will not be required to provide pedestrian features in front of the service area.

- a) Display windows, provided the sill height does not exceed 42 inches above the finished floor and the overall glass height is a minimum of 48 inches. Where windows are provided, they shall not be mirrored or opaque along the ground floor.

### Doors/Entrances

- b) Portals, arcades, canopies, trellises, awnings associated with windows (windows do not have to comply with dimensions specified in (a) above), or other three dimensional elements that provide shade and/or weather protection.
- c) Raised planter a minimum of 12 inches and a maximum of 28 inches in height, located adjacent to the façade, with living, vegetative materials such as ornamental grasses, vines, spreading shrubs, flowers, or trees over at least 75% of the planter. Coverage shall be calculated from the mature spread of the plants.
- d) A minimum 15-foot wide landscaped area planted adjacent to the façade. One (1) shade tree for every 50 linear feet of façade shall be provided in the landscaped area. Shrubs and/or groundcover shall cover at least 75% of the landscaped area measured from the mature spread of the plants.

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- e) Shade trees, provided at one tree for every 25 linear feet of the entire façade which may evenly spaced or clustered along the façade. Trees shall be placed within defined planting areas that have a minimum interior dimension of 36 square feet and a minimum width of four feet. Provision of trees will not fulfill off-street parking or street tree requirements.
- f) Any other treatment that meets the intent of this section and that meets the approval of the Planning Director or his designee.

### PUBLIC SPACE

Applicable to buildings 60,000 square feet or greater. A collection of smaller buildings linked by common walls shall be considered one building.

One public space area, a minimum of 400 square feet, shall be provided for every 30,000 square feet of building space. The public area shall be privately owned and maintained and should typically contain seating and shade. Public space areas are prioritized so that (a) below is required of the first 30,000 square feet. In addition to (a), public space areas may contain one or a combination of the following features:

- a) outdoor plaza, patio or courtyard with seating and shade covering a minimum of 35% of the area
- b) pocket park with seating and shade covering a minimum of 24% of the area
- c) sculpture or other artwork
- d) fountain or some other water feature
- e) playground or other recreational amenity
- f) any other amenity that meets the intent of this section and that meets the approval of the Planning Director or his designee
- g) patios, plazas, courtyards and other outdoor activity or seating areas shall be shaded (25 percent minimum, 50 percent maximum) from summer sunlight by tree canopies and/or shade structure that is architecturally integrated with the building
- h) asphaltic paving shall only be used in parking/service areas, drives and bicycle trails. The design of all trails shall comply with the AASHTO 1999 Guide for the Development of Bicycle Facilities, and shall be coordinated with the City's designated Trails Planner.

- i) Stabilized crusher fine surfaces may be considered for secondary pedestrian pathways or plazas.

## SCREENING

Roof-mounted mechanical equipment shall be screened from the public right-of-way by parapet walls or structural features. The minimum height of the parapet walls or structural features shall be as follows:

- a) All roof top appurtenances shall be below the top of the parapet, or architecturally screened with a visually solid surround that is compatible with the predominant building materials and color. Roof penetrations that are not architecturally screened with a visually solid surround shall be painted to match roof color or general building color. All ground-mounted equipment and roof-mounted equipment shall be architecturally screened and enclosed, with the top of the equipment below the top of the screen. This includes, but is not limited to: water meters, gas meters, electric meters, exposed conduit, cabling and wiring.
- b) Wall-mounted mechanical and electrical equipment on major facades is discouraged. If used, it shall be screened by dense evergreen foliage or by other acceptable screening devices. Wall-mounted mechanical equipment on non-major facades shall be painted to match the color of the subject building or screened by other acceptable screening devices.
- c) Ground-mounted mechanical and electrical equipment, excluding transformers, adjacent to a major façade shall be screened through the use of walls, earth berms, dense evergreen foliage or other acceptable screening devices.
- d) Loading areas shall be screened with solid walls which are a minimum of six feet in height when measured from the finished grade exterior to the loading area. The distance of the screening wall from the loading area shall not exceed 100 feet.
- e) Loading dock areas shall be screened and partially enclosed through the use of side walls and landscaping. Screen walls shall be a minimum of six feet in height.

## MAJOR FAÇADES GREATER THAN 100 FEET IN LENGTH

In addition to the requirements set forth in the Sections (a-g) above, buildings containing major facades greater than 100 feet in length shall incorporate outdoor seating adjacent to at least one of the facades, a minimum of one seat per 25 linear feet of building façade. Each seat shall be a minimum of 24 inches in length and 15 inches in height. Benches, raised planters, ledges or similar



seating features may be counted as seating space. If the outdoor seating is located on the south or west side of the building, at least 25% of the seating area shall be shaded.

#### FOLLOWING DESIGN STANDARDS ARE APPLICABLE TO ALL NON-RESIDENTIAL USES

##### Building Entrances

- a) Primary entrances along major facades shall be clearly defined with façade variations, porticos, roof variations, recesses or projections, or other integral building forms.
- b) The major public entry to each building should face the internal common drive or public street that is established by the business address. Provisions for a second “front door” should be provided to access the commons area.
- c) The entry façade of all buildings shall have architecturally integrated awnings, canopies, or portals that provide shade and shelter to pedestrians, and a sense of arrival. Alternatively, shade trees may be provided at intervals of 25 feet in planters with a minimum interior dimension of 5' x 5'. Special consideration shall be given to roof structures, including materials
- d) Entries shall be clearly defined and connect to pedestrian linkages.
- e) Entryways shall be distinguished by lighting in order to enhance the perception of surface variety.
- f) Plan Arrangement Opportunities [Applies to Office Tract Only]: Open courtyard designs shall be employed in order to form transitions between parking areas and building facades. Building access and entries must be easily accessible from the surrounding buildings and should be visible from the street through open passages (such as garden courts).

##### Building Articulation/Design

Major facades greater than 100 feet in length shall break up building mass by including at least two of the following architectural features in a through g:

- a) wall plan projections or recesses of at least 2 feet in depth, occurring at least every 100 feet and extending at least 25% of the length of the façade
- b) a vertical change in color, texture or material occurring every 50 linear feet and extending at least 20% of the area of the façade

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- c) an offset, reveal, pilaster or projecting element, no less than two feet in width and projecting from the façade at least six inches and repeating at minimum intervals of 30 feet
- d) three dimensional cornice or base treatments
- e) art such as murals or sculptures to be coordinated through the City's Arts Program
- f) a change visible roof plane or parapet height for every 100 feet in length; however, each distinct roof plane does not have to equal 100 feet in length
- g) Any other treatment that meets the intent of this section and that meets the approval of the Planning Director or his designee.
- h) Edge treatments shall "step down" to relate to the scale of pedestrians: reduce the scale of the building edge by stepping down to the street.
- i) Buildings shall employ variety in structural forms to create visual character and interest. Avoid long, unarticulated facades. Facades should have varied front setbacks with fenestration, material change, canopies, piers, and other architectural elements to create offsets on facades.
- j) Columns, arcades, corner articulation, overhangs, awnings, marquees, gutters and scuppers, breezeways, and soffits shall be carefully dimensioned and detailed to provide a human scale and visual interest.
- k) ATMs shall be architecturally integrated with building design.
- l) Drive-through facilities shall be shaded with architecturally integrated canopies.
- m) No generic franchise building elevations or canopies are permitted.
- n) Building design and construction shall be used to create a structure that is attractive on all sides, rather than placing all emphasis on the front elevation of the structure. Finished building materials shall be applied to all exterior sides of buildings and structures.
- p) Any accessory buildings and enclosures, whether attached or detached from the main building, shall, be of similar compatible design and materials.

- q) Pre-engineered metal buildings with masonry or equivalent skin applied to facades are allowed, provided they are architecturally compatible.

#### PROVISIONS FOR EMPLOYEES

Buildings requiring six (6) or more water closets, based on Table A-29\_A, Appendix Chapter 29 of the Uniform Building Code (attached as Appendix K of the Zoning Code), shall provide outdoor gather space for employees. Such space shall be a minimum of 300 square feet with seating and shade covering a minimum of 25% of the area.

EXCEPTION: The provision for employees will not be required if an outdoor plaza, patio, courtyard or pocket park are provided as part of the development plan in accordance with the Pedestrian Features section above.

#### ACCESSORY BUILDINGS

Any accessory building and enclosures, whether attached or detached from the main building, shall be of similar compatible design and materials.

#### DRIVE-UP SERVICE WINDOWS

a) Drive-up service windows shall be oriented away from pedestrian areas, residentially-zoned areas and public streets where possible. In cases where drive-up service windows face these areas, screening shall be provided. Screening may be in the form of walls, earth berms, or evergreen landscaping or a combination there of and shall be a minimum of three feet in height. Where walls are provided, a minimum 3-foot wide planting strip with live vegetation shall also be provided on the pedestrian or residential or public street side.

b) Drive-through facilities shall be shaded with architecturally integrated canopies.

#### GAS FUELING CANOPES

Gas fueling canopies and canopy fascia shall be similar in color and texture to the major building on site. All under-canopy lighting shall be recessed so that no light lens projects below the canopy ceiling. The canopy façade shall not be internally illuminated.

#### WALLS AND FENCES

Walls and fences abutting a public right-of-way and exceeding 50 feet in length shall contain variations in surface and pattern to create visual interest. This may

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be accomplished by providing openings or variations in the heights, alignment, setback or building material every 30 feet or by providing shrubs or vines over at least 1/3 the length of the wall or fence. Razor, concertina wire, barbed wire, chainlink, and plastic vinyl fencing are prohibited.

### MATERIALS AND COLORS

a) Buildings shall convey solidity and durability and employ high quality materials. Materials and colors shall pay homage to the vernacular architecture of the area. Acceptable materials include: stucco, concrete, (sand blasted or finished surface), stone, split faced block, burnished block, integral colored CMU, glass curtain wall, glass block, brick, exterior ceramic tile, architectural metal panel and EIFS. Architects shall use those materials traditionally used in the Albuquerque or New Mexico area.

b) Acceptable colors include those taken from the native New Mexican landscape palette, such as: Sand, Beige, Tan Terracotta, and Sage Green. All colors shall be approved by the IPFDC or its designee.

c) Prohibited building materials include the following:

- \* Plastic or vinyl building panels, awnings, or canopies and fences concertina
- \* Exposed, untreated precision block or wood, chain-link, or barbed wire fences
- \* Highly reflective surfaces
- \* Exposed, untreated precision block walls
- \* Attached mansard roofs on small portions of the roofline

d) Accent colors and materials can bring out detailing to better articulate or give scale to a building. There include the colors of glazed tile, wood trim, tile roofing, paint, metal and accent details. Accent colors at stairs, balconies, and perimeter walls are to be compatible with streetscape and perimeter walls.

\*Sustainability: green architectural design is encouraged. The use of sustainable design principles, environmentally responsible building concepts, and earth friendly products shall be encouraged.

### SERVICE/LOADING AREAS

It is assumed that most, if not all buildings will have a service and/or a loading area. All service functions should be screened from views on all sides. This includes but is not limited to; exterior refuse facilities, mechanical equipment, storage yards, and loading docks. Screens shall be visually solid and be compatible with the overall buildings design, color, and primary materials. Gates shall be opaque; chain link gates are not permitted.

### CONTEXT

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New buildings shall be designed to harmonize with adjacent buildings in the development.

### ARCHITECTURE

In general, all buildings shall comply with the current City of Albuquerque Zoning Code.

### LIGHTING

A consistent theme for the lighting fixtures within the streetscape and common areas will contribute significantly to the overall aesthetic character. Safety and security should be the primary design consideration, as well as the daytime appearance of the light fixtures.

\*Lighting shall be fully shielded horizontal lamps so that no fugitive light may escape beyond the property line and no light source shall be visible from the site perimeter.

\*Height standards for light fixtures are as follows:

- ° Parking area light fixtures shall not exceed 20 feet
- ° Lighting fixtures for walkways and entry plazas shall not exceed 16 feet.

\*Controlled, directional lighting should be used to highlight public spaces and walkways. The use of walkways level lighting, such as wall pocket lights or bollard lights, is encouraged to accent pedestrian areas.

\*Fixture style and design shall be compatible and consistent with the lighting design of other projects within the development and be on automatic timing devices.

\*The pattern of light pooling from each fixture shall avoid glare or reflection on adjacent properties, buildings, or roadways.

\*Exterior fixtures shall relate stylistically to the architecture of the adjacent buildings.

\*Uplighting fixtures to highlight trees, walls and architectural features shall be limited to 100 maximum wattage per fixture, and shall be designed to comply with the New Mexico Night Sky Protection Act.

\*Searchlights, spotlights, and floodlights are prohibited.

### SCREENING / BUFFERING

\*Mechanical equipment and refuse enclosures, whether on roof areas or at street level, shall be fully screened from pedestrians or street level motorists. Screening shall be compatible with materials and design of the building.

\*Loading area shall be screened – from public view by walls, trellises, or landscaping. Passenger loading areas do not require screening.

\*The use of chain link, razor or barbed wire, wood fencing or plastic vinyl fencing is not permitted.

\*Refuse enclosures shall be adjacent to the building and screened with walls of the same or architecturally compatible material as the building itself.

\*Walls or landscaped berms 2-1/2 to 3 feet in height shall be provided to screen parking areas adjacent to public streets. Walls, if used, shall be designed to integrate with building materials and colors. [Only walls can be employed in the Commercial Tract]

## SIGNAGE

The following signage criteria create a sense of arrival to the development and establish a quality visual impact.

\*The Developer shall provide entry monument signs for the project to create a sense of arrival and to contribute to the unique identity of the project.

\*Individual sites are allowed one Monument-style sign per street frontage. The sign shall not exceed 50 square feet in area, or 4 feet in height, and shall be architecturally integrated with the building color and materials. In addition, materials similar to those used at the primary project entries shall be used, although individual expression is allowed. [Monumental signs only can be located within the Carriage Strip in the Commercial Tract and must be set perpendicular to the street.]

\*Directional signs may be provided, at the discretion of the Developer, to direct visitors to particular businesses. Directional signs shall not exceed 10 square feet in area, or 4 feet in height.

\*All signage at the project entries shall be coordinated in order to have the same appearance (height, size, color, material, text height, and style, etc.)

\*Building mounted signs shall consist of individual channelized or non-flashing neon letters. With the exception of logo images, no illuminated plastic panel signs are allowed.

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\*Building mounted signs shall not exceed an area of 6 percent of the façade to which it is attached. Maximum letter size shall not exceed 5 feet in height, and maximum logo size shall not exceed 5' x 5' for major buildings and 2 feet in height and maximum logo size of 2' x 2' for other buildings.

\*Signs, which are directly spotlighted, may be provided there is no glare on the street or upon adjacent property or that the light does not distract motorists and comply with the New Mexico Night Sky Protection Act.

\*Signs should identify only the name and business of the occupant or of those offering the premises or sale or lease.

\*Prohibited signs include the following: those consisting of banners, pennants, ribbons, streamers, strings of light bulbs and spinners (except during holiday season or special thematic event); brashly colored signs with moving or flashing lights; signs which are animated in any manner; portable signs; off-premise signs referring to a business of merchant not doing business on the premise where the sign is displayed.

\*Façade mounted signs are limited to three sides of a building and not face adjacent residential zoning.

### WIRELESS TELECOMMUNICATIONS FACILITIES

Wireless telecommunications facilities are allowed within the site; however, the visual impact of these facilities should be minimized by architecturally integrating them with proposed buildings, structures, and landscaping. The following standards are consistent with the City Zoning Code. Where conflicts exist between these Design Standards and the Zoning Code, the more restrictive shall apply.

\*The maximum height for a co-located facility is 75 feet.

\*Antenna, if used, shall be integrated into the building architecture.

\*No freestanding, non-architecturally integrated cell towers, antenna, or roof mounted wireless telecommunications facilities shall be permitted.

\*Antennas may not exceed the height of the parapet or mechanical enclosure of a structure adjacent to, or on which, they are located.

## Exhibit C. F/S O-05-98 Authorized Permissive and Conditional Uses

### 1. **C-2 Permissive Uses:**

- a. All are allowed, except the following:
  - Ambulance service
  - Arena, indoor
  - Automobile body shop/repair
  - Automobile sales
  - Billiard or pool hall
  - Car wash
  - Circus, outdoor
  - Coin and gun shop
  - Disco, no liquor
  - Drive-in restaurant (a Sonic-type restaurant, i.e., with carhop service to parked vehicles)
  - Garage for automotive repair
  - Group training home
  - Firework sales
  - Pawn Shop
  - Rifle, pistol range, indoor
  
  - Taxidermy shop
  - Trailer rental (for use elsewhere)
  - Trailer sales, mobile home & RV
- b. The following are allowed but with the following clarifications:
  - Automobile rental (incidental to a motel or hotel)
  - Bank/ATM (maximum of three (3) drive-up service lanes provided the drive up lanes do not intersect with or front on the plaza)
  - Bar (incidental to a motel or hotel )



## Exhibit C. F/S O-05-98 Authorized Permissive and Conditional Uses

- Drive-through restaurant (a McDonalds-type restaurant, i.e., with a drive-through service window, provided the restaurant is located as indicated on the approved Site Development Plan, the restaurant has only one drive-up service lane, and the drive-through lane does not intersect with or front on the plaza.)
- Games, electronic or video (incidental to a hotel or motel)
- Nightclub (incidental to a motel or hotel)
- Package Liquor Sales (incidental to grocery store, not incidental to convenience store or service station, and provided that, with the exception of mini-bar sales within motel or hotel rooms, sales shall not include: broken packages; distilled spirits in any package that contains less than 750 milliliters; beer in any single container less than 42 ounces; and, fortified wines with a volume of alcohol of more than 13.5 percent)
- Restaurant (beer & wine or full service)
- Any single tenant retail space (maximum 65,000 square feet)
- No more than three (3) businesses total (either restaurants or banks) with drive-through service

### 2. **C-2 Conditional Uses:**

- a. All are excluded, except the following:
  - Outdoor sales of retail goods
  - Printing, publishing, lithography
  - Retail Store, business or shop in which products may be manufactured, compounded, processed, assembled, or treated as an accessory use.
- b. The following are allowed but with the following clarifications:
  - Blood bank (incidental to a hospital or clinic)
  - Blood plasma center (incidental to a hospital or clinic)
  - Church (Native American related religious and festival uses)

## Exhibit C. F/S O-05-98 Authorized Permissive and Conditional Uses

- Dwelling unit (house, townhouses or apartments, residential mixed use)
- Jewelry Manufacturing (Individual Native American uses)
- Swimming pool, outdoor (incidental to a motel or hotel)