

SECTOR DEVELOPMENT PLAN
FOR

The **Q**UINTESSENCE

NORTH ALBUQUERQUE ACRES
BERNALILLO COUNTY, NEW MEXICO

THE CLARK PARTNERSHIP
THE WITH PARTNERSHIP
MR. A. DABABNEH
AND OTHER PARTICIPATING OWNERS

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

FINAL VERSION - JULY 1993 (Published January 1994)

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

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THE QUINTESSENCE SECTOR DEVELOPMENT PLAN

CITY OF ALBUQUERQUE, JULY 1993

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

NOTES REGARDING THIS SECTOR PLAN AND ORGANIZATION OF THIS DOCUMENT:

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

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

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

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

Colleen K. Furry
PARKS AND RECREATION DEPARTMENT

8-3-93
DATE

Robert W. Kane
WATER UTILITIES DEPARTMENT

2-1-94
DATE

Richard D. Davis
TRAFFIC ENGINEER, TRANSPORTATION DEPARTMENT

8-03-93
DATE

Frank J. Aguirre
CITY ENGINEER, PUBLIC WORKS DEPARTMENT

10-19-94
DATE

Jack Cleveland
CITY PLANNER, PLANNING DIVISION

11-14-94
DATE

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PART ONE
CONCEPTS

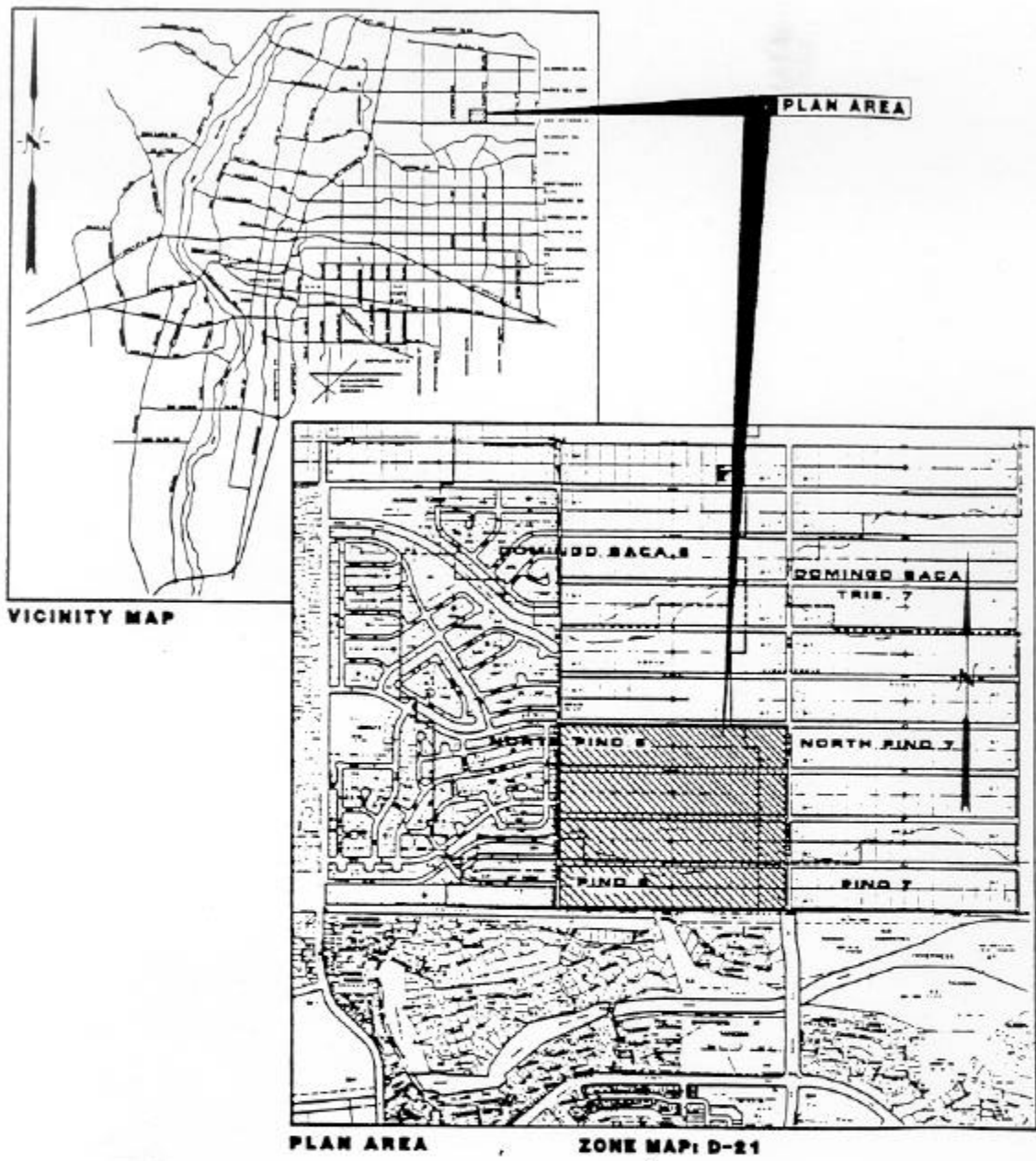


FIGURE 1 - LOCATION MAP

A. COMPREHENSIVE PLAN GOALS AND POLICIES

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

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

- II.B.5. (Policy a): The Established and Developing Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.
- II.B.5. (Policy b): Developing Urban Areas shall be subject to special requirements for low-density holding zones to allow for sector planning, special design treatments, and phasing of infrastructure in keeping with capital improvement priorities.
- II.B.5. (Policy d): The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concern.
- II.B.5. (Policy e): New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.
- II.B.5. (Policy f): Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.
- II.B.5. (Policy g): Development shall be carefully designed to conform to topographic features and include trail corridors in the development where appropriate.
- II.B.5. (Policy i): Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.
- II.B.5. (Policy k): Land adjacent to arterial streets shall be planned to minimize harmful effects on traffic.
- II.B.5. (Policy l): Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the plan area.
- II.B.5. (Policy m): Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.
- II.B.5. (Policy n): Areas prematurely subdivided and having problems with multiple ownership, platting, inadequate right-of-way, or drainage should be reassembled or sector planned before annexation and service extension is assured.

B. STATEMENT OF DEVELOPMENT ISSUES

The proposal is consistent with the following:

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

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

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

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

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

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

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

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

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

C. EXISTING DRAINAGE CONDITIONS

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

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

D. CONCEPTUAL GRADING AND DRAINAGE PLAN

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

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

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

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

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

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

E. EXISTING LAND USE, ZONING & TRANSPORTATION

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

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

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

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

The normal methods of financing street improvements include the following:

- Generally, all costs for local interior circulation systems are the responsibility of the property served, either by direct construction to adopted public standards, by cash contribution for construction by City contract or by special assessment to the property served via a special improvement district.
- Arterial streets are generally the responsibility of the property served to a level equivalent to two (2) driving lanes along the property's frontage.
- Arterial streets involving more than two driving lanes are eligible for public participation depending upon fund availability as established through the City's Capital Improvement Program.
- Arroyo crossings on streets designated as collector and above are the responsibility of the City except that the developer is responsible for interim crossing structures, meeting City criteria. Construction of permanent crossing structures by the City is subject to fund availability. (ed: The one-half Holbrook crossing (North Arroyo del Pino) was a Bellamah responsibility, being a local street crossing. This obligation was "traded" to the City for financial participation in the Ventura crossing.) See also page 3.6 of this Plan regarding the arroyo crossing.

F. WATER

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

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

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

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

G. SANITARY SEWER

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

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

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

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

H. DENSITY MANAGEMENT

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

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

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

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

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

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

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

Total Site Area	128 Acres
Probable Loss to Streets and Drainage	- 20 Acres
Probable Loss to Parks and Detention Basins	- 8 Acres
Probable Net Area Available for Lots	100 Acres
Maximum Allowed Dwelling Units	640 Dwelling Units
Average Lot Size	6,800 sq. ft./lot
Less:	
Probable House Size	1,800 sq. ft.
Probable Garage Size	500 sq. ft.
Probable Driveway Area	<u>450 sq. ft.</u>
	2,750 sq. ft.
Average Open Area Per Dwelling Unit	4,050 sq. ft./lot
Minimum Mandatory Open Space	<u>2,400 sq. ft./lot</u>
Average "Surplus" of Open Space	1,650 sq. ft./lot

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

PART TWO

PLAN PROPOSALS

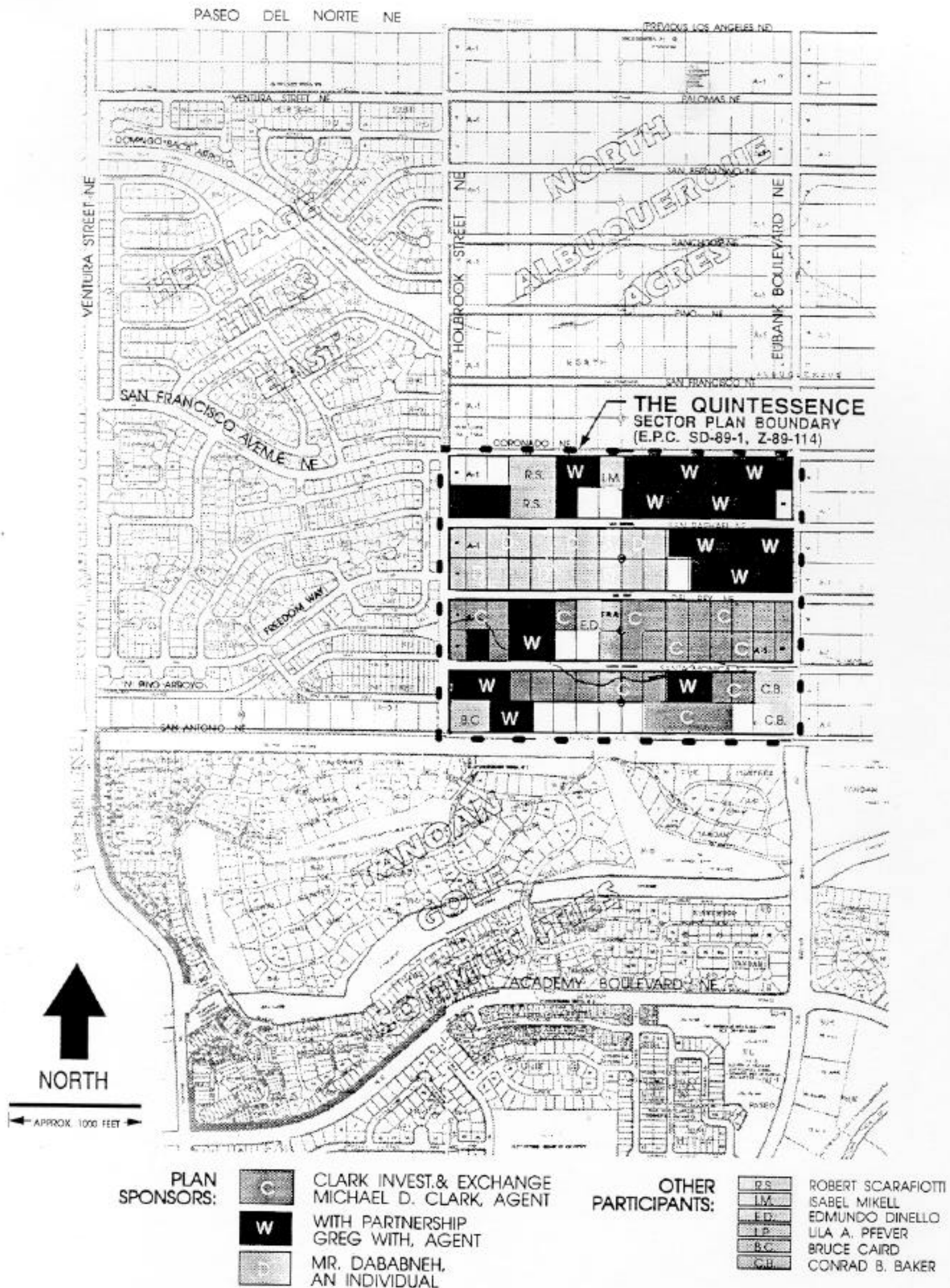


FIGURE 2 - PLAN SPONSORS AND OWNERSHIPS

A. PROPERTY OWNERSHIP, PLAN SPONSORS AND OUT-PARCELS

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

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

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

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

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

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

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

a.	The Clark Partnership, Michael D. Clark, Agent	37 acres
b.	The With Partnership, Gregory With, Agent	44 acres
c.	Mr. A. Dababneh, an individual	<u>20 acres</u>

Sponsorship Acreage (79%) 101* acres

(* acreage as of 3/13/93)

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

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

d. Other Plan Participants (10%) 12 acres

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

e. Out-parcels (12%) 15 acres

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

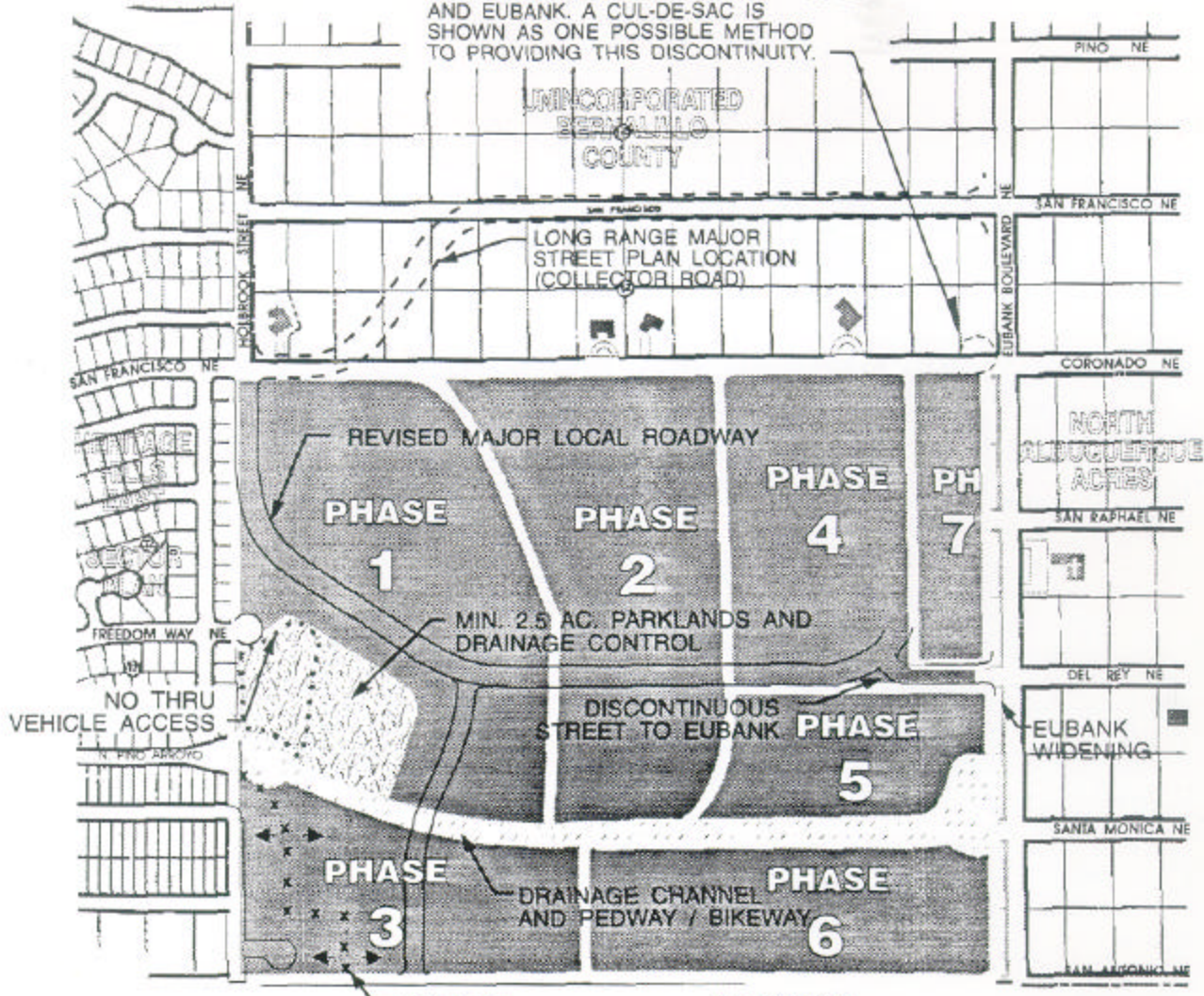
B. DEVELOPMENT PHASING

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

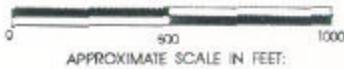
- Phase 1 - Commences north of the North Arroyo del Pino and is immediately east of Holbrook Street. This area includes initial street vacations, realignments and drainage facilities for the total development.
- Phase 2 - Continues north of the North Arroyo del Pino and connects to Coronado Avenue.
- Phase 3 - Crosses the North Arroyo del Pino (to the south) and requires a crossing structure (bridge). If our concept for realigned Holbrook Street is approved, this will be a "relocated" City facility on a local residential street. See also page 3.6 of this Plan regarding the arroyo crossing.
- Phases 4, 5, & 6- Progressively develops the land in a west-to-east fashion. Depending on traffic impacts, connections and improvements to Eubank Boulevard (to the East) may be made in advance of these tentative "phases."
- Phase 7 - Includes land within water Zone 7E. The City availability has stated, at this time, that Zone 7E requires capital contributions and construction in order to provide service.

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

CORONADO AVENUE WILL NOT BE CONTINUOUS BETWEEN SAN FRANCISCO AND EUBANK. A CUL-DE-SAC IS SHOWN AS ONE POSSIBLE METHOD TO PROVIDING THIS DISCONTINUITY.



ACADEMY TRAMWAY EUBANK SECTOR PLAN



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

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

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

FIGURE 3 - SEQUENCE OF DEVELOPMENT

(SCHEMATIC PHASES)

C. TRANSPORTATION ALTERNATIVES

San Francisco Street:

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

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

Holbrook Street:

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

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

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

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

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

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

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

POSSIBLE FUTURE CONNECTIONS
TO SAN FRANCISCO IF REPLATTING
OCCURS (BY OTHERS,
(NOT PART OF S.D.P.)

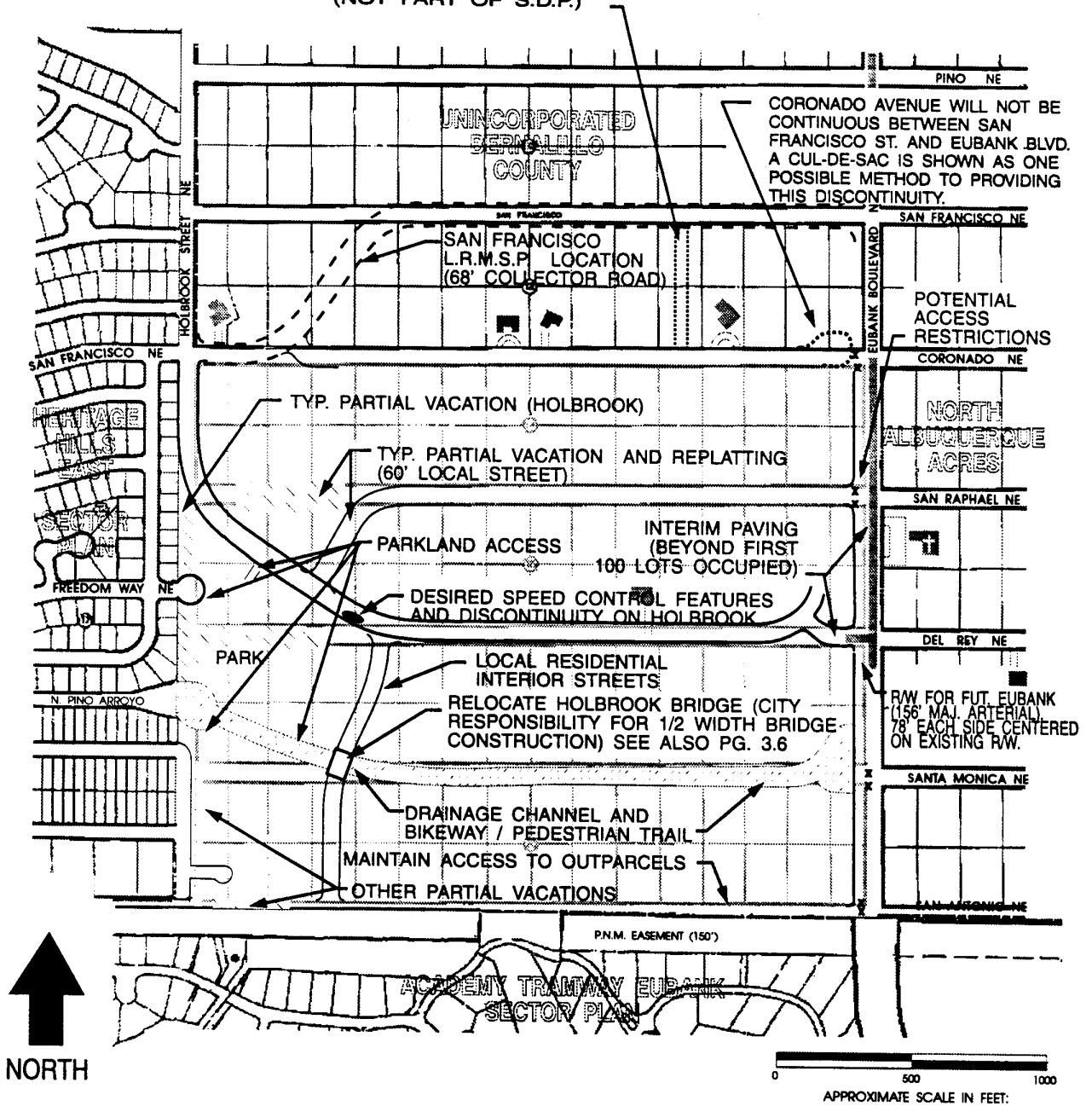


FIGURE 4 - TRANSPORTATION CONSIDERATIONS

Freedom Way:

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

Coronado Avenue:

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

Eubank Boulevard:

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

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

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

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

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

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

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

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

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

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

Construction Traffic:

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

Temporary Paving, Temporary Alignments and Airborne Particulate control:

As each "phase" develops, physical connections to Eubank and other alternate access streets could occur. Connections to Eubank which are not in accordance with City Environmental Health regulations are prohibited and may require closures by berms, barricades or other substantial structures. The "impacts" portion of the Sector Plan recites the requirement to comply with City Environmental Health conditions (see also letter dated 1/12/93, Mr. Dan Warren) including the requirement to pave roads easterly to Eubank as appropriate (temporary paving, providing permanent construction has not occurred). This paving is required when 100 houses are occupied.

Off-site requirements:

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

D. PUBLIC AREAS AND JOINT USE CONCEPTS

Parklands:

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

and additional amounts of land for joint drainage/open/recreation use in accordance with the proposals in this plan.

This Sector Plan proposes a compromise for the land area - and an opportunity for connectivity to Eubank from a large park facility in the vicinity of Freedom Way and Holbrook (before realignment). Part of this concept involves joint use with drainage facilities.

The maximum park size will probably not be the full 2.5 acres (due to development at less than the possible maximum). Our sketches show a park dedication closer to 1.5 acres as the probable platting requirement. The city shall acquire additional parkland acreage up to the 2.5 acres desired. In the vicinity of the land area shown for the park dedication requirement (not encumbered by floodplain or inundation), we propose to have a "perched" drainage detention area. This area (approximately 2.5 acres) would take the form of a flat, shallow "pan". It would be inundated to an approximate depth of 18" for the 100-year storm calculations infrequent enough to avoid an attractive nuisance liability. This "pan" would normally discharge directly to the arroyo (until a large run-off is experienced). The Quintessence sponsors will dedicate this area as part of the park system (only if the City Hydrologist and the Parks and General Services Department agree to the final drainage solution for joint-use facilities). However, the Parks and Recreation Department must undertake the maintenance in order to accommodate the requirement of the City Hydrologist (for their acceptance of another drainage impoundment near Eubank).

Trail and Linear Parkland:

The design for the North Arroyo del Pino through Heritage Hills East is for a trapezoidal concrete channel plus service road in a 50' right-of-way. The Quintessence conceptual drainage plan (1991 submittal) suggested a 60' right-of-way for essentially the same 28' wide concrete channel and 12' maintenance road.

Further analysis (1992, by the Quintessence Sector Plan preparers) indicates a straight channel with free discharge will not satisfy the City's (and AMAFCA's) drainage requirements. Additional "on-line" ponding will be required to detain the peak arroyo flows. We have conceptually shown a City-maintained sediment control, diversion, and possibly a detention structure at Eubank. With the cooperation of the City Hydrologist and the Parks and Recreation Department, the channel area is proposed for a pedestrian trail between the Holbrook/Freedom Way Park and Eubank. This recreational trail shall accommodate both bicycles and pedestrians.

The vacated portion of Holbrook (north of the central park) is proposed to be a pedestrian/bikeway facility. Currently a waterline easement requiring 20-30 feet is to be retained.

E. OTHER LAND USE POTENTIAL

As mentioned in Part 1, the water and sewer availability statement does not allow commercial, office or industrial uses. Also, the Sector Plan applicant(s) do not require zoning other than RD to meet contemporary market demand.

However, areas south of the North Arroyo del Pino are recommended for higher densities (within the 5 dwelling units per acre gross density maximum) as townhouse or patio home lots. This recommendation would continue the pattern initiated with Heritage Hills East. The Trail System and joint use area (with the maintenance road for the arroyo) could provide a buffer to the single family larger lots envisioned north of the arroyo.

Generally, non-residential land use improves the peak hour traffic flows (home-based work trips) but requires a higher standard of water availability (perhaps Zone 7E system improvements would remedy).

CORONADO AVENUE WILL NOT BE CONTINUOUS BETWEEN SAN FRANCISCO ST. AND EUBANK BLVD. A CUL-DE-SAC IS SHOWN AS ONE POSSIBLE METHOD TO PROVIDING THIS DISCONTINUITY.

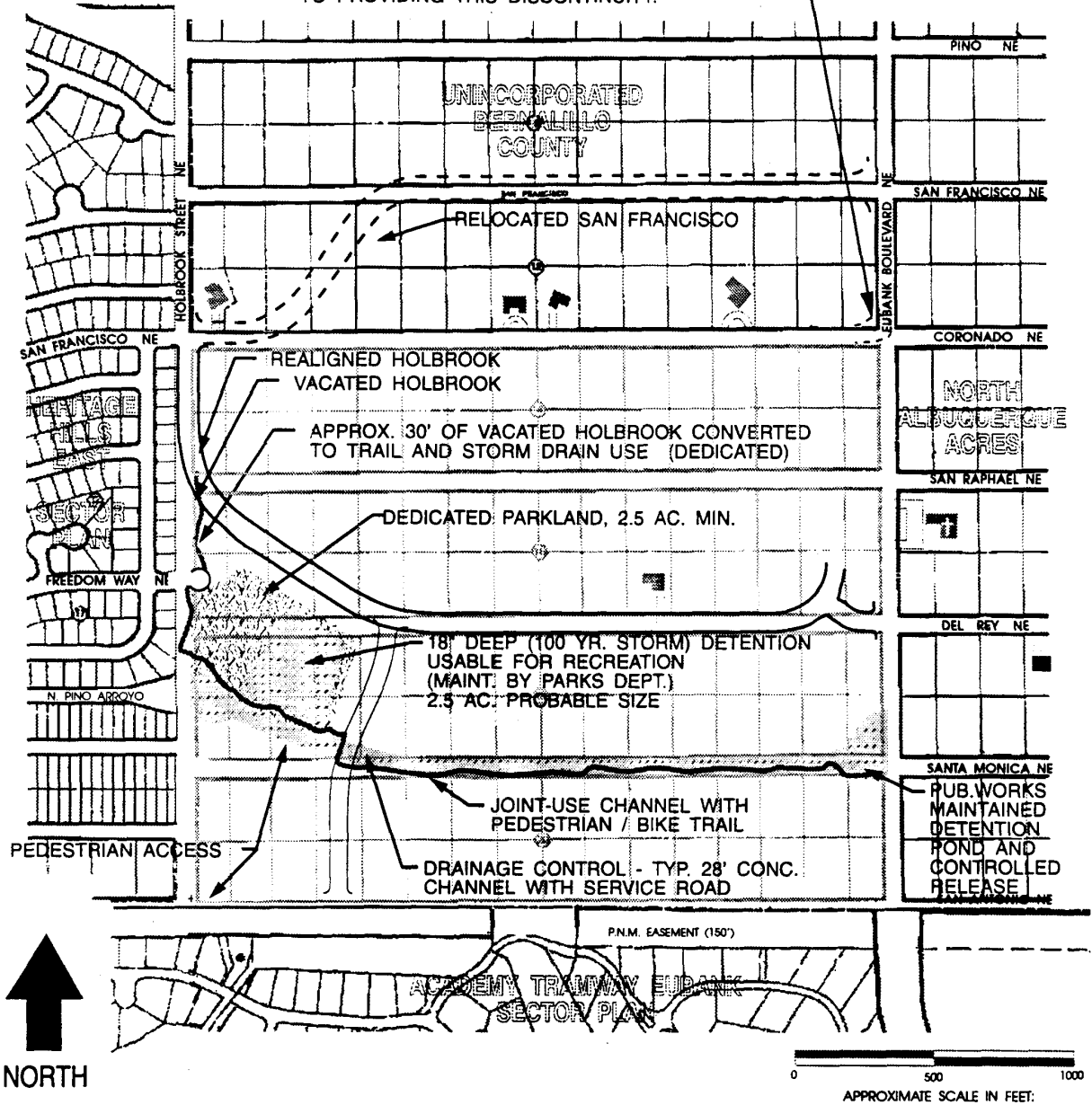


FIGURE 5 - PARKLANDS AND JOINT USE PROPOSAL

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

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

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

CORONADO AVENUE WILL NOT BE CONTINUOUS BETWEEN SAN FRANCISCO ST. AND EUBANK BLVD. A CUL-DE-SAC IS SHOWN AS ONE POSSIBLE METHOD TO PROVIDING THIS DISCONTINUITY.

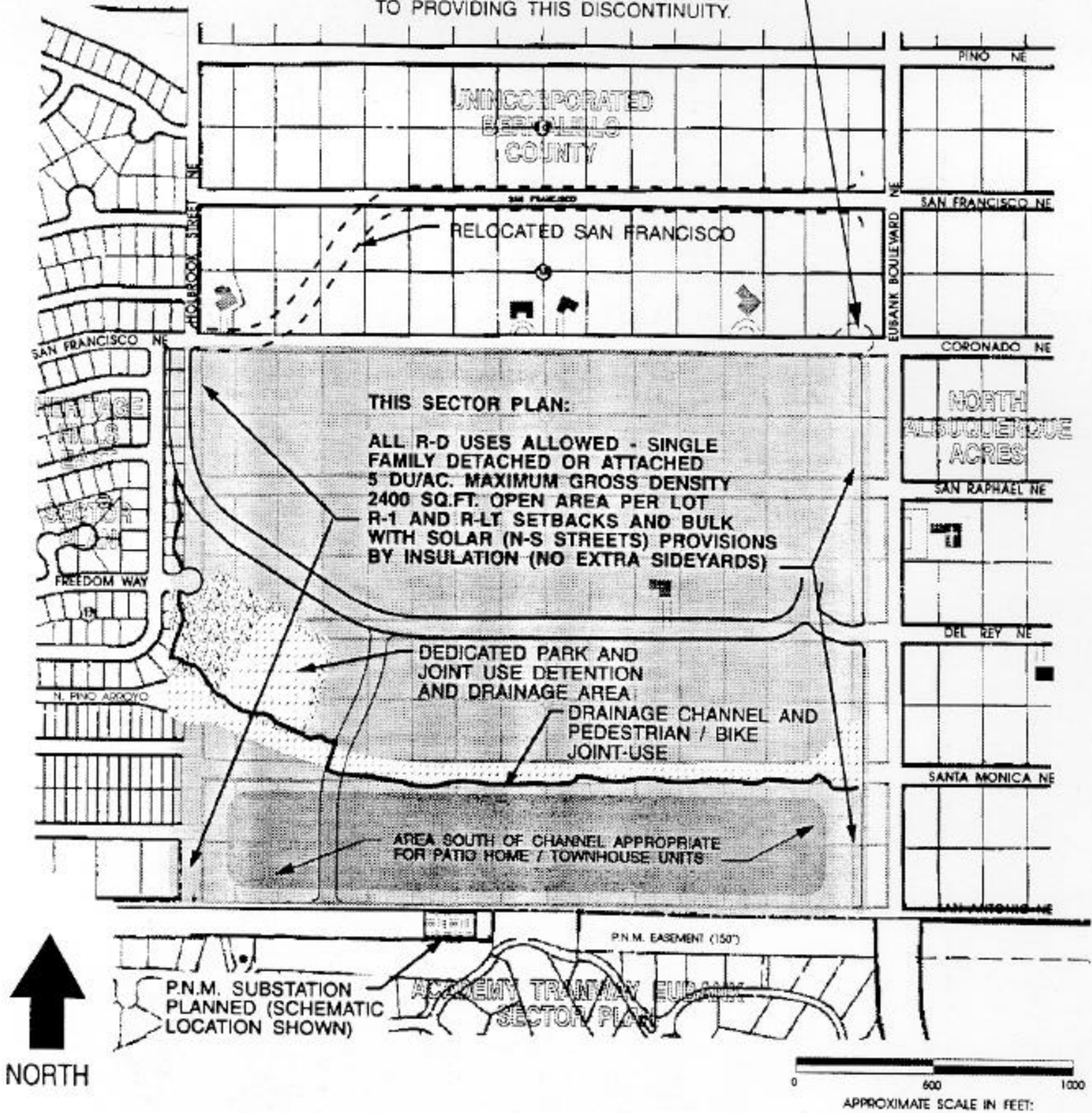


FIGURE 6 - LAND USE POTENTIAL

PART THREE
DEVELOPMENT IMPACTS

A. LAND USE AND URBANIZATION

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

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

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

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

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

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

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

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

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

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

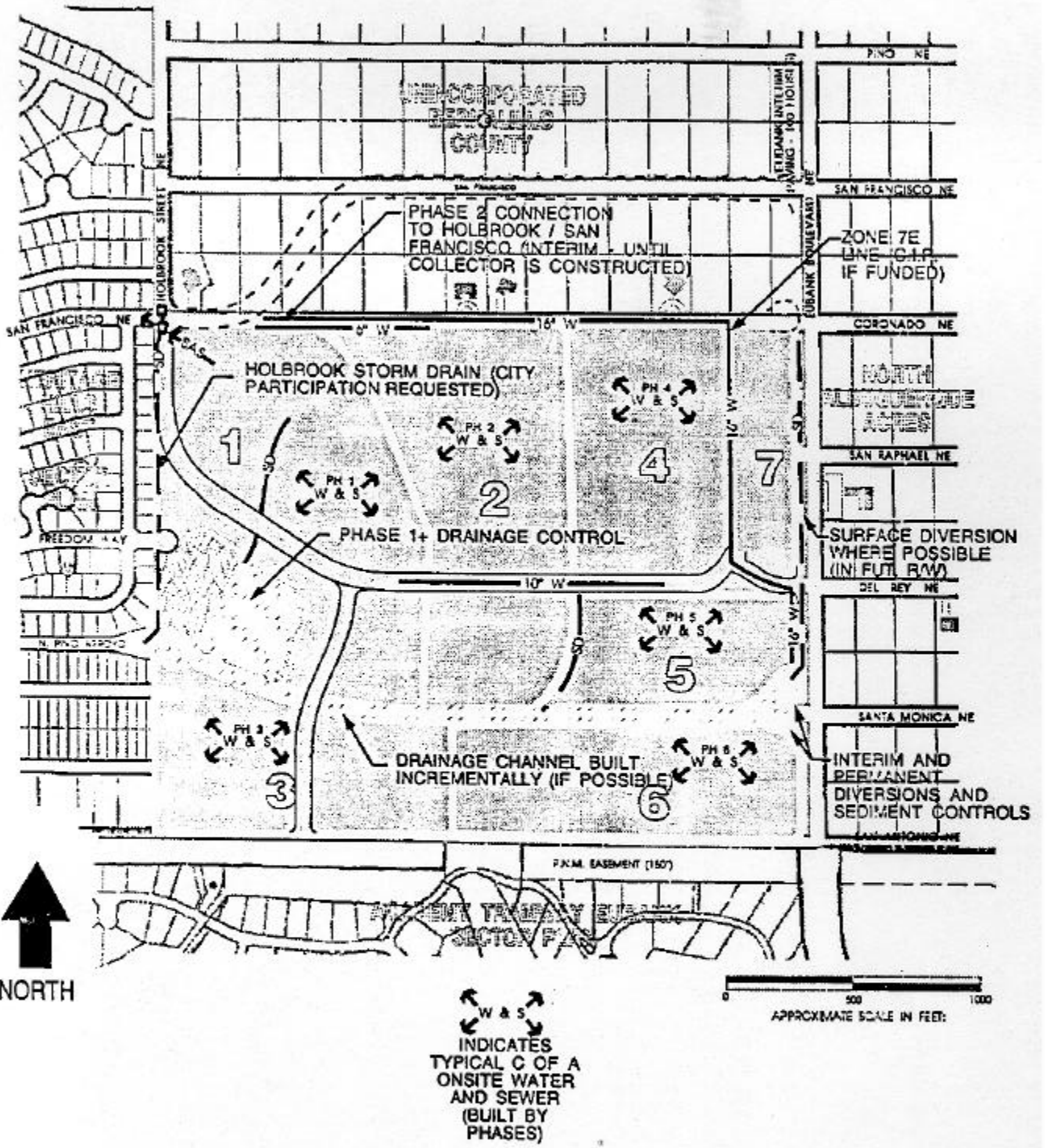


FIGURE 7 - INFRASTRUCTURE AND DRAINAGE EXPANSION

(SCHEMATIC)

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

B. UTILITIES, DRAINAGE AND INFRASTRUCTURE EXPANSION

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

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

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

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

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

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

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

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

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

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

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

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

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

Phase VI has no off-site improvements.

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

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

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

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

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

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

C. TRAFFIC

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

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

San Francisco Alignment:

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

Site Access Points:

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

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

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

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

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

Off-site Improvements:

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

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

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

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

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

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

D. TRANSPORTATION (AIR QUALITY)

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

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

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

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

PART FOUR
CONCEPTUAL (HYPOTHETICAL) PHASES
AND
DEVELOPMENT PATTERNS
(MAPS)

Temporary or permanent paving to Eubank if used as access.

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

E. OTHER APPROVAL ISSUES

Park size and location/joint use facilities:

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

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

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

Utility Development:

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

Mr. Dennis Houston:

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

City Hydrology/Parks Department (drainage proposal):

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

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

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

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

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

JULY, 1993 - FINAL COUNCIL / DRB VERSION
THE QUINTESSENCE
 A SECTOR DEVELOPMENT PLAN
 AND ANNEXATION PLAN

CITY OF ALBUQUERQUE
 BERNALILLO COUNTY
 NEW MEXICO

The Quintessence is comprised of 128 acres (gross North Albuquerque Acres Lots). The zoning is City "R.D." - allowing only the residential components of that zone.

The individuals who have caused the plan to be created and the "types" of participants are as follows:

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

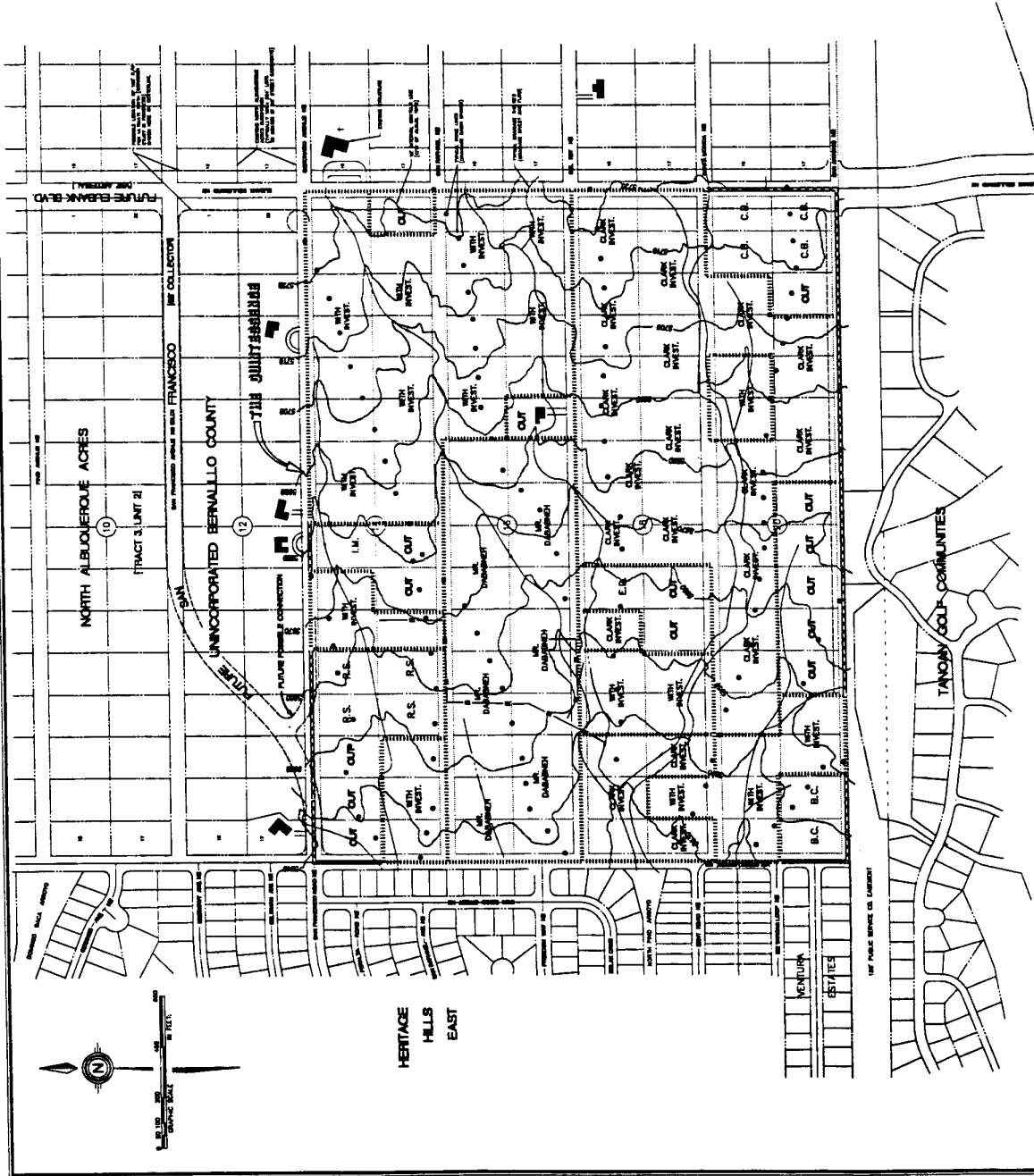
- The Clark Partnership, Michael D. Clark, Agent 37 acres
- The With Partnership, Gregory With, Agent 44 acres
- Mr. A. Dababneh, an individual 20 ACRES
- Sponsorship Acreeage (79%) 101 acres

Other Plan Participants: These are individuals and ownerships that have executed "Agent Authorization" forms and are co-applicants for the annexation and sector planning. While they are represented, they are not negotiating nor paying for the Sector Plan to the same extent of the Sponsors. They are indicated on the attached map by their initials. Other Plan Participants (9%) 12 acres

Out-parcels: Out-parcels are ownerships that have not agreed to directly participate in the Sector Plan. The City was sympathetic but included their lands in the annexation (using the 5% or greater acreage rule by the annexation petitioner). Out-parcels (12%) 15 acres

None of these entities or their landholdings are precluded from participating in the development phases of the Quintessence. The conceptual designs shown in the Plan show "Others" and "Out Parcels" as separate developments merely to graphically portray how the Plan can proceed if any choose to develop at a later time (or not to develop).

**EXISTING CONDITIONS
 AND
 OWNERSHIPS WITHIN THE PLAN**



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This excerpt is taken from the conceptual grading and drainage report (as revised) and is included to graphically depict existing contours (10' interval) and the general scheme of pre and post-construction drainage routing.

The North del Piro Arroyo bisects the property in the southern portion of the planning area. This arroyo is proposed for improvement with a hard lined channel. In addition to channelization, two types of drainage detention ponds are envisioned:

A "parched" or off-channel pond is shown near the area for a proposed park (Hobrook St. vicinity). This pond will be designed to stand water to a depth of 18" (approx.) for the 100 yr. storm event. This design, coupled with the proximity to the more traditional park, will be offered to the City for joint-use and to provide recreation lands larger than what would be normally dedicated as part of the development process.

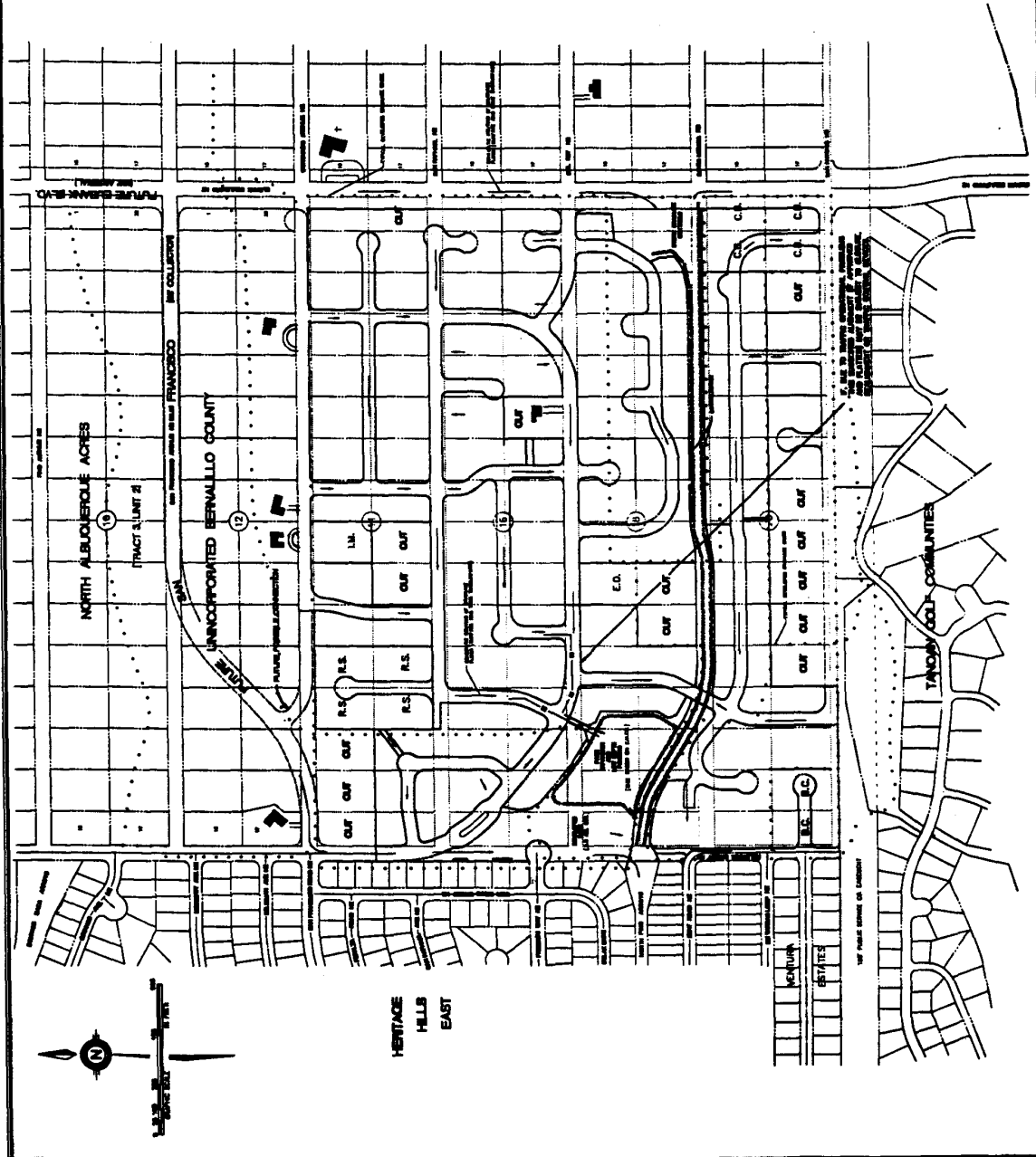
There is also one, on-channel detention area shown near Eubank Boulevard. This will impound and release storm water to respect downstream channel capacity concerns. This area, together with the channel maintenance road area, is proposed to the City to be a joint-use area for trails (bicycle and pedestrian) as well as for drainage control.

Other schematic representations shown on the map are drainage diversions in the future right-of-way widening area for Eubank and the general direction of street drainage.

There were improvements promised in other Sector Plans in the existing Hobrook Street right-of-way which included a storm drain and inlets at San Francisco Street (promised for Heritage Hills East but not completed). Also, one-half of a bridge crossing of the North del Piro Arroyo was agreed to as part of that plan. This half-crossing participation is a City responsibility due to agreements with Ballamah Development ventures. This bridge is now shown to the east from its original location to coincide with the Quintessence plan to partially vacate and realign Hobrook Street.

A conceptual drainage and grading plan is filed with the City Hydrologist and is available for inspection. Complete grading and drainage plans and drainage reports will be necessary for each development phase.

DEVELOPED DRAINAGE
FROM
CONCEPTUAL GRADING AND
DRAINAGE REPORT



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

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

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

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

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

Construction for all phases is to be coordinated with Elbank Boulevard using existing North Albuquerque Avenues streets. Dust control and barricading will be required (see also City Environmental Health staff comments).

Barricading will have been obtained on the property. Appropriate mitigation of nest sites is emphasized (see also Hawkwatch recommendations).

**HYPOTHETICAL SKETCH
 OF POSSIBLE
 PHASE 1, R-D DEVELOPMENT**



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Phase II continues the sketching of a bid development pattern north of the North Arroyo del Piedro to a logical connection with Coronado Street (existing North Albuquerque Acres (N.A.A.) road). These lots are shown at approximately 60' wide x 110' deep in an R-1 pattern followed in the R-2 Zone.

The connection to Coronado Street is completed by the City and County's alignment for San Francisco Street. We have shown a pattern which could "by-pass" the collector road here. Alternatively, Coronado could be connected to Hoback Street to maintain access (until the collector road is designed and funded).

In order to maintain street continuity, some internal streets appear "isolated". This is due to the out-park and access considerations. The actual pattern of streets could be improved in a more curvilinear arrangement if other owner / participants proceed with their land commitment with these early phases.

Phase II site improvements may include a temporary pavement section to connect the north west corner of Phase II with San Francisco Drive in the existing Coronado Avenue right-of-way. The on-site improvements include a storm sewer network which will be connected to adjacent storm runoff from future upstream phases. Also included in the on-site improvements is the construction of a one-half permanent road section along Coronado Avenue as a frontage improvement associated with Phase II.

The Arroyo improvements south of Phase II are temporary until later phases include permanent improvements. Temporary berming, characterization and marker dikes may be part of the "staged" discharge facilities.

Phase I and II, as shown, approximate the existing 120' platted lots.

The City Environmental Health Department requires a paved railway to Subank Boulevard and north to Paseo del Norte when 100 houses are occupied. This pavement could be temporary, surfacing until plating (construction phases) or the Government installs the permanent street.

**HYPOTHETICAL SKETCH
 OF POSSIBLE
 PHASE 2 DEVELOPMENT**



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Phase III could begin development south of the North del Pino Arroyo (however, since phasing locations are "suggestive" see other hypothetical stages to envision Phase III at another location. All conditions of the approvals granted for the plan must be observed whenever phasing is located).

The approved PUD (residential only) zoning allows attached-wal and detached housing (to SDRM, 4-8 min, 2400 sqft, open area lots). This drawing shows the possible extension of the Heritage Hills East style of patio home lots (approx. 40-45' wide, 110' deep). A cul-de-sac serves for a temporary turn-around until later phases connect this area to other streets.

A connection to San Antonio Road, to the south of the Quintessence, is shown. West of Hobcock, San Antonio is vacated. It is envisioned that the portion east of Hobcock (now 30' easement/PUD) will be partially retained and allowed access to Eubank Boulevard.

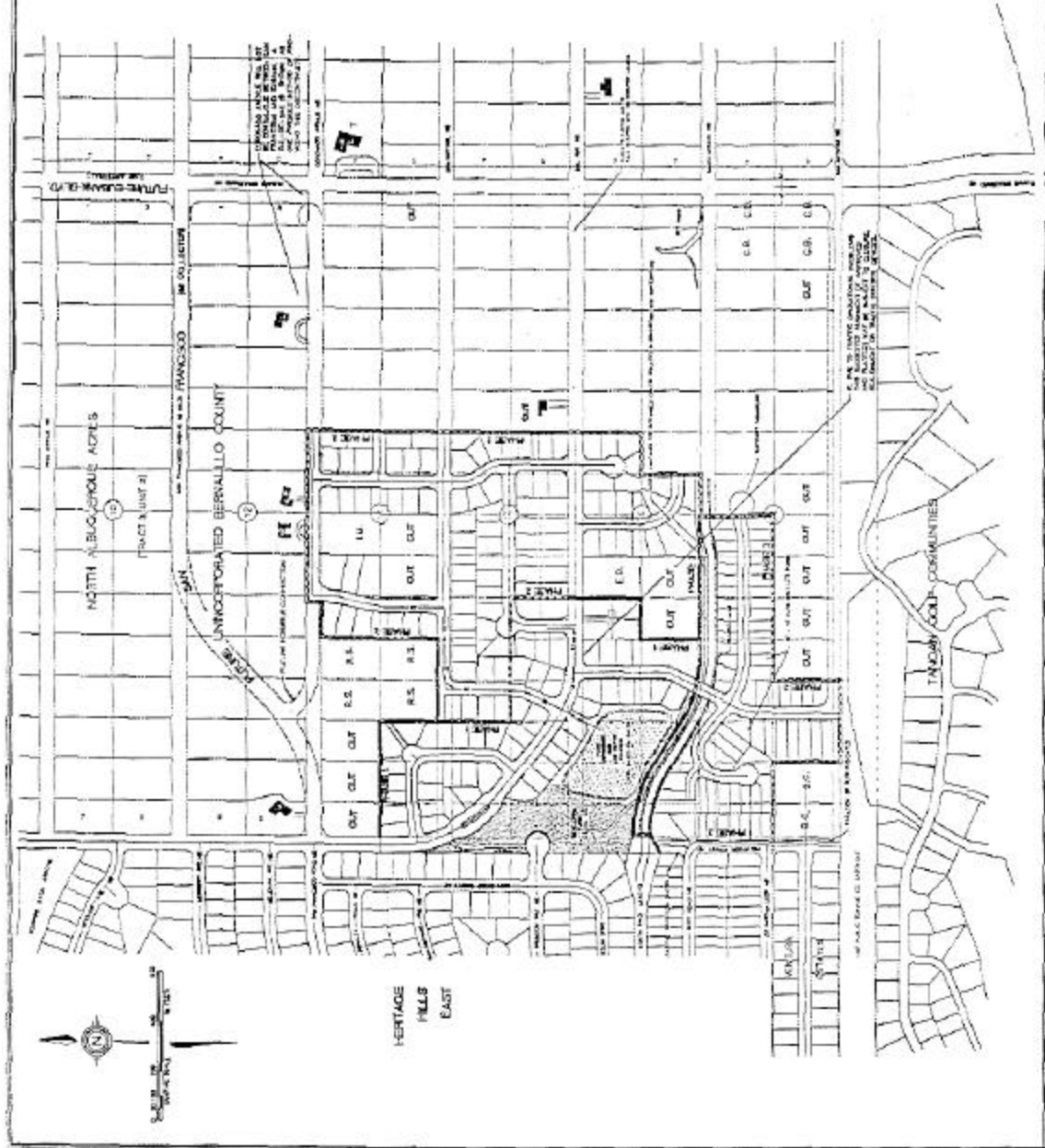
Improvements include the "selective" Hobcock Street bridge as well as other variations of "out" Hobcock Street. A land use proposal for fish within and along the channel right-of-way is part of the plan. A street light at San Francisco / Ventura is a Quintessence development responsibility.

Phase III site plan improvements include the construction of the concrete channel for floodplain reevaluation along the north boundary of this phase and the possible construction of the upstream detention facility at Eubank. It is quite possible that this detention facility may not be required at this particular point in the phasing. However, it would be required with the implementation of future phases unless alternatives to the plan are approved by the City.

Access to two out parcel lots near the arroyo must be maintained in the location determined by this drawing (a 30' minimum "easement" located on the south side of the lot).

Existing streets to the southern portion of Heritage Hills East including Ventura (which may not connect to newly created Quintessence streets).

**HYPOTHETICAL SKETCH
 OF POSSIBLE
 PHASE 3 DEVELOPMENT**



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Phase IV almost completes the development north of the Arroyo del Piro eastward to Eubank Blvd. The exceptions are lands above water zone BE (elevation 5710 contour). These bypassed areas will be completed when water zone TE facilities are programmed (see Phase 7 sketch).

Access points to Eubank, a major arterial, will possibly be limited. We have shown the realigned Holbrook Streets as "green" access locations (intersections). However, to avoid excessive speeds, and to discourage through traffic, the realigned Holbrook must be discontinuous to Eubank.

Converso Avenue will not be continuous between San Francisco and Eubank. A cul-de-sac is shown as one possible method of providing this discontinuity. San Raphael, also to the north of the realigned Holbrook, could also be terminated with a cul-de-sac (see Eubank access), if the intersection policy so dictates.

Phase IV off-site improvements would include participation of a section of Eubank Boulevard as a frontage improvement (unless paid for or completed in advance of progressive development). Also included in Phase IV is the interception and diversion of storm run-off adjacent to Eubank to the North Arroyo del Piro. That diversion has been conservatively assumed to be composed of the following elements:

1. Eubank (bypassed) existing culverts for sewer flows to be conveyed east to west, and
2. Diversion of the upstream flow into the structure west of Eubank (bypassed), and
3. A permanent City maintained wetland, stream, and flood-by-drawdown structure located west of Eubank Boulevard, and
3. A access paths, levees, and other design elements to accommodate City maintenance requirements.

* Note: Even if upstream facilities east of the project may be built, the diversion of the storm flow into the City of Albuquerque will be designed as if it is a permanent installation.

Eubank partial construction is normally a 24" paved section, constructed by the developer at the time of the phasing. This Sector Plan stipulates that if the City of County pleads the adjacent development, a catch equivalent will be reimbursed to the government at the time of construction.

**HYPOTHETICAL SKETCH
 OF POSSIBLE
 PHASE 4 DEVELOPMENT**



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Phase V lies immediately north of the Arroyo and is a candidate for alternate lot arrangements. These could include larger lot "compound" clusters or conventional patterns like the one shown.

Phase V off-site improvements include major partial sections of arterial pavement of Eubank, (unless constructed by the government). Some portion of the frontage improvement might be deferred to Phase VI. However, it is assumed that, at this phase of development, Eubank will have been extended southward through the Tancian property to San Antonio, and northward, to Paseo del Norte.

Phase V off-site improvements also include the construction of a concrete lined channel for floodplain reclamation and pre-use for trails along the southern boundary of that phase and improvements to the drainage detention pond (at Eubank).

**HYPOTHETICAL SKETCH
 OF POSSIBLE
 PHASE 5 DEVELOPMENT**



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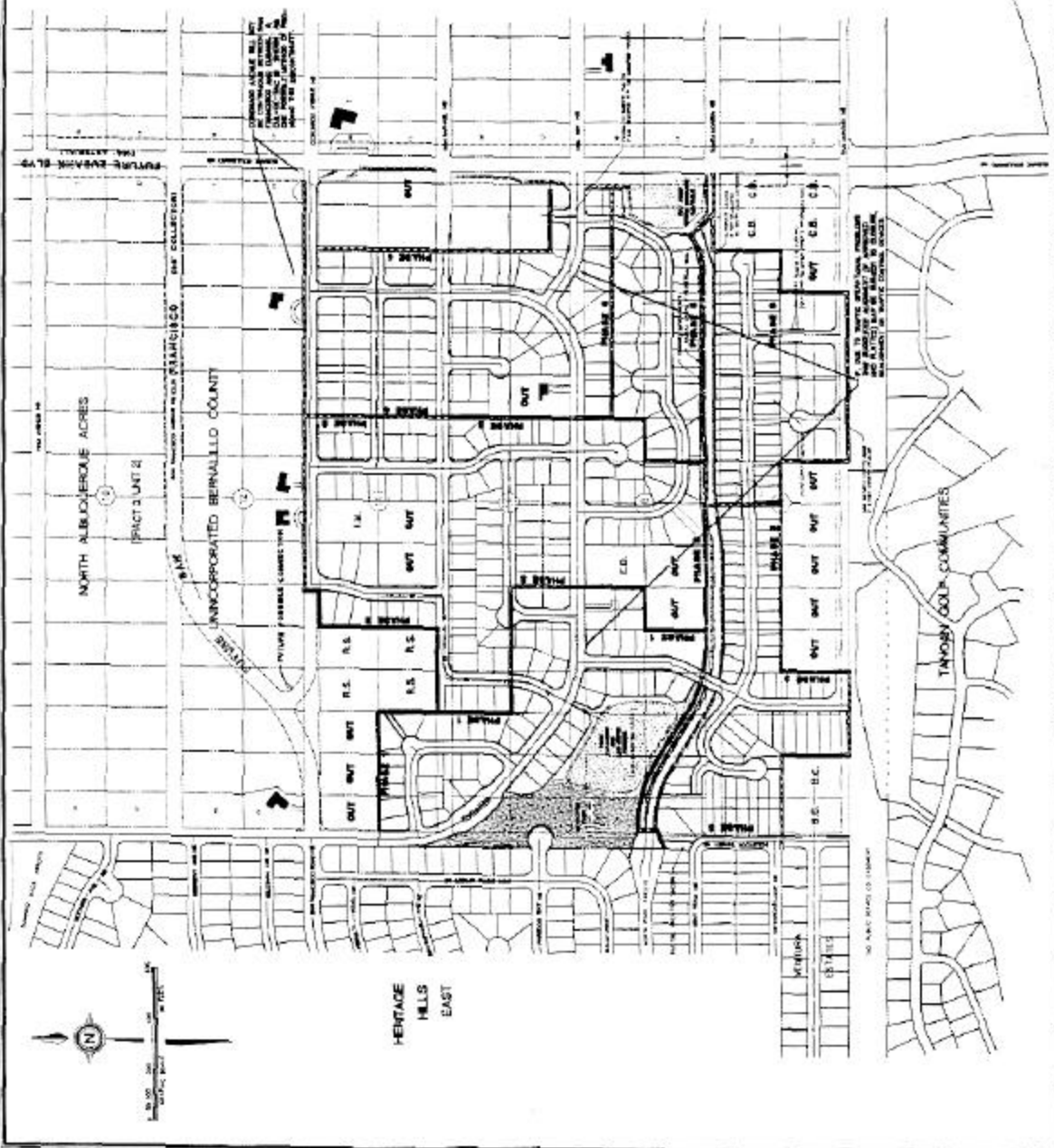
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Phase VI depicts the completion of the Sponsor's south of the Arroyo.

Because of the uncertainty of which "Other Participant" and "Out parcel" landholdings would develop at this time, the connection to San Antonio at the existing location is maintained. Outparcel owners have agreed to a minimum out-lease treatment for San Antonio and for retention of the existing location to serve their land.

The inclusion of other N.A.A. outparcels and "other participants" property could provide an opportunity for a more continuous streetscape. However, until that is known, the sketch arrangement continues the pedestrian lots easterly (and southerly to San Antonio) as a long, regular street.

Access to the joint-use trail along the arroyo would need to be studied in the region of these lots.



HYPOTHETICAL SKETCH OF POSSIBLE PHASE 6 DEVELOPMENT

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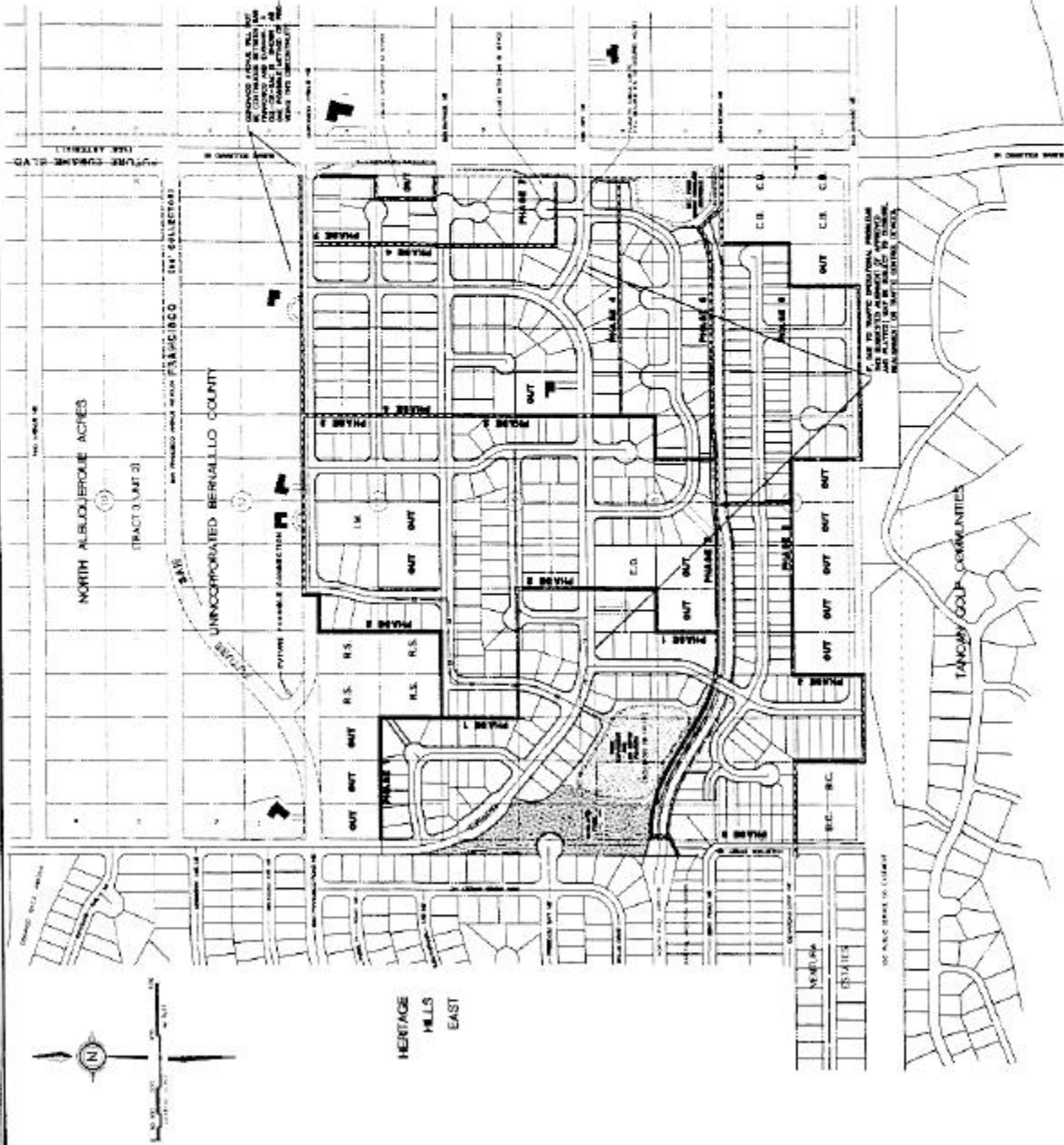
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Phase VII is conditioned on the future availability of water transmission and availability in water zone 7E.

This sketch shows how the lands above 5710 could be served when that occurs (either at a later time or concurrent with Phase V).

No improvements, other than the water zone lease, is indicated for Phase VIII. Street widening for ElBerk, by this stage, should be accomplished.

HYPOTHETICAL SKETCH OF POSSIBLE PHASE 7 DEVELOPMENT (WATER ZONE 7E)



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The finalization of these hypothetical sketches portrays the Quintessence Sponsor's land as well as suggestions for the development of "Other Participants' property."

Since the non-sponsor N.A.A. lots could develop independent from a larger Phase, the type of subdivision of lots/units was limited. We have shown one possible treatment for such "outparcels," a central easement into the 1-Acre N.A.A. lot with a main/median type turn around. Adequate City easements and exit participation would be required for utility service.

Again, we reiterate that these sketches assume a west-catch pattern of "other lot" development. More probably, the owners of the lots not controlled by the sponsor will join in a contiguous development "phase." The result of that participation would mean a less grid-like arrangement. Also, the size and sequence of the Phase is dependent on the financing and abilities of the infrastructure developer. Larger development segments of the plan could yield more imaginative designs.

With all normal residential land uses, the RD Zone is sufficient "management" of the densities (limited to the residential components of that zone together with the subdivision ordinance). No other density management scheme is necessary. RD Zoning (maximum allowed) and Comprehensive Plan allowance at 5 Dwelling Units per Acre, maximum yields:

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

The maximum number of dwelling units can be accommodated on 128 acres using 2,400 square feet of required developing urban open space per unit. Those density calculations indicate that the proposed minimum density (comprehensive plan allowance) can be accommodated without any additional off-site open area requirements.

No other extraordinary allowances are sought. A "blanket" provision of the solar setback requirements on north-south streets was included in the S.D.P. approval (those insulation in lieu of differential side yard setbacks).

HYPOTHETICAL SKETCH OF POSSIBLE COMPLETE DEVELOPMENT [SPONSORS AND PARTICIPANTS]

