PREPARED FOR: CITY OF ALBUQUERQUE TRANSIT DEPARTMENT

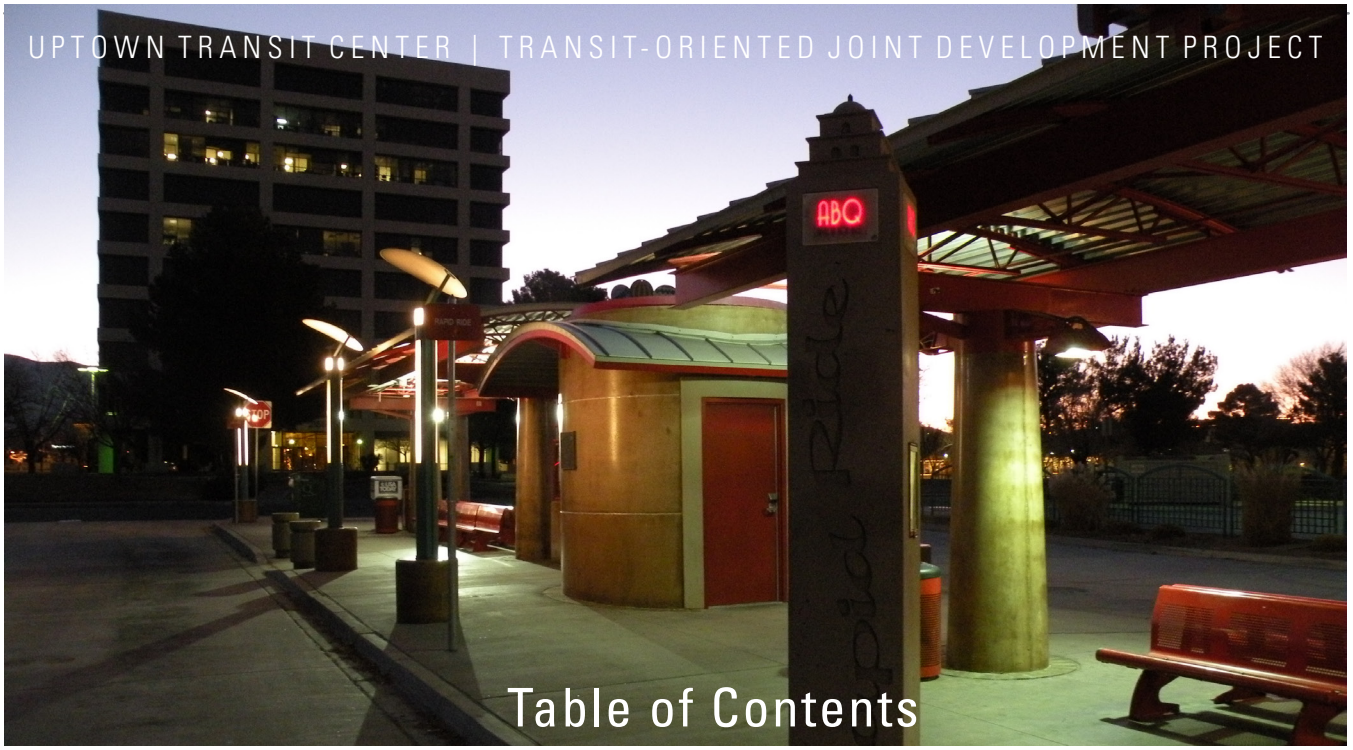
UPTOWN TRANSIT CENTER

TRANSIT-ORIENTED JOINT DEVELOPMENT PROJECT

ADDENDUM UPDATED | NOV 24, 2014

ABQRIDE

DEKKER/PERICH/SABATINI | BOHANNAN HUSTON | GELTMORE | CANTERA CONSULTANTS & ADVISORS | CHARLES PRICE | MARRON & ASSOCIATES | GEO-TEST



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Team

Dekker/Perich/Sabatini	Architecture/Planning/Structural
Bohannan Huston	Survey/Civil/Traffic
Geltmore/Cantera	Commercial/Housing Real Estate
Charles P. Price III	Legal
Marron & Associates	Cultural Resources
Geo-Test	Geotechnical

Albuquerque Uptown Area

Executive Summary

This study was performed to evaluate the development potential of the Uptown Transit Center, with the outcome being a document that serves as a framework for a Request for Proposals to developers to design and construct the project. The site was acquired by the City of Albuquerque's ABQ Ride in 1998 with funds provided by the Federal Transit Administration. As such, use of the site as part of a mixed use development must meet Joint Development guidelines of the FTA.

This report is structured to reflect the process used for evaluation of the site and its development potential. Report sections are as follows:

Due Diligence

Work includes investigation of legal title to the property, an updated ALTA survey, water/sewer availability, geotechnical report, cultural resources analysis, zoning analysis of Uptown Sector Development Plan (USDP), and preliminary traffic analysis. Four Yield Plans were generated for use in obtaining utility availability statements and traffic generation models.

Precedent Study

Projects in other localities of similar size, potential uses, and transit relationships were researched and evaluated to gain knowledge on successes and shortfalls of each project. This information was used in the development of the Market Analysis, Conceptual Design, and Pro-forma.

Market Analysis

A Market Analysis was conducted using survey input from area residents, workers and transit riders, and augmented with lessons learned from the Precedent Study and our development consultant's experience in the market. The survey was conducted on-line to compile area workers and residents preferences for amenities on the project. The survey outcomes were distilled into a list of uses preferred by these groups. Potential uses were vetted against area market demand based on the experience of our commercial and residential development consultants, with

the outcome being a mixed use development incorporating small retail space to support transit and the surrounding area, and a residential product geared toward Millennials, a group which embraces small, efficient living spaces with common area amenities in walkable urban settings. The Market Analysis was utilized to generate a site program for use during the Conceptual Design phase.

Site Analysis

The context, adjacent land uses, and immediate surrounding area were studied and documented in the form of a site analysis graphic that informed the Conceptual Design phase.

Conceptual Design

Information gathered during the previous tasks was utilized to develop one yield plan (#4) into a conceptual design that consists of ground floor commercial space and a new ABQ Ride transfer island, with residential space above and structured parking to meet the minimum parking requirements per the Uptown Sector Development Plan (USDP). Typical residential unit plans that meet New Mexico Mortgage Finance Authority (MFA) requirements were developed as well to provide detail for the follow-on developer.

Pro-forma

Two pro-formas were created, one a "market rate"' and the other an "LIHTC" (low income housing tax credit) scenario, to test project costs against potential revenue in order to determine the best approach for project financing. Project costs were determined through a preliminary construction cost estimate based on the Conceptual Design, project soft costs based on recent development consultant experience, and current rental rates in the Albuquerque area. Based on current information, the best approach for financing the project is through the LIHTC process. However, the Uptown area is not currently within a Qualified Census Tract (QCT), a designation that is required to pursue the LIHTC approach. QCT boundaries are updated annually, so it is possible to obtain this designation. Short of this, a market rate project could be viable if public financing for the parking structure could be secured.

Conclusions

As a result of this study, it is judged that the site is best suited for a project with a mix of uses including; housing for the age group commonly known as Millennials, transit and resident oriented retail, an integrated ABQ Ride transfer facility, and parking as required for all uses. Current market rents should support a podium style construction type with steel or concrete frame ground level and wood frame residential above, which can be constructed up to five stories and a maximum height of sixty-five feet above grade per local building codes. Parking structure construction is likely to be precast concrete based on the economics of recently constructed garages in the market. Parking counts are based on the Uptown Sector Development Plan's requirement of two spaces per 1,000 square feet of building floor space, which should adequately serve the retail space and be generous for the housing type recommended. The project will displace the existing ABQ Ride 'Park and Ride', and this use must be included in the completed project. The quantity of parking provided on-street and in the parking structure should be sufficient to support all new and existing uses.

Albuquerque Uptown Area

1 Due Diligence

The Due Diligence phase was used to gather information to determine its viability as a mixed use site. Work included investigation of legal title to the property, an updated ALTA survey, water/sewer availability statements, geotechnical report, cultural resources analysis, zoning analysis of the Uptown Sector Development Plan (USDP), and preliminary traffic analysis. Four Yield Plans were generated for use in obtaining utility availability statements and traffic counts.

Legal: Our legal consultant's investigation included a current title search, review of title documents of record, and review of the ALTA survey. These documents will be a necessary starting point for the selected developer's due diligence investigation of the property. It was determined that the City of Albuquerque appears to have a good legal title to the property. Coordination with team members occurred concerning the location of utility and driveway easements to assist with location of potential project improvements. No title documents appear to materially impair development as proposed by the team. An investigation of ownership of adjacent properties and rights of way was performed and evaluated relative to impact of those properties on development alternatives. No significant impacts were noted other than the required modification to or relocation of the 30' common access easement along south side of property. This modification will require consent of the adjacent property owner.

Albuquerque Uptown Area

FIDELITY NATIONAL TITLE INSURANCE COMPANY

COMMITMENT FOR TITLE INSURANCE

Issued By

FIDELITY NATIONAL TITLE INSURANCE COMPANY

Fidelity National Title Insurance Company, a California corporation ("Company"), for a valuable consideration, commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the Proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest in the land described or referred to in Schedule A, upon payment of the premiums and charges and compliance with the Requirements; all subject to the provisions of Schedules A and B and to the Conditions of this Commitment.

This Commitment shall be effective only when the identity of the Proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A by the Company.

All liability and obligation under this Commitment shall cease and terminate 6 months after the Effective Date or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue the policy or policies is not the fault of the Company.

The Company will provide a sample of the policy form upon request.

IN WITNESS WHEREOF, Fidelity National Title Insurance Company has caused its corporate name and seal to be affixed by its duly authorized officers on the date shown in Schedule A.

Dated: January 24, 2014

Fidelity National Title Insurance Company

BY _____ President

ATTEST _____ Secretary

Countersigned _____
Authorized Signature

FDNM0349.rdw

NM Form 6
ALTA Commitment (8/1/2009)

FIDELITY NATIONAL TITLE INSURANCE COMPANY

Pursuant to the New Mexico Title Insurance Law §59A-30-4 NMSA 1978, Control and supervision by superintendent and Title Insurance Regulation §13.14.18.10, NMAC, no part of any title insurance commitment, policy or endorsement form may be added to, altered, inserted in or typed upon, deleted or otherwise changed from the title insurance form promulgated by the New Mexico Superintendent of Insurance, nor issued by a person or company not licensed with regard to the business of title insurance by the New Mexico Superintendent of Insurance, nor issued by a person or company who does not own, operate or control an approved title abstract plant as defined by New Mexico law and regulations for the county wherein the property is located.

SCHEDULE A

Commitment No.: FT000135451-StonebergerD

1. Effective Date: January 24, 2014 at 08:00 AM
2. Policy or Policies to be issued: Amount of Insurance

   (a) Owners Policy of Title Insurance

   Proposed Insured: To Be Determined
3. The estate or interest in the land described or referred to in this Commitment is:

   Fee Simple
4. Title to the Fee Simple estate or interest in the land is at the Effective Date vested in:

   City of Albuquerque, a New Mexico municipal corporation
5. The land referred to in this Commitment is described as follows:

   Tract E-2A1 of JEANNEDALE ADDITION, Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on the plat, filed in the office of the County Clerk of Bernalillo County, New Mexico on October 9, 1998, in Map Book 98C, folio 303.

FIDELITY NATIONAL TITLE INSURANCE COMPANY

LEGAL DESCRIPTION

EXHIBIT "A"

Commitment No.: FT000135451

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF BERNALILLO, STATE OF NEW MEXICO AND IS DESCRIBED AS FOLLOWS:

Tract E-2A1 of JEANNEDALE ADDITION, Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on the plat, filed in the office of the County Clerk of Bernalillo County, New Mexico on October 9, 1998, in Map Book 98C, folio 303.

FIDELITY NATIONAL TITLE INSURANCE COMPANY

SCHEDULE B - SECTION I

REQUIREMENTS

Commitment No.: FT000135451

1. Record a deed from City of Albuquerque, a New Mexico municipal corporation, to To Be Determined.
2. Payment of all taxes, charges and assessments levied or assessed against the estate or interest to be insured, which are currently due and payable.

END OF SCHEDULE B - SECTION I

FIDELITY NATIONAL TITLE INSURANCE COMPANY

SCHEDULE B - SECTION II

EXCEPTIONS

Commitment No.: FT000135451

Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company:

1. Rights or claims of parties in possession not shown by the public records.
2. Easements, or claims of easements, not shown by the public records.
3. Encroachments, overlaps, conflicts in boundary lines, shortages in area, or other matters which would be disclosed by an accurate survey and inspection of the premises.
4. Any lien, claim or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the public records.
5. Community property, survivorship, or homestead rights, if any, of any spouse of the insured (or vestee in a leasehold or loan policy).
6. Intentionally Omitted.
7. Water rights, claims or title to water.
8. Intentionally Omitted.
9. Taxes for the year 2013, and thereafter.
10. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.
11. Reservations contained in Patent from United States of America, recorded in Book 35, page 334. records of Bernalillo County, New Mexico.
12. Easement for utilities ten (10) feet in width along the street rights of way as set forth on the plat recorded in Map Book D5, folio 53, records of Bernalillo County, New Mexico.
13. Twenty (20) by Ten (10) foot public utility easement affecting an easterly portion of the premises as set forth on the plat recorded in Map Book 98C, folio 187, as modified by that certain Public Service Company of New Mexico Waiver and Release of Easement recorded in Book A96, page 3188 as document number 2005-63372, records of Bernalillo County, New Mexico.
14. Thirty (30) foot reciprocal common access easement, and maintenance provisions therefore, as set forth on the plat recorded in Map Book 98C, folio 303, records of Bernalillo County, New Mexico.
15. Easement for utilities recorded in Book 91-14, page 2791 as document number 91-66893, records of Bernalillo County, New Mexico.
16. Joint Access Easement recorded in Book 98-28, page 2884 as document number 98-164735, records of Bernalillo County, New Mexico.
17. Grant of Permanent Easement recorded in Book A40, page 5101 as document number 2002-105407, records of Bernalillo County, New Mexico.

SCHEDULE B - SECTION II
(Continued)

18. Easement for utilities recorded in Book A96, page 3190 as document number 2005-63374, records of Bernalillo County, New Mexico.

19. Any possible assessments for paving or sewer and water extensions which are or might be a lien by law, but have not yet been recorded.

20. In compliance with Subsection D of 13.14.18.10 NMAC, the Company hereby waives its right to demand arbitration pursuant to the Title Insurance Arbitration Rules of the American Arbitration Rules of the American Land Title Association. Nothing herein prohibits the arbitration of all arbitrable matters when agreed to by both the Company and the insured.

END OF SCHEDULE B - SECTION II

General Exceptions 1, 2, 3, and or 4 may be deleted from any policy upon compliance with all provisions of the applicable rules, upon payment of all additional premiums required by the applicable rules, upon receipt of the required documents and upon compliance with the Company's underwriting standards fro each such deletion. General Exception 5 may be deleted from the policy if the named insured in the case of an Owner's Policy, or the vestee, in the case of a Leasehold or Loan Policy, is a corporation, a partnership, or other artificial entity, or a person holding title as trustee.

CONDITIONS

1. The term mortgage, when used herein, shall include deed of trust, trust deed, or other security instrument.

2. If the proposed Insured has or acquired actual knowledge of any defect, lien, encumbrance, adverse claim or other matter affecting the estate or interest or mortgage thereon covered by this Commitment other than those shown in Schedule B hereof, and shall fail to disclose such knowledge to the Company in writing, the Company shall be relieved from liability for any loss or damage resulting from any act of reliance hereon to the extent the Company is prejudiced by failure to so disclose such knowledge. If the proposed Insured shall disclose such knowledge to the Company, or if the Company otherwise acquires actual knowledge of any such defect, lien, encumbrance, adverse claim or other matter, the Company at its option may amend Schedule B of this Commitment accordingly, but such amendment shall not relieve the Company from liability previously incurred pursuant to paragraph 3 of these Conditions.

3. Liability of the Company under this Commitment shall be only to the named proposed Insured and such parties included under the definition of Insured in the form of policy or policies committed for and only for actual loss incurred in reliance hereon in undertaking in good faith (a) to comply with the requirements hereof, or (b) to eliminate exceptions shown in Schedule B, or (c) to acquire or create the estate or interest or mortgage thereon covered by this Commitment. In no event shall such liability exceed the amount stated in Schedule A for the policy or policies committed for and such liability is subject to the insuring provisions and Conditions and the Exclusions from Coverage of the form of policy or policies committed for in favor of the proposed Insured which are hereby incorporated by reference and are made a part of this Commitment except as expressly modified herein.

4. This Commitment is a contract to issue one or more title insurance policies and is not an abstract of title or a report of the condition of title. Any action or actions or rights of action that the proposed Insured may have or may bring against the Company arising out of the status of the title to the estate or interest or the status of the mortgage thereon covered by this Commitment must be based on and are subject to the provisions of this Commitment.

5. *The policy to be issued contains an arbitration clause. All arbitrable matters when the Amount of Insurance is $2,000,000 or less shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. You may review a copy of the arbitration rules at <http://www.alta.org/>.*

FDNM0354.rdw

NM Form 6
ALTA Commitment (8/1/2009)

STEWART TITLE CF#1286- 17aKC

SF-1 SHORT FORM WARRANTY DEED—Rev. 2-73—New Mexico Statutory Form

86490156

THE VALLIANT CO. ALBUQUERQUE, N. M.

86128902 **WARRANTY DEED** vv 729

CITY OF ALBUQUERQUE

for consideration paid, grant

to SECURITY FEDERAL SAVINGS and LOAN ASSOCIATION OF ALBUQUERQUE

whose address is 6501 Indian School Rd., N.E., Albuquerque, NM

the following described real estate in BERNALILLO County, New Mexico:

TRACT E-3 JEANNEDALE ADDITION, being a Replat of Tract E, Jeannedale, an addition to the City of Albuquerque, as the same is shown and designated on the Plat of said Addition, filed in the Office of the County Clerk of Bernalillo County, New Mexico on December 12, 1986 in Map Book C32, folio 83.

SUBJECT TO: Restrictions, Covenants, Patents and Taxes for the year 1987 and thereafter.

CITY OF ALBUQUERQUE,
a municipal corporation

Gene Romo
Chief Administrative Officer

with warranty covenants.

WITNESS its hand and seal this 24 day of December, 1986.

(Seal) (Seal)

(Seal) (Seal)

ACKNOWLEDGMENT FOR NATURAL PERSONS

STATE OF NEW MEXICO }
COUNTY OF }

The foregoing instrument was acknowledged before me this day of, 19

by

My commission expires:
(Seal)

Notary Public

FOR RECORDER'S USE ONLY

STATE OF NEW MEXICO
COUNTY OF BERNALILLO
FILED FOR RECORD

1986 DEC 30 PM 2:35

Q 291A PG 729

DOROTHY C. WALLER
COUNTY CLERK

ACKNOWLEDGMENT FOR CORPORATION

STATE OF NEW MEXICO }
COUNTY OF Bernalillo } ss.

The foregoing instrument was acknowledged before me this 24th day of December, 1986,

by Gene Romo, Chief Administrative Officer of City of Albuquerque

a New Mexico corporation, on behalf of said corporation.

My commission expires:
(Seal) 4-14-89

Notary Public

LF SF-1

Land Records Corp. FT ALB10269 BE 1986128902.001

Albuquerque Title USA T.I. 69,517RS

SP - 1 SHORT FORM SPECIAL WARRANTY DEED—Rev. 1-71—New Mexico Statutory Form THE VALLIANT CO. ALBUQUERQUE, N. M.

08789780

SPECIAL WARRANTY DEED

V. 815

Security Federal Savings and Loan Association of Albuquerque, a federally chartered savings and loan association, for consideration paid, grant to New Mexico Educators Federal Credit Union, a federally chartered credit union

whose address is 1401 San Pedro Blvd., N.E., Albuquerque, New Mexico 87110

the following described real estate in Bernalillo County, New Mexico:

Tracts E-3 and F-2, Jeannedale Addition, Replat of Tracts E & F, Unit 1-A, (Now comprising Tracts E-1, E-2, E-3, F-1, & F-2, Unit 1-A), Albuquerque, Bernalillo County, New Mexico, as the same are shown and designated on the Plat filed in the Office of the County Clerk of Bernalillo County, New Mexico on December 12, 1986, as Document Number 86-122811, recorded in Vol. C32, Folio 83, records of Bernalillo County, New Mexico.

Subject to patent reservations, covenants, restrictions, easements and rights of way of record and ad valorem taxes for the 1987 and subsequent years.

with special warranty covenants.

WITNESS hand and seal this 26th day of August, 1987

(Seal) (Seal)

Security Federal Savings and Loan Association of Albuquerque, a federally chartered savings and loan association.

(Seal) (Seal)

By A.H. Catanach Jr.
A.H. Catanach, Jr.
President

ACKNOWLEDGMENT FOR NATURAL PERSONS

STATE OF NEW MEXICO }
COUNTY OF } ss.

The foregoing instrument was acknowledged before me this day of, 19,

by
(Name or Names of Person or Persons Acknowledging)

My commission expires:
(Seal)

Notary Public

FOR RECORDER'S USE ONLY

STATE OF NEW MEXICO
COUNTY OF BERNALILLO
FILED FOR RECORD
1987 AUG 26 PM 3:26
BK D312 PG 815
MARY S. DAVIS
COUNTY CLERK

ACKNOWLEDGMENT FOR CORPORATION

STATE OF NEW MEXICO }
COUNTY OF BERNALILLO } ss.

The foregoing instrument was acknowledged before me this 26th day of August, 1987,

by A. H. Catanach, Jr.
(Name of Officer)

President of Security Federal Savings & Loan Association of Albuquerque
(Title of Officer) (Name of Corporation)

federally chartered savings & loan corporation, on behalf of said corporation.

My commission expires:
(Seal) 2-19-90

Notary Public

Land Records Corp. FT ALB10269 BE 1987089780.001

After recording return to:
Rio Grande Title Company, Inc.

File No. **00972262 Vivian Gonzales**

WARRANTY DEED

New Mexico Educators Federal Credit Union, a federally chartered corporation, for consideration paid, grants to the **CITY OF ALBUQUERQUE, A New Mexico Municipal Corporation** whose address is **P.O. Box 1293, Albuquerque, New Mexico 87103** the following described real estate in **Bernalillo** County, New Mexico:

Tract E-2A1 of JEANNEDALE ADDITION, Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on the plat, filed in the office of the County Clerk of Bernalillo County, New Mexico on October 9, 1998, in Map Book 98C, folio 303.

SUBJECT TO reservations, restrictions and easements of record, and taxes for the year 1999 and subsequent years,

with warranty covenants.

WITNESS my hand and seal this 22nd day of December, 1998.

New Mexico Educators Federal Credit Union
A federally charter corporation

BY Joseph S. Coey (Seal)
Joseph S. Coey, President

FOR RECORDER'S USE ONLY

ACKNOWLEDGMENT FOR CORPORATION

STATE OF NEW MEXICO }
} ss.
COUNTY OF Bernalillo }

This instrument was acknowledged before me this 22nd day of December, 1998, by Joseph S. Coey (Name of Officer), President (Title of Officer) of New Mexico Educators Federal Credit Union (Name of Corporation Acknowledging), a a federally chartered (State of Incorporation) corporation, on behalf of said corporation.

My commission expires:
(Seal) 4/16/2000

Notary Public

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Page: 1 of 1
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Bk-9829 Pg-2883

Judy D. Woodward Bern. Co. NM R 7.00

SHORT FORM WARRANTY DEED
SWB Vision Form SDD01NM Rev. 07/08/98

Land Records Corp. FT ALB10269 BE 1998164734.001

91066893

0002791

New Mexico 1/91
Exchange San Mateo
R/W 55151
Job No. Routine

EASEMENT

The **RESOLUTION TRUST CORPORATION** as Receiver of ABQ Federal Savings Bank, the undersigned Grantor for and in consideration of TEN THOUSAND FIVE HUNDRED DOLLARS ($10,500.00) and other good and valuable consideration, the receipt whereof is hereby acknowledged, do hereby grant and convey to US WEST COMMUNICATIONS, INC., a Colorado corporation, and The Public Service Company of New Mexico, a New Mexico Corporation, Alvarado Square, Albuquerque, New Mexico 87158, (Grantee) its successors, assigns, licensees and agents a perpetual easement to construct, reconstruct, operate, maintain and remove such telecommunications facilities as Grantee may require upon, over, under and across the following described land which the Grantor owns or in which the Grantor has any interest, to-wit:

A certain tract of land to be designated as a C.E.V. Easement, lying South of and adjacent to a 10' wide existing utility easement, said tract situate within and being a Northerly portion of Tract E-2, as shown and designated on the REPLAT OF TRACTS E & F, UNIT 1-A (NOW COMPRISING TRACTS E-1, E-2, E-3, F-1 & F-2, UNIT 1-A) JEANNEDALE ADDITION, said replat thereof, filed in the office of the County Clerk of Bernalillo County, New Mexico on December 12, 1986, in Volume C32, Folio 83; said easement is further shown and described on Exhibit 'A' attached hereto and made a part hereof and is situate in County of Bernalillo, State of New Mexico. Grantee shall have the right of ingress and egress over and across the Land of the Grantor to and from the above-described property and the right to clear and keep cleared all trees and other obstructions from the above-described property. Grantee shall be responsible for all damage caused to Grantor arising from Grantee's exercise of the rights and privileges herein granted.

The Grantor reserves the right to occupy, use and cultivate said Easement for all purposes not inconsistent with, nor interfering with the rights herein granted.

The rights, conditions and provisions of this easement shall inure to the benefit of and be binding upon the heirs, executors, administrators, successors and assigns of the respective parties hereto.

Land Records Corp.

FT ALB10269 BE 1991066893.001

0002792

It is further understood, however, that no fencing or permanent type of enclosure of any kind may be placed along the (side of property) side of above described area, and further that no obstructions of any kind will be placed over or upon the above described area; EXCEPT such facilities, protective structures or fencing as may be desired by the Grantee herein.

It is understood that any surface improvements, pipes, irrigation ditches, sidewalks, driveways, grass, trees, shrubs, fencing or landscaping that may be disturbed by the placement, maintenance, operation, replacement or repair of the above telephone company facilities, will be restored to the condition that existed prior to such telephone company work; said restoration to be completed at the sole expense of the telephone company.

Executed and delivered this 18th day of July, A.D., 1991.

At Albuquerque, New Mexico.

THE RESOLUTION TRUST CORPORATION as RECEIVER OF ABQ FEDERAL SAVINGS BANK

By: _____
Charles C. Mann

STATE OF NEW MEXICO)
) ss.
COUNTY OF BERNALILLO)

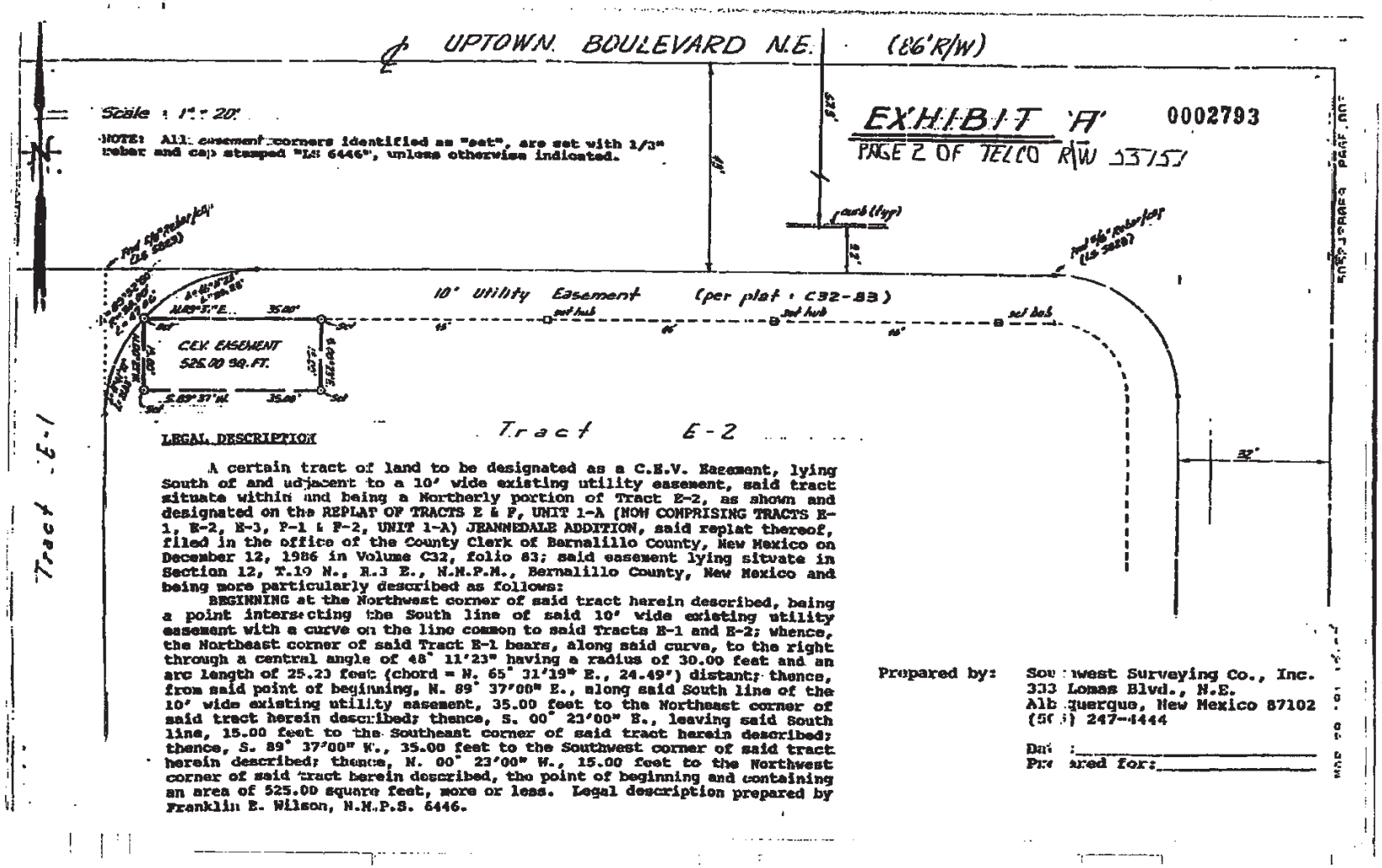
The foregoing instrument was acknowledged before me this 18th day of July, 1991, by Charles C. Mann, Financial Institution Specialist of the Resolution Trust Corporation as Receiver of ABQ Federal Savings Bank.

_____
Notary Public

My commission expires:
1/2/95

STATE OF NEW MEXICO
COUNTY OF BERNALILLO
FILED FOR RECORD
91 AUG 14 AM 8:07
9414 2791- 2793
CLERK & RECORDER
DEPUTY

Land Records Corp. FT ALB10269 BE 1991066893.002



JOINT ACCESS EASEMENT

Joint Access Easement ("Easement Agreement") between the City of Albuquerque ("City"), a New Mexico municipal corporation, and New Mexico Educators Federal Credit Union ("Credit Union"), a federally chartered corporation.

1. **Recitals.**

A. Effective March 30, 1998, the City and the Credit Union entered into a certain Real Estate Sale Agreement, as amended ("Sale Agreement") in which the parties agreed to execute a document providing for the construction and maintenance of improvements to the reciprocal common access easement ("Joint Access Easement") that was granted to the owners, successors and assigns of Tracts E-2A1 and E-2A2 as the same are shown and designated on the Plat thereof filed on October 9, 1998, as Document Number 98130236 in Volume 98C, Folio 323 of the records of Bernalillo County, New Mexico.

B. The Credit Union is the owner of Tract E-2A2 and the City is the owner of Tract E-2A1.

2. **Access Improvements.**

A. The driveway improvements ("Easement Improvements") within the Joint Access Easement shall meet all design criteria and all specifications that are required in order to permit the use of the Joint Access Easement by City buses. The City and the Seller shall each pay one-half (½) of the cost to design and to maintain the Easement Improvements. The City and the Seller shall each pay one-half (½) of the cost that would be required in order to construct standard driveway improvements to the Joint Access Easement for the use of passenger automobiles and light trucks. The City shall pay the difference between (I) the cost to construct the Easement Improvements for use by City buses and (ii) the lesser cost that would be required in order to construct standard driveway improvements for the use of passenger automobiles and light trucks. The design and specifications for and bids for construction of the Easement Improvements shall be subject to approval by both parties prior to the commencement of any construction of the Easement Improvements. The estimated costs of the design and maintenance of the Easement Improvements shall be subject to approval by both parties prior to the commencement of any design or maintenance of the Easement Improvements.

D. Prior to the completion of the design of the Easement Improvements, the Seller may, but shall have no obligation to, improve ("Seller Improvements") the Joint Access Easement in order to permit access to the drive-up

j:\rpd3\propman\creditunion2.eas

teller window that will be installed by the Seller on Tract E-2A2. If the Seller Improvements within the Joint Access Easement meet the design criteria and specifications of the Easement Improvements, if the City has approved the cost of the design and bid for construction of the Seller Improvements within the Joint Access Easement, and if the Seller Improvements can be incorporated into the Easement Improvements when the Easement Improvements are constructed, then the City shall contribute to that part of the cost of the design and construction of the Seller Improvements that are located within the Joint Access Easement in the same amounts as are provided for in subparagraph A above with respect to the contribution of the City for the Easement Improvements.

E. At all times during any construction, improvement or maintenance within the Joint Access Easement and at all times during the operation of the Seller's drive-up teller window, access shall be provided from Indiana Street NE or from Americas Parkway NE to the Tract E-2A1 and to Tract E-2A2.

3. **Arbitration.** Any dispute concerning this Easement Agreement, or the performance, interpretation, or breach hereof, shall be settled by arbitration pursuant to the Rules ("Rules") of the American Arbitration Association ("AAA") then in effect. The arbitrators shall have no power to render an award which has the effect of altering or amending or changing in any way any provision of this Easement Agreement. The award of the arbitrators shall be final and binding. Judgment upon any such award shall be rendered only by any state or federal court sitting in Bernalillo County, New Mexico. Any and all arbitration proceedings, including discovery ordered by the arbitrators, shall take place in Bernalillo County, New Mexico. The arbitration proceedings shall be held only in Bernalillo County. In any arbitration, the arbitrators shall have the powers of a court having jurisdiction as well as all of the powers pursuant to the Rules. Without limiting the generality of the foregoing, the arbitrators shall have the power to issue orders for injunctive relief. The City and the Credit Union consent to the joinder in the arbitration of any party necessary for the complete resolution of all disputes arising out of the performance of this Easement Agreement. Notice of demand for arbitration must be filed in writing with the other party to this Easement Agreement and with the AAA. The demand must be made within a reasonable time after the claim, dispute or other matter in question has arisen. In no event may the demand for arbitration be made after the date when institution of legal or equitable proceedings based on such claim, dispute or other matter in question would be barred by the applicable statute of limitations.

4. **Notices.** All notices, requests, demands and other communications given under this Agreement will be in writing, and, unless otherwise specified in this Agreement, will be deemed to have been given if delivered in person, or on receipt, if mailed by certified or registered mail, postage pre-paid, and addressed to the Credit Union or to the City at the following addresses, unless either the Credit Union or the

j:\rpd3\propman\creditunion2.ees

City changes the Credit Union's or the City's address by giving written notice of the change to the other. The addresses for notices are:

A. Notice to the Credit Union:

New Mexico Educators Federal Credit Union
6501 Indian School Rd. NE
Albuquerque, New Mexico 87110
Attention: President

B. Notice to the City:

City of Albuquerque
One Civic Plaza, 11th Floor
P. O. Box 1293
Albuquerque, New Mexico 87103
Attn: Director, Transit Department

SIGNED this 29 day of September, 1998.

CITY OF ALBUQUERQUE

By: _____
Lawrence Rael
Chief Administrative Officer

Date: 10/5/98

NEW MEXICO EDUCATORS FEDERAL CREDIT UNION

By: _____
John E. Brink, Senior Vice President
Assets Management

Recommended:

_____
Ann Watkins, Director
Transit Department

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5156154
Page: 3 of 4
12/22/1998 01:21P
Bk-9826 Pg-2884
Judy D. Woodward Bern. Co. ERSE R 13.00

Land Records Corp. FT ALB10269 BE 1998164735.003

STATE OF NEW MEXICO)
) ss
COUNTY OF BERNALILLO)

This instrument was acknowledged before me on October 5, 1998, by Lawrence Rael, Chief Administrative Officer for the City of Albuquerque, a New Mexico municipal corporation.

OFFICIAL SEAL
Renie Carmona
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires:

Renie Carmona
Notary Public

My Commission Expires:
1/15/2002

STATE OF NEW MEXICO)
) ss
COUNTY OF BERNALILLO)

This instrument was acknowledged before me on Sept 29, 1998, by John E. Brink, Senior Vice President, Asset Management, of New Mexico Educators Federal Credit Union, a federally chartered corporation.

Notary Public

OFFICIAL SEAL
MARTIN B. PASKIND
NOTARY PUBLIC - NEW MEXICO
Notary Bond Filed with Secretary of ...
My Commission Expires

My Commission Expires:
4-12-2000

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Page: 4 of 4
12/22/1998 01:21P
Bk-9828 Pg-2884
Judy D. Woodward Bern. Co. ERSE R 13.00

1300

#575902

PERMANENT EASEMENT

8/14/2002

Grant of Permanent Easement, between the City of Albuquerque acting by and through the Transit Department ("Grantor"), whose address is 100 First St. SW, and the City of Albuquerque, A New Mexico municipal corporation ("City"), whose address is P.O. Box 1293, Albuquerque, NM 87103.

Grantor grants to the City an exclusive, permanent easement ("Easement") in, over, upon and across the real property described on Exhibit "A & B" attached hereto ("Property") for the construction, installation, maintenance, repair, modification, replacement and operation of a public sidewalk easement, together with the right to remove trees, bushes, undergrowth and any other obstacles upon the Property if the City determines they interfere with the appropriate use of this Easement.

The grant and other provisions of this Easement constitute covenants running with the property for the benefit of the City and its successors and assigns until terminated.

This easement shall not be effective unless approved by the City Engineer as shown in the signature block below.

Witness my hand and seal this 26th day of July, 2002.

APPROVED:

City Engineer

8-16-02

8/13/02

8/14/02

GRANTOR:

Chief Administrative Officer

GRANTOR:

By: Bruce Rizzieri

Its: Acting Director

City of Albuquerque

STATE OF NEW MEXICO}
ss
COUNTY OF BERNALILLO}

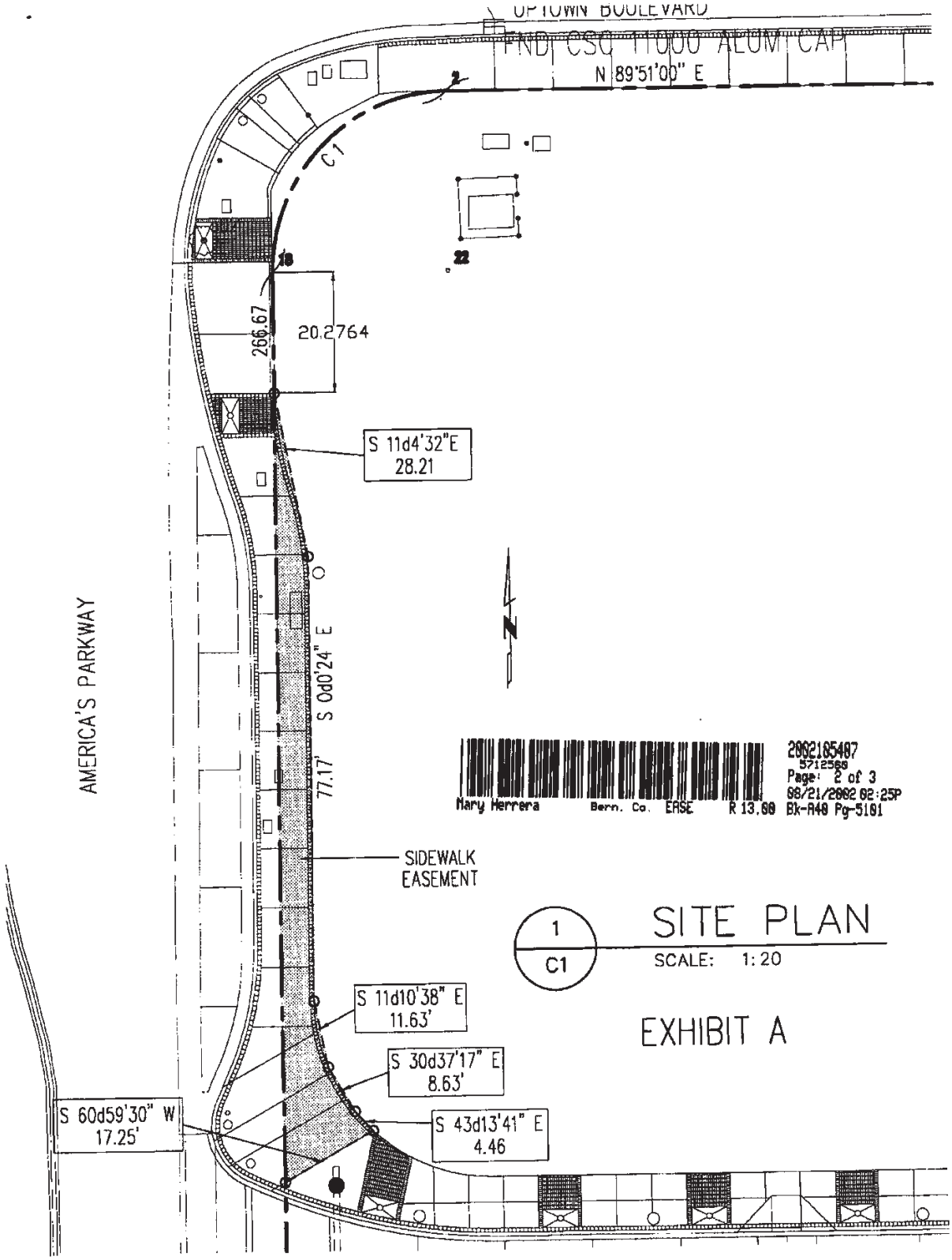
This instrument was acknowledged before me this 26th day of July, 2002, by Jay Czar, Chief Administrative Officer of the City of Albuquerque, a municipal corporation, on behalf of the corporation.

Notary Public

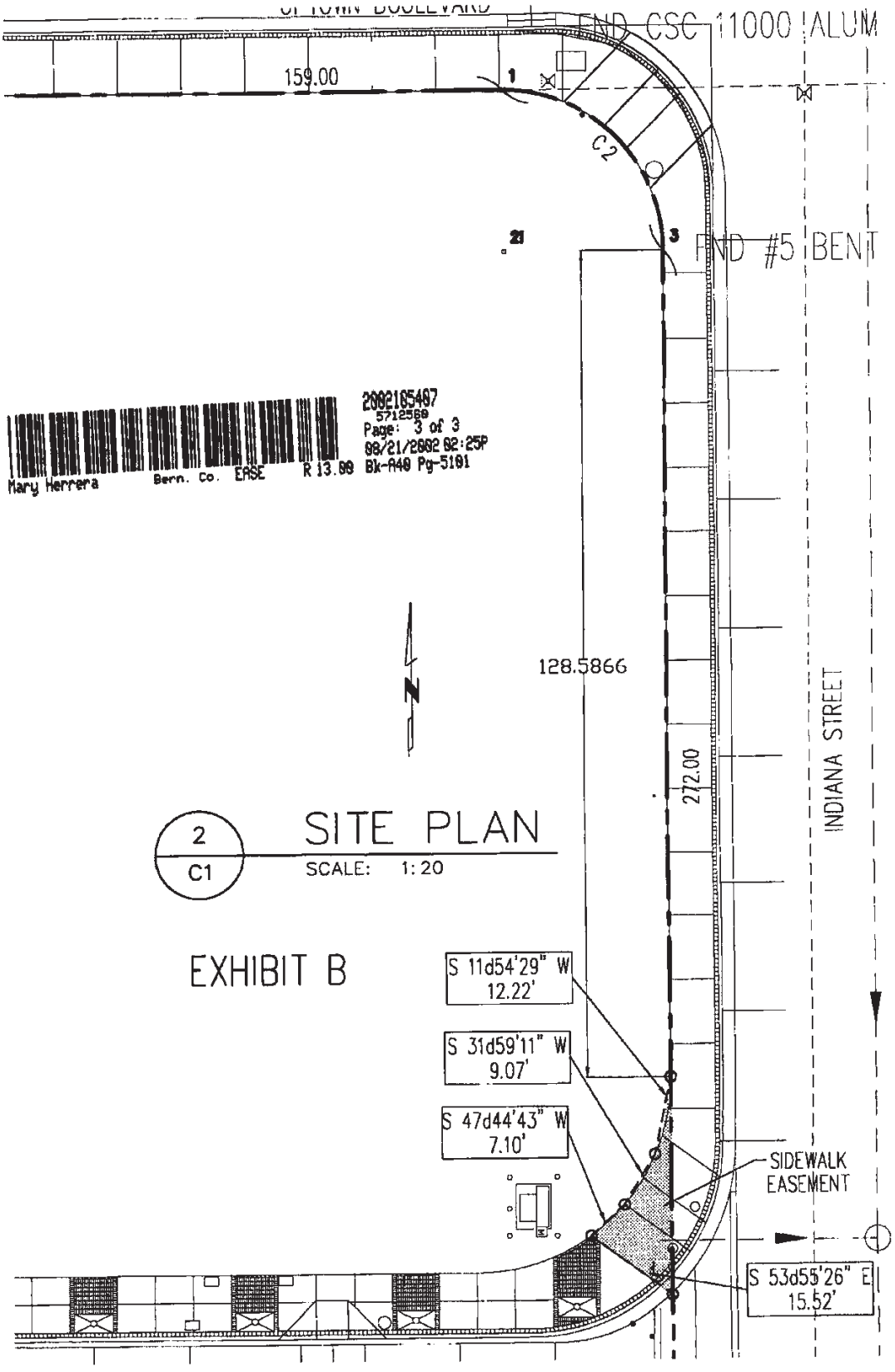
My commission expires: 1-27-06

2002105407
5712568
Page: 1 of 3
08/21/2002 02:25P
Bk-A48 Pg-5101
R 13.00
Bern. Co. EASE
Mary Herrera

Land Records Corp. FT ALB10269 BE 2002105407.001



Land Records Corp. FT ALB10269 BE 2002105407.002



Land Records Corp. FT ALB10269 BE 2002105407.003

PNM ROWT NO. 11606

PUBLIC SERVICE COMPANY OF NEW MEXICO
WAIVER AND RELEASE OF EASEMENT

PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM), a New Mexico corporation, does hereby release, waive, quitclaim and discharge its right, title and interest to the present owner or owners, as their interests may appear in the property described below. The interest of PNM in such property was created by that certain Easement or Grant of Right of Way recorded in Bernalillo County, on October 9th, 1998, in Book 98C, Page(s) 303, Document No. 1998130236. As to all property covered by such Easement or Grant of Right of Way which is not specifically described herein, the right, title and interest of PNM shall not be affected by this release.

The easement (or portion thereof) being released herein is described as lying and being within lands situate in Bernalillo County, New Mexico, and is more particularly described as follows, to wit:

PNM ROWT NO. 11606

The easement being released is within TRACT E-2A1, JEANNEDALE ADDITION situate in Section 12, T. 10N, R. 3E, N.M.P.M., Bernalillo County, New Mexico, as the same is shown and designated on said plat filed for record in the Office of the County Clerk of Bernalillo County on October 9, 1998 in Plat Book 98C, Page 303, and being more particularly described as follows:

Said easement being released is a 20' X 10' transformer pad site located on the property described above and as generally shown on the drawing attached hereto and made a part hereof as EXHIBIT "A".

IN WITNESS WHEREOF, the undersigned has caused these presents to be executed this 19 day of April, 2005

PUBLIC SERVICE COMPANY OF NEW MEXICO

FOR RECORDER'S USE ONLY

NUMBER

ACKNOWLEDGMENT FOR CORPORATION

STATE OF NEW MEXICO

COUNTY OF BERNALILLO

This instrument was acknowledged before me on April 19th, 2005

By ROB ROBERTS, MANAGER, RIGHT OF WAY DEPT., of Public Service Company of New Mexico, a New Mexico corporation, on behalf of said corporation.

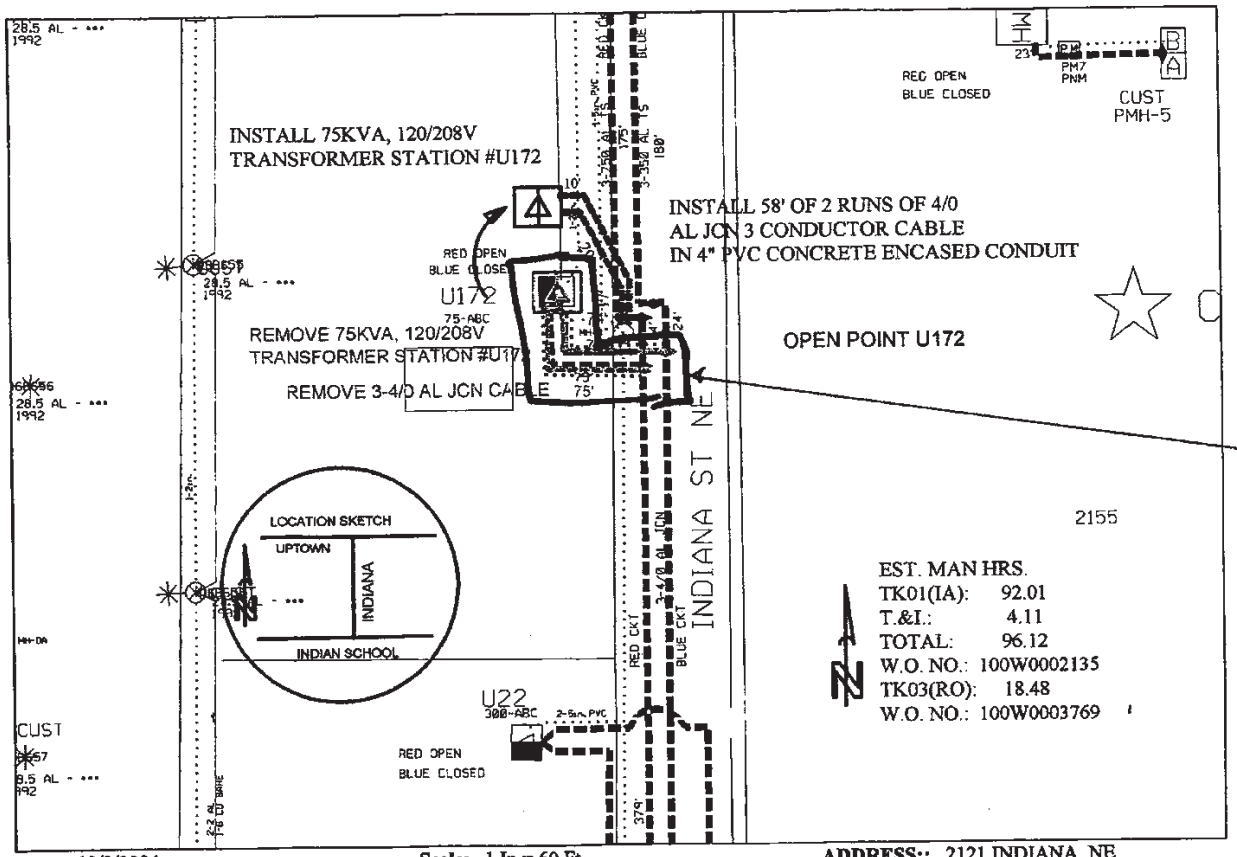
My commission expires: April 12, 2006 (Seal)

Notary Public

Mary Herrera Bern. Co. EASE R 11.00 2005063372 Page: 1 of 2 05/06/2005 09:52A Bk-A96 Pg-3188

Revised 02/2004

Land Records Corp. FT ALB10269 BE 2005063372.001



PNM PROJECT # 11606

EXHIBIT A RELEASE

TRACT E-2A1, JEANNEDALE ADDITION

BERNALILLO COUNTY NM

SECTION 12
T10 N
R3E

FT ALB10269 BE 2005063372.002

Land Records Corp.

Date: 12/2/2004
PP NO.:: 76079-01,03
Field View Check Print

Scale: 1 In = 60 Ft
DESIGNED BY:: G. ZEDALIS

ADDRESS:: 2121 INDIANA, NE
PROJECT LEADER:: G. ZEDALIS

#11606

PUBLIC SERVICE COMPANY OF NEW MEXICO
UNDERGROUND EASEMENT (ELECTRIC)

THIS EASEMENT made this 18th day of April, 20 05 by and between

City of Albuquerque

(Grantor) and PUBLIC SERVICE COMPANY OF NEW MEXICO, a New Mexico corporation (Grantee), and their successors and assigns.

WITNESSETH:

Grantor, for and in consideration of the sum of One Dollar ($1.00) in hand paid and other valuable consideration, the receipt of which is acknowledged, does hereby give, bargain, sell, grant and convey unto Grantee a perpetual easement to build, rebuild, construct, reconstruct, locate, relocate, change, remove, replace, modify, renew, operate and maintain underground facilities for the transmission and distribution of electric power and energy and facilities for fiber optics and other communication purposes. Such facilities may include (but are not limited to) lines, cables, poles, guy wires, anchors, conduits and other equipment, fixtures, appurtenances and structures necessary to maintain such facilities on, over, beneath, through and across the easement hereinafter described, together with free access to, from and over said easement, with the right and privilege of going upon, over and across adjoining lands of Grantor for the purposes set forth herein, and with the right to utilize the easement to extend services to customers of Grantee, and to trim and remove any trees, shrubs, bushes or vegetation and remove any structures which interfere with the purposes set forth herein. The easement granted herein is within lands situate in Bernalillo County, New Mexico, and is more particularly described as follows, to wit:

PNM ROWT Number 11606

An easement within TRACT E-2A1, JEANNEDALE ADDITION, situate in Section 12, T. 10N, R. 3E, N.M.P.M., Bernalillo County, New Mexico, as the same is shown and designated on said plat filed for record in the Office of the County Clerk of Bernalillo County on October 9th 1998, in Plat Book 98C, Page 303, and being more particularly described as follows:

Said easement is ten (10) feet wide, being five (5) feet on each side of the electrical power line to be installed on the property described above. For the transformer site, the easement extends to ten (10) feet wide in front of the transformer door and five (5) feet wide on each side of the transformer, as installed on the property described above.

All as generally shown on the drawing attached hereto and made a part hereof as EXHIBIT "A".

SEE ATTACHED PAGE TWO AND EXHIBIT "A"

Grantor hereby covenants that Grantor is the true and lawful owner of the land described herein.

Grantor shall have the right to use the above described easement for purposes not inconsistent with the rights hereby granted, provided that Grantor shall not erect nor construct any building, pool or other structure thereon, nor drill nor operate any well thereon, nor conduct any activity which violates provisions of the National Electric Safety Code.

The provisions hereof shall inure to the benefit of and bind the heirs, executors, mortgagees, lessees, tenants, successors and assigns of the parties hereto. Grantee shall have the unrestricted right to sell, transfer, assign, pledge, mortgage, lease, grant licenses or other use or occupancy rights with respect to, or otherwise dispose of, in whole or in part, any interest in the easement, and such assigns shall have the further right to convey, in whole or in part, the rights granted to them by Grantee.

WITNESS _____ hand _____ and seal _____ this 18th day of April, 20 05

James B. Lewis, Chief Admin. Officer (SEAL) _____ (SEAL)

_____ (SEAL) _____ (SEAL)

ACKNOWLEDGMENT

STATE OF
COUNTY OF
This instrument was acknowledged before me on _____, 20_____

By _____
My commission expires:
(Seal)

_____
Notary Public

FOR RECORDER'S USE ONLY

ACKNOWLEDGMENT FOR CORPORATION

STATE OF NEW MEXICO
COUNTY OF BERNALILLO
This instrument was acknowledged before me on
April 18, 2005.

By James B. Lewis, Chief Admin. Officer
(Name of Officer) (Title of Officer)

of City of Albuquerque
(Corporation Acknowledging)

a NM Municipal corporation, on behalf of
(State of Incorporation)

My Commission Expires: 1-27-06
(Seal)

Notary Public

PNM REFERENCE NUMBER

2005063374
6258422
Page: 1 of 3
05/06/2005 09:52A
Bk-A96 Pg-3190

Mary Herrera Bern. Co. EASE R 13.00

Revised 02/2004

Land Records Corp. FT ALB10269 BE 2005063374.001

If the City acquires the easement by eminent domain, the easement value shall be $1.00.

As part of the consideration for this grant, the Grantee shall save, defend, indemnify and hold Grantor harmless from any and all liability that may arise as a result of the construction and use of the easement for the purposes set forth...provided however, to the extent, if at all, Section 56-7-1 NMSA 1978 is applicable to this agreement, this agreement to indemnify shall not extend to liability, claims, damages, losses or expenses, including attorney's fees, arising out of (1) the preparation or approval of maps, drawings, opinions, reports, surveys, change orders, designs or specifications by the City, or the agents or employees of the City; or (2) the giving of or the failure to give direction or instructions by the City or the agents or employees of the City, where such giving or failure to give directions or instructions is the primary cause of bodily injury to persons or damage to property.

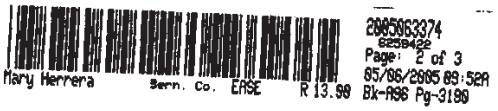
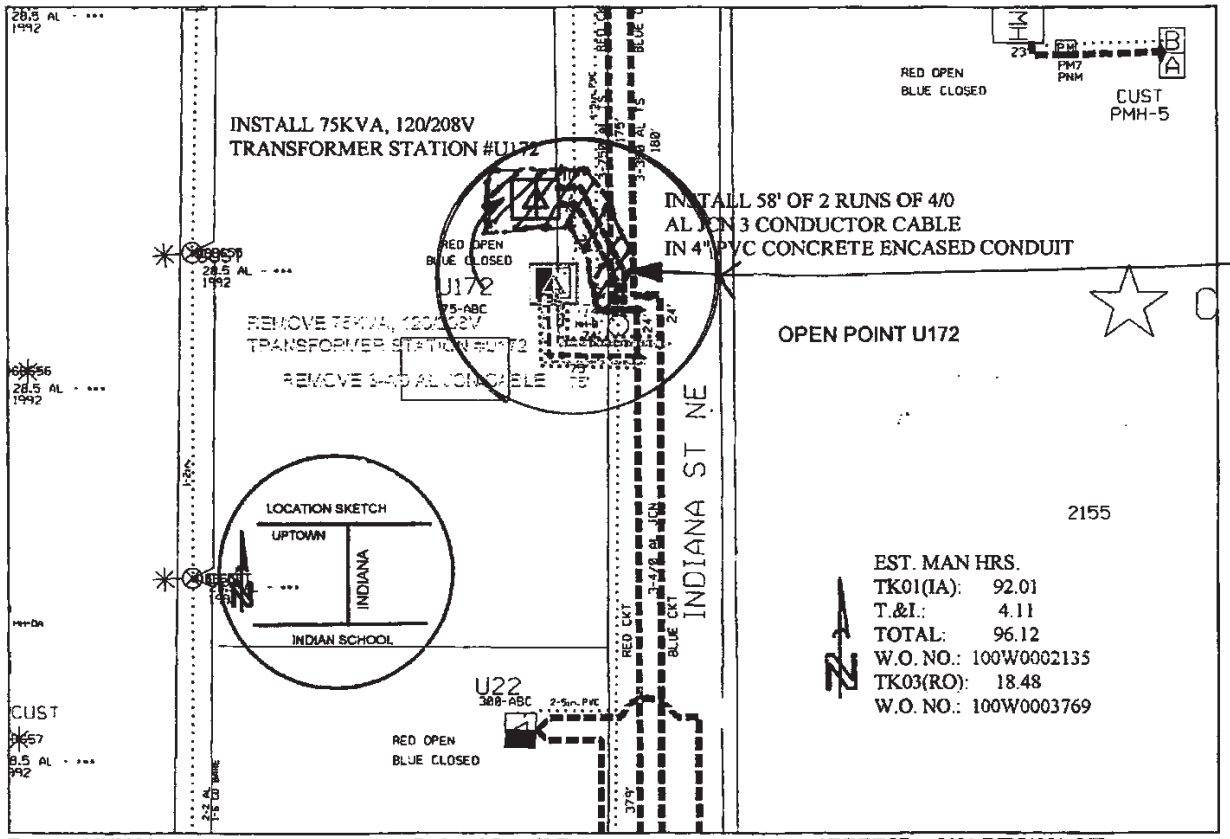


EXHIBIT A



PNM PROJECT #11606
AREA OF PNM EASEMENT
NEW TRANSFORMER LOCATION

TRACT E-2A1, JEANNEDALE ADDITION

SECTION 12

T10 N
R3E

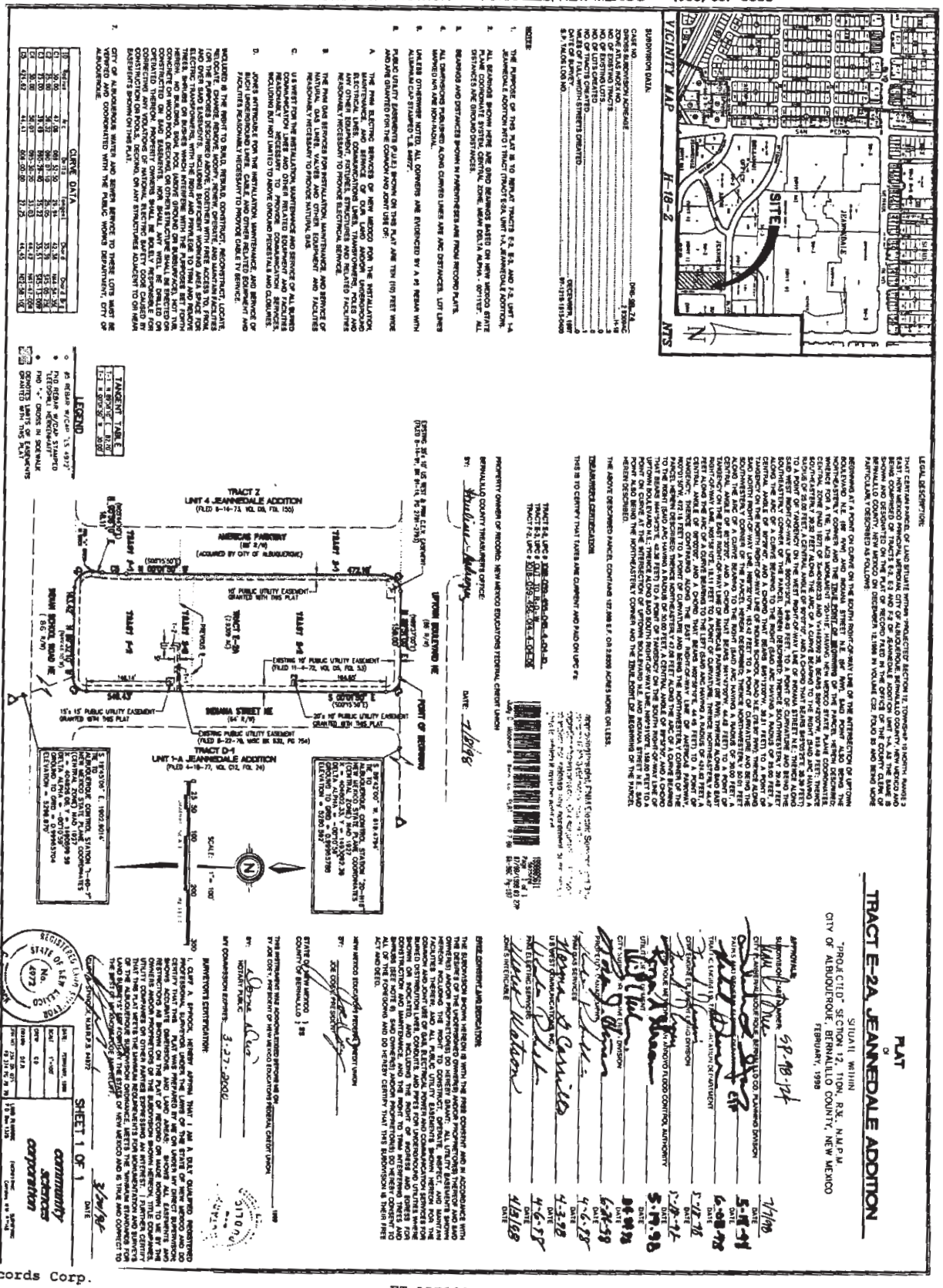
Date: 12/2/2004
PP NO.:: 76079-01,03
Field View Check Print

Scale: 1 In = 60 Ft
DESIGNED BY:: G. ZEDALIS

ADDRESS:: 2121 INDIANA, NE
PROJECT LEADER:: G. ZEDALIS

FT ALB10269 BE 2005063374.003

Land Records Corp.


PLAT
OF
TRACT E-2A JEANNEDALE ADDITION
SITUATE WITHIN "PROJECTED" SECTION 12, T10N, R3E, N.M.P.M.
CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO
FEBRUARY, 1998
VICINITY MAP
H-18-Z
NTS
SITE
JEANNEDALE
SAN PEDRO
LEGAL DESCRIPTION:
SURVEYOR'S CERTIFICATION:
NOTES:
SURVEY CONTROL DATA:
TANGENT TABLE
CURVE DATA
LEGEND
TRACT Z
UNIT 4 JEANNEDALE ADDITION
(FILED 6-14-73, VOL D6, FOL 155)
TRACT E-2A
UNIT 1-A JEANNEDALE ADDITION
(FILED 4-18-77, VOL C12, FOL 24)
AMERICAS PARKWAY
(80' R/W)
(ACQUIRED BY CITY OF ALBUQUERQUE)
INDIANA STREET NE
(64' R/W)
UPTOWN BOULEVARD NE
(80' R/W)
POINT OF BEGINNING
TRACT E-2A
(2.3399 AC)
TRACT E-2B
(2.3399 AC)
TRACT P-1
TRACT P-2
TRACT P-3
TRACT P-4
TRACT P-5
TRACT P-6
TRACT P-7
TRACT P-8
TRACT P-9
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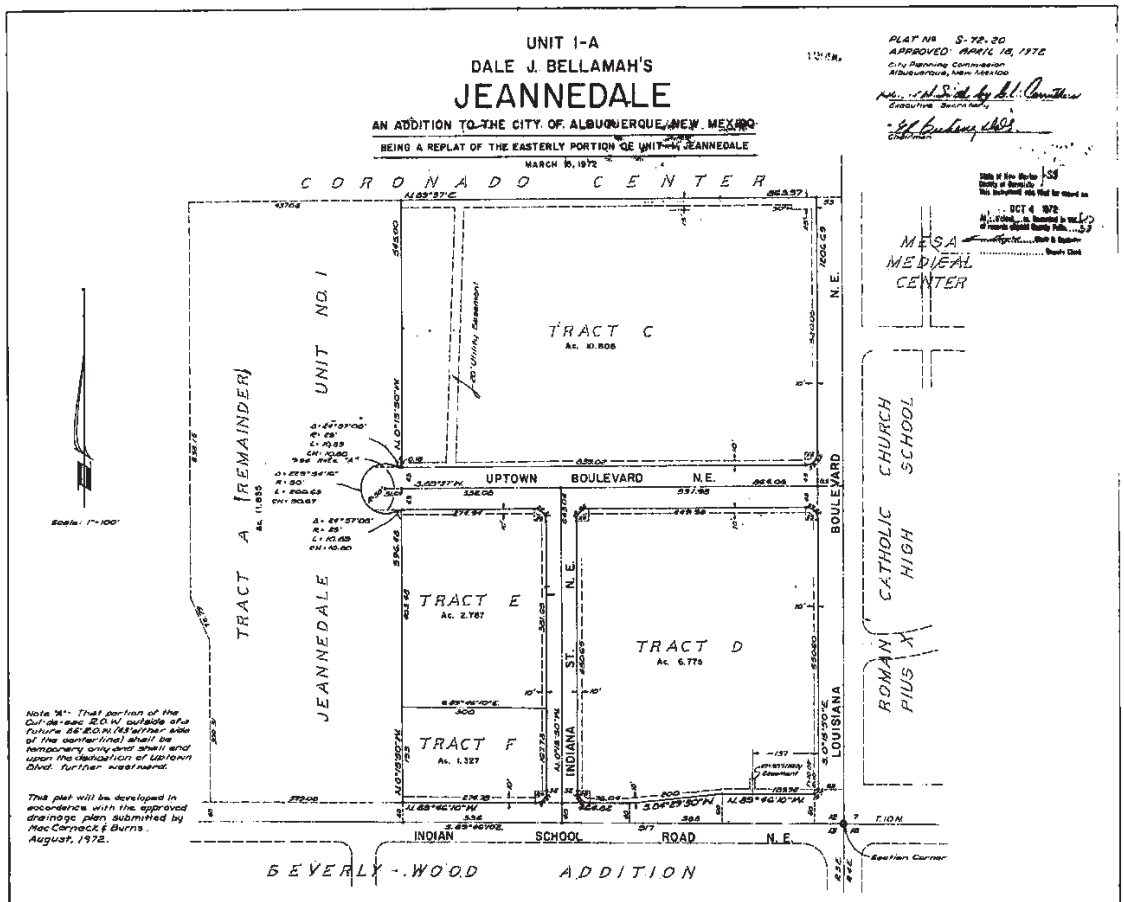
community sciences corporation



DEDICATION

The foregoing replat of that certain tract of land situate in the City of Albuquerque, New Mexico, being and comprising the Eastern portion of UNIT-1 DALE J. BELLAMAH'S JEANNEDALE, an addition to the City of Albuquerque, New Mexico filed in the office of the County Clerk of Bernalillo County, New Mexico on May 31, 1968, now comprising Tracts C, D, E & F, Unit 1-A.

And now hereon shown, surveyed and subdivided, is with free consent and in accordance with the desires of the undersigned owners and proprietors thereof, and the said owners and proprietors do hereby dedicate the several thoroughfares, streets and right-of-ways hereon shown, and the dedication of utility easements to build, construct, operate and maintain underground electric, power, transmission and communication lines, under and through the lands herein shown, and to install all necessary conduits, wires and other equipment and fixtures necessary to maintain the said power and communication lines, through and on the surface of said lands at or near the points hereinafter designated, as the courses of said underground power and communications lines under and through said lands; together with free ingress and egress in, from, and over said easement with rights and privileges of going upon, over and across said lands for the purpose of maintaining said lines; and the right to trim interfering trees and shrubs thereon, is with free consent and in accordance with the desires of the undersigned owners and proprietors thereof.

SECURITY FEDERAL SAVINGS & LOAN ASSOC.
By: John J. Matthews - President
Attest: Robert E. Kala - Senior Vice President

DALE BELLAMAH LAND CO., INC.
By: D.E. Boyle - President
Attest: Travis B. Shaw - Asst. Secretary

APPROVED:

City Engineer	9-22-72 Date
Traffic Engineer	6-6-72 Date
Parks & Recreation Dept.	6-6-72 Date
Maintain Dept.	9-21-72 Date
Southwest Gas Co.	9-22-72 Date
Public Service Co. of New Mexico	9/21/72 Date
A.M.A.F.C.A. Executive Engineer	9-22-72 Date

STATE OF NEW MEXICO) ss
COUNTY OF BERNALILLO)

The foregoing instrument was acknowledged before me this 15th day of May, 1972 by D.E. Boyle and Travis B. Shaw, president and secretary respectively of Dale Bellamah Land Co., Inc., a New Mexico Corporation.

My commission expires: April 3, 1973. Notary Public

SURVEYOR'S CERTIFICATE

I hereby certify that this plat was prepared from an actual ground survey and that it is true and correct to the best of my knowledge and belief.

Robert K. Hicks
New Mex. N.M.L.S. No. 5307

CITY CLERK'S CERTIFICATE

I hereby certify that this plat was approved and accepted for filing by the City of Albuquerque, New Mexico at its meeting held on May 3, 1972.

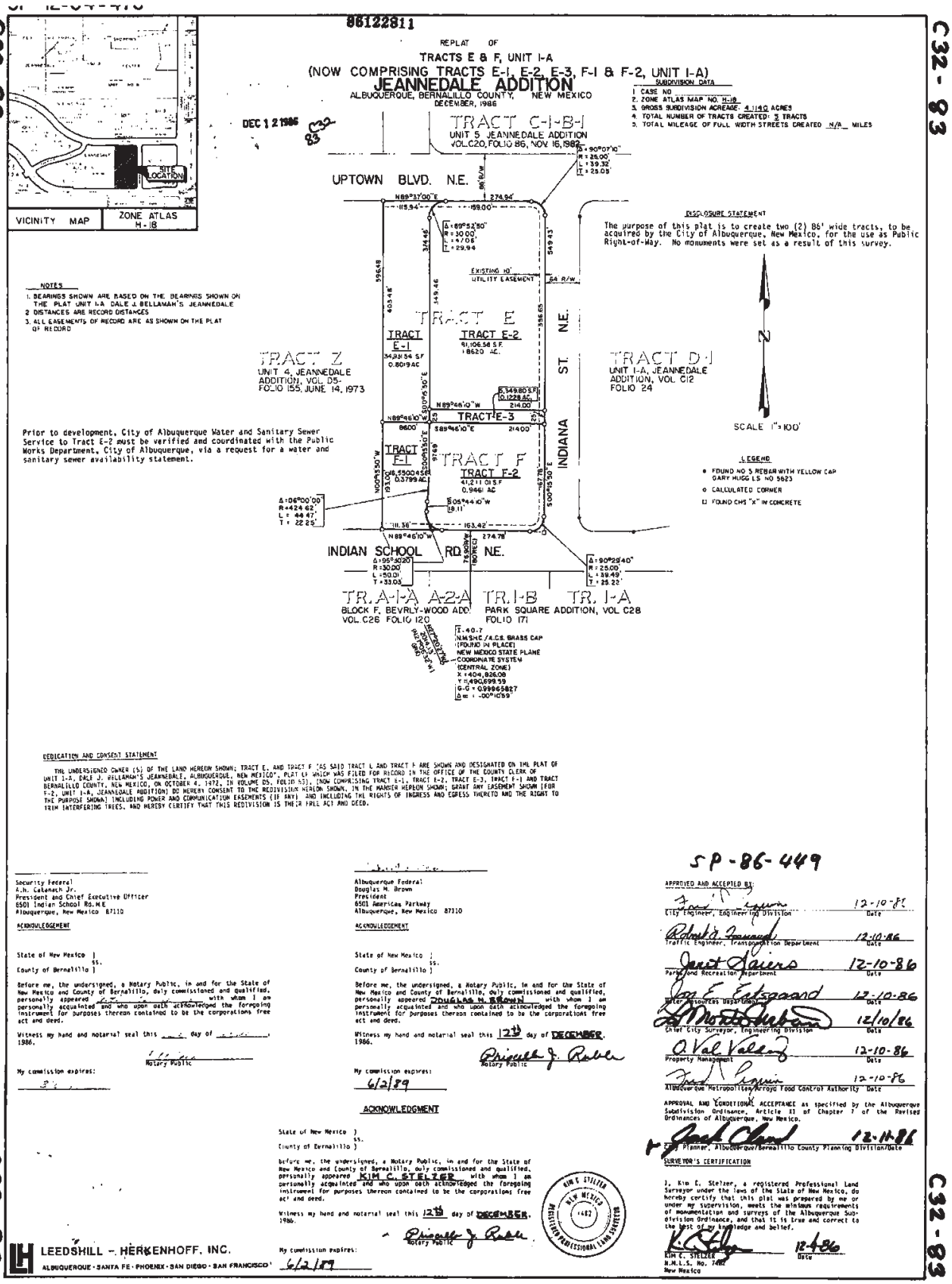
City Clerk (Asst.)

TAX CERTIFICATE

I hereby certify that the taxes for the land hereon shown have been paid for the year 1971, and all prior years.

Rio Grande Title Co. Inc. By:

CK. By: Leroy D. Hurd
Date: 5/13/72



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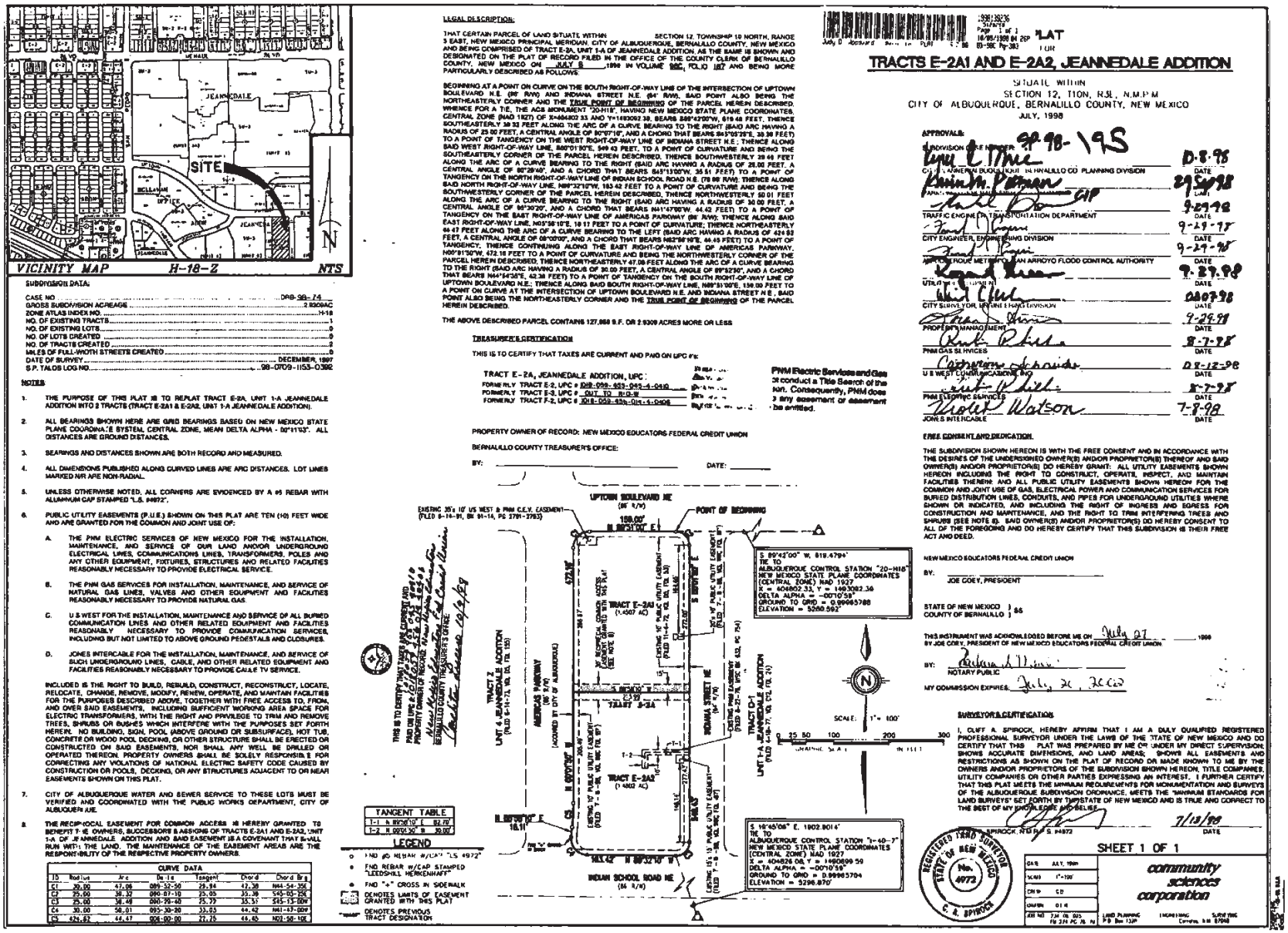

TRACTS E-2A1 AND E-2A2, JEANNEDALE ADDITION

SITUATE WITHIN
SECTION 12, T10N, R3E, N.M.P.M.
CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO
JULY, 1998

VICINITY MAP H-18-Z NTS

SITE

SUBDIVISION DATA:

CASE NO.	DRB-98-74
GROSS SUBDIVISION ACREAGE	2.9309AC
ZONE ATLAS INDEX NO.	H-18
NO. OF EXISTING TRACTS	1
NO. OF EXISTING LOTS	0
NO. OF LOTS CREATED	0
NO. OF TRACTS CREATED	2
MILES OF FULL-WIDTH STREETS CREATED	0
DATE OF SURVEY	DECEMBER, 1997
S.P. TALOS LOG NO.	98-0709-1153-0382

NOTES:

1. THE PURPOSE OF THIS PLAT IS TO REPLAT TRACT E-2A, UNIT 1-A JEANNEDALE ADDITION INTO 2 TRACTS (TRACT E-2A1 & E-2A2, UNIT 1-A JEANNEDALE ADDITION).
2. ALL BEARINGS SHOWN HERE ARE GRID BEARINGS BASED ON NEW MEXICO STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, MEAN DELTA ALPHA - 00°11'53". ALL DISTANCES ARE GROUND DISTANCES.
3. BEARINGS AND DISTANCES SHOWN ARE BOTH RECORD AND MEASURED.
4. ALL DIMENSIONS PUBLISHED ALONG CURVED LINES ARE ARC DISTANCES. LOT LINES MARKED NR ARE NON-RADIAL.
5. UNLESS OTHERWISE NOTED, ALL CORNERS ARE EVIDENCED BY A #5 REBAR WITH ALUMINUM CAP STAMPED "L.S. #4972".
6. PUBLIC UTILITY EASEMENTS (P.U.E.) SHOWN ON THIS PLAT ARE TEN (10) FEET WIDE AND ARE GRANTED FOR THE COMMON AND JOINT USE OF:
   A. THE PNM ELECTRIC SERVICES OF NEW MEXICO FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF OUR LAND AND/OR UNDERGROUND ELECTRICAL LINES, COMMUNICATIONS LINES, TRANSFORMERS, POLES AND ANY OTHER EQUIPMENT, FIXTURES, STRUCTURES AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICE.
   B. THE PNM GAS SERVICES FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS.
   C. U S WEST FOR THE INSTALLATION, MAINTENANCE AND SERVICE OF ALL BURIED COMMUNICATION LINES AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES, INCLUDING BUT NOT LIMITED TO ABOVE GROUND PEDESTALS AND CLOSURES.
   D. JONES INTERCABLE FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH UNDERGROUND LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE TV SERVICE.

   INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE, CHANGE, REMOVE, MODIFY, RENEW, OPERATE, AND MAINTAIN FACILITIES FOR THE PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVE GROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRIC SAFETY CODE CAUSED BY CONSTRUCTION OR POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.
7. CITY OF ALBUQUERQUE WATER AND SEWER SERVICE TO THESE LOTS MUST BE VERIFIED AND COORDINATED WITH THE PUBLIC WORKS DEPARTMENT, CITY OF ALBUQUERQUE.
8. THE RECIPROCAL EASEMENT FOR COMMON ACCESS IS HEREBY GRANTED TO BENEFIT THE OWNERS, SUCCESSORS & ASSIGNS OF TRACTS E-2A1 AND E-2A2, UNIT 1-A OF JEANNEDALE ADDITION AND SAID EASEMENT IS A COVENANT THAT SHALL RUN WITH THE LAND. THE MAINTENANCE OF THE EASEMENT AREAS ARE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNERS.

CURVE DATA

ID	Radius	Arc	Delta	Tangent	Chord	Chord Brg
C1	30.00	47.08	089-52-50	29.94	42.38	N44-54-35E
C2	25.00	39.32	090-07-10	25.05	35.38	S45-03-25E
C3	25.00	38.48	088-10-40	24.29	34.81	S45-13-00W
C4	30.00	58.01	095-30-20	33.83	44.42	N41-43-00W
C5	424.93	44.47	006-00-00	22.26	44.45	N02-58-10E

LEGAL DESCRIPTION:

THAT CERTAIN PARCEL OF LAND SITUATE WITHIN SECTION 12, TOWNSHIP 10 NORTH, RANGE 3 EAST, NEW MEXICO PRINCIPAL MERIDIAN, CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO AND BEING COMPRISED OF TRACT E-2A, UNIT 1-A OF JEANNEDALE ADDITION, AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAT OF RECORD FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON JULY 8, 1998 IN VOLUME 98C, FOLIO 187 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON CURVE ON THE SOUTH RIGHT-OF-WAY LINE OF THE INTERSECTION OF UPTOWN BOULEVARD N.E. (98' R/W) AND INDIANA STREET N.E. (84' R/W), SAID POINT ALSO BEING THE NORTHEASTERLY CORNER AND THE TRUE POINT OF BEGINNING OF THE PARCEL HEREIN DESCRIBED, WHENCE FOR A TIE, THE ACS MONUMENT "2D-H18", HAVING NEW MEXICO STATE PLANE COORDINATES, CENTRAL ZONE (NAD 1927) OF X=404802.33 AND Y=1492082.36, BEARS S89°42'00"W, 819.48 FEET, THENCE SOUTHEASTERLY 39.32 FEET ALONG THE ARC OF A CURVE BEARING TO THE RIGHT (SAID ARC HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 90°07'10", AND A CHORD THAT BEARS S45°55'25"E, 35.39 FEET) TO A POINT OF TANGENCY ON THE WEST RIGHT-OF-WAY LINE OF INDIANA STREET N.E.; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, S89°01'00"E, 549.43 FEET, TO A POINT OF CURVATURE AND BEING THE SOUTHEASTERLY CORNER OF THE PARCEL HEREIN DESCRIBED; THENCE SOUTHWESTERLY 39.48 FEET ALONG THE ARC OF A CURVE BEARING TO THE RIGHT (SAID ARC HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 90°29'40", AND A CHORD THAT BEARS S45°13'50"W, 35.51 FEET) TO A POINT OF TANGENCY ON THE NORTH RIGHT-OF-WAY LINE OF INDIAN SCHOOL ROAD N.E. (78.00' R/W); THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, N89°32'10"W, 183.42 FEET TO A POINT OF CURVATURE AND BEING THE SOUTHWESTERLY CORNER OF THE PARCEL HEREIN DESCRIBED; THENCE NORTHWESTERLY 58.01 FEET ALONG THE ARC OF A CURVE BEARING TO THE RIGHT (SAID ARC HAVING A RADIUS OF 30.00 FEET, A CENTRAL ANGLE OF 95°30'20", AND A CHORD THAT BEARS N41°43'00"W, 44.42 FEET) TO A POINT OF TANGENCY ON THE EAST RIGHT-OF-WAY LINE OF AMERICAS PARKWAY (98' R/W); THENCE ALONG SAID EAST RIGHT-OF-WAY LINE, N02°58'10"E, 19.17 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY 44.47 FEET ALONG THE ARC OF A CURVE BEARING TO THE LEFT (SAID ARC HAVING A RADIUS OF 424.93 FEET, A CENTRAL ANGLE OF 06°00'00", AND A CHORD THAT BEARS N02°58'10"E, 44.45 FEET) TO A POINT OF TANGENCY; THENCE CONTINUING ALONG THE EAST RIGHT-OF-WAY LINE OF AMERICAS PARKWAY, N00°01'50"W, 672.18 FEET TO A POINT OF CURVATURE AND BEING THE NORTHWESTERLY CORNER OF THE PARCEL HEREIN DESCRIBED; THENCE NORTHEASTERLY 47.08 FEET ALONG THE ARC OF A CURVE BEARING TO THE RIGHT (SAID ARC HAVING A RADIUS OF 30.00 FEET, A CENTRAL ANGLE OF 89°52'50", AND A CHORD THAT BEARS N44°54'35"E, 42.38 FEET) TO A POINT OF TANGENCY ON THE SOUTH RIGHT-OF-WAY LINE OF UPTOWN BOULEVARD N.E.; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, N89°31'00"E, 198.00 FEET TO A POINT OF CURVATURE AT THE INTERSECTION OF UPTOWN BOULEVARD N.E. AND INDIANA STREET N.E., SAID POINT ALSO BEING THE NORTHEASTERLY CORNER AND THE TRUE POINT OF BEGINNING OF THE PARCEL HEREIN DESCRIBED.

THE ABOVE DESCRIBED PARCEL CONTAINS 127,668 S.F. OR 2.9309 ACRES MORE OR LESS.

TREASURER'S CERTIFICATION

THIS IS TO CERTIFY THAT TAXES ARE CURRENT AND PAID ON UPC #'s:

TRACT E-2A, JEANNEDALE ADDITION, UPC:
FORMERLY TRACT E-2, UPC # 101B-099-403-045-4-0410
FORMERLY TRACT E-3, UPC # OUT TO R.O.W.
FORMERLY TRACT F-2, UPC # 101B-059-484-014-4-0408

PNM Electric Services and Gas did not conduct a Title Search of the property. Consequently, PNM does not warrant any easement of easement that may be omitted.

PROPERTY OWNER OF RECORD: NEW MEXICO EDUCATORS FEDERAL CREDIT UNION

BERNALILLO COUNTY TREASURER'S OFFICE:

BY: _____ DATE: _____

TANGENT TABLE

T-1	N 89°01'00" E	66.19'
T-2	N 00°01'50" W	39.09'

LEGEND

- FND #5 REBAR W/CAP "LS 4972"
- FND REBAR W/CAP STAMPED "LEEDSHILL HERKENHOFF"
- FND "+" CROSS IN SIDEWALK
- DENOTES LIMITS OF EASEMENT GRANTED WITH THIS PLAT
- DENOTES PREVIOUS TRACT DESIGNATION

FREE CONSENT AND DEDICATION:

THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S) AND/OR PROPRIETOR(S) THEREOF AND SAID OWNER(S) AND/OR PROPRIETOR(S) DO HEREBY GRANT: ALL UTILITY EASEMENTS SHOWN HEREON INCLUDING THE RIGHT TO CONSTRUCT, OPERATE, INSPECT, AND MAINTAIN FACILITIES THEREIN; AND ALL PUBLIC UTILITY EASEMENTS SHOWN HEREON FOR THE COMMON AND JOINT USE OF GAS, ELECTRICAL POWER AND COMMUNICATION SERVICES FOR BURIED DISTRIBUTION LINES, CONDUITS, AND PIPES FOR UNDERGROUND UTILITIES WHERE SHOWN OR INDICATED, AND INCLUDING THE RIGHT OF INGRESS AND EGRESS FOR CONSTRUCTION AND MAINTENANCE, AND THE RIGHT TO TRIM INTERFERING TREES AND SHRUBS (SEE NOTE 6). SAID OWNER(S) AND/OR PROPRIETOR(S) DO HEREBY CONSENT TO ALL OF THE FOREGOING AND DO HEREBY CERTIFY THAT THIS SUBDIVISION IS THEIR FREE ACT AND DEED.

NEW MEXICO EDUCATORS FEDERAL CREDIT UNION

BY: _____
JOE COEY, PRESIDENT

STATE OF NEW MEXICO } ss
COUNTY OF BERNALILLO }

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON July 27, 1998
BY JOE COEY, PRESIDENT OF NEW MEXICO EDUCATORS FEDERAL CREDIT UNION.

BY: _____
NOTARY PUBLIC

MY COMMISSION EXPIRES: July 31, 2000

SURVEYOR'S CERTIFICATION

I, CLIFF A. SPIROCK, HEREBY AFFIRM THAT I AM A DULY QUALIFIED REGISTERED PROFESSIONAL SURVEYOR UNDER THE LAWS OF THE STATE OF NEW MEXICO AND DO CERTIFY THAT THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION; SHOWS ACCURATE DIMENSIONS, AND LAND AREAS; SHOWS ALL EASEMENTS AND RESTRICTIONS AS SHOWN ON THE PLAT OF RECORD OR MADE KNOWN TO ME BY THE OWNERS AND/OR PROPRIETORS OF THE SUBDIVISION SHOWN HEREON, TITLE COMPANIES, UTILITY COMPANIES OR OTHER PARTIES EXPRESSING AN INTEREST. I FURTHER CERTIFY THAT THIS PLAT MEETS THE MINIMUM REQUIREMENTS FOR MONUMENTATION AND SURVEYS OF THE ALBUQUERQUE SUBDIVISION ORDINANCE, MEETS THE "MINIMUM STANDARDS FOR LAND SURVEYS" SET FORTH BY THE STATE OF NEW MEXICO AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

CLIFF A. SPIROCK, N.M.P.L.S. #4972 — 7/13/98 DATE

REGISTERED LAND SURVEYOR — STATE OF NEW MEXICO — No. 4972 — C. A. SPIROCK

SHEET 1 OF 1

DATE	JULY, 1998
SCALE	1"=100'
DRAWN	CS
CHECKED	CAS

community sciences corporation
LAND PLANNING P.O. Box 1338 Corrales, N.M. 87048
ENGINEERING
SURVEYING

bernco.gov

BERNALILLO COUNTY, NEW MEXICO BernCo View A to Z Video Ordinances Today is May 16, 2013

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TAX BILL

PROPERTY ADDRESS AND DESCRIPTION PARCEL
N/A
TR E-2A1 PLAT OF TRS E-2A1 & E-2A2
JEANNEDALE ADDN CONT 1.4507 AC M/L

2012
PARCEL NUMBER: 101805945505040410

TREASURER BERNALILLO
COUNTY
PO BOX 627
ALBUQUERQUE, N.M. 87103-0627
(505) 468-7031
TREASURERS OFFICE
E-MAIL: TREAS@BERNCO.GOV

2012 TAX BILL

AFC

1 018 059 455 050 40410
CITY OF ALBUQUERQUE
PO BOX 2248
ALBUQUERQUE NM 87103 2248

THIS TAX BILL IS THE
ONLY NOTICE YOU WILL
RECEIVE FOR PAYMENT
OF BOTH INSTALLMENTS
OF YEAR 2012
PROPERTY TAX

A1A TAX DISTRICT

PROPERTY	CODE	VALUE
ASSESSED VALUE LAND		515,600
ASSESSED VALUE IMPROVEMENTS		77,100
ASSESSED VALUE PERS PROP		0
TAXABLE VALUE LAND		171,849
TAXABLE VALUE IMPROVEMENTS		25,697
TAXABLE VALUE PERS PROP		0
TOTAL VALUATION		197,546
STATUTORY EXEMPTION		197,546
VETERAN EXEMPTION		0
NET TAXABLE VALUE	***6CTY***	0

AGENCIES	TAX RATE	NET TAXABLE VALUE	AMOUNT DUE
TOTAL RATE	***0.000***	***2012 TAX >>***	**0.00**

1st half payment becomes delinquent after Dec 10, 2012
2nd half payment becomes delinquent after May 10, 2013
Postmark by these dates for each half is on time...

CLICK HERE TO SEE TAX & PAYMENT HISTORY

OTHER TAX DUE:

YEAR	TAX	INTEREST	PENALTY	FEES	AMOUNT DUE

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BERNALILLO COUNTY, NEW MEXICO BernCo View A to Z Video Ordinances Today is May 16, 2013

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TAX & PAYMENT HISTORY

TAX AND PAYMENT HISTORY FOR: 1 018 059 455 050 40410

YEAR	NET TAXABLE	TAX	INTEREST	PENALTY	FEES	PAID	AMOUNT DUE
2003	0	0.00	0.00	0.00	0.00	0.00	0.00
2004	0	0.00	0.00	0.00	0.00	0.00	0.00
2005	0	0.00	0.00	0.00	0.00	0.00	0.00
2006	0	0.00	0.00	0.00	0.00	0.00	0.00
2007	0	0.00	0.00	0.00	0.00	0.00	0.00
2008	0	0.00	0.00	0.00	0.00	0.00	0.00
2009	0	0.00	0.00	0.00	0.00	0.00	0.00
2010	0	0.00	0.00	0.00	0.00	0.00	0.00
2011	0	0.00	0.00	0.00	0.00	0.00	0.00
2012	0	0.00	0.00	0.00	0.00	0.00	0.00
Summary of Taxes Due **1st Half Delinquent after Dec. 10, 2012** **2nd Half Delinquent after May 10, 2013**			**Payment information Current as of 5/15/2013**				**Amount Due Valid until 5/10/2013**
	1ST HALF DUE	0.00	0.00	0.00	0.00	0.00	0.00
	2ND HALF DUE	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL DUE	0.00	0.00	0.00	0.00	0.00	0.00

To get Current Pay online Now!
Note!! All payments will be applied to Penalty and Interest First then the Oldest Tax Bill

ENTER PAYMENTS: Pay

Click on Pay Button to Continue or Change Amount

CONTACT THE BERNALILLO COUNTY TREASURER AT 505-468-7031 FOR CURRENT TAX AMOUNTS IF PAYMENTS ARE MADE AFTER THE 5/10/2013 DATE.

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Fidelity National Title of New Mexico
8500 Menaul Blvd NE, Ste B250
Albuquerque, NM 87112
(505)332-6217 FAX (505)299-7795

DATE: May 9, 2013

Moyers, Oliver & Price
Albuqueque, New Mexico

Your reference: COA
Our reference: FT000135451-NM19

RE: Search and Report Letter

Pursuant to your request we have examined the records in the Office of the County Recorder as posted to the Joint Plant used by Fidelity National Title of New Mexico and the records of the Office of the County Treasurer, from 06/02/2992 to 05/07/2013, pertaining to the following described property.

> Tract E-2A1 of JEANNEDALE ADDITION, Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on the plat, filed in the office of the County Clerk of Bernalillo County, New Mexico on October 9, 1998, in Map Book 98C, folio 303.

Current Vesting:

> City of Albuquerque, a New Mexico municipal corporation

In the records posted to the Joint Plant, our search has revealed the following documents of record:

1. RTC New Mexico Special Warranty Deed recorded in Book 92-12, page 9150 as document number 92-51466, records of Bernalillo County, New Mexico.
2. Warranty Deed recorded in Book 98-20, page 2883 as document number 98-164734, records of Bernalillo County, New Mexico.
3. Joint Access Easement recorded in Book 98-20, page 2884 as document number 98-164735, records of Bernalillo County, New Mexico.
4. Permanent Easement recorded in Book A40, page 5101 as document number 2002-10547, records of Bernalillo County, New Mexico.
5. Waiver and Release of Easement recorded in Book A96, page 3188 as document number 2005-63372, records of Bernalillo County, New Mexico.
6. Easement for utilities recorded in Book A96, page 3190 as document number 2005-63374, records of Bernalillo County, New Mexico.
7. Taxes are attached.

The above information is not an abstract of title, nor a complete representation of the condition of title to the property in question. While this information is believed to be correct, this Company assumes no liability for any loss occurring by reason of reliance thereon. If it is desired that liability be assumed by this Company, you may request issuance of a policy of title insurance or a commitment to issue a policy of title insurance.

Respectfully,

Fidelity National Title of New Mexico

FDNM0237.rdw Letter (Search and Report)

Western Title Company
36264VC

09251466

NM-deed.051
102291des
rtcde

0009150

RTC NEW MEXICO SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made the 29th day of MAY, 199_2, by RESOLUTION TRUST CORPORATION, as Receiver of ABQ Federal Savings Bank, Albuquerque, New Mexico, whose address is 1515 Arapahoe, Tower 3, Suite 700, Denver, CO 80202, as GRANTOR, to New Mexico Educators Federal Credit Union, a New Mexico Corporation, whose address is 6501 Indian School Rd. NE, Albuquerque, NM 8711 as GRANTEE.

Witness that Grantor, for good and valuable consideration, receipt of which is acknowledged, grants to Grantee all the real property located ~~in~~ at 2121 Indiana NE, Albuquerque, NM, more particularly described as:

Uptown Tract E-2 of replat Tract E& F Unit 1-A Jeannedale Addition

SEE ATTACHED EXHIBIT "A"

with special warranty covenants, together with all tenements, hereditaments and appurtenances thereto; subject to current real property taxes, zoning and other governmental restrictions, and all covenants, conditions, restrictions, easements, rights-of-way and other matters of record.

Grantor hereby covenants with Grantee that Grantor will forever defend Grantee against claims of all persons claiming by, through or under Grantor. No other covenants or warranties, express or implied, are given by this Special Warranty Deed.

IN WITNESS WHEREOF, Grantor has set its hand and seal the day and year first above written.

WITNESS:

Virginia Cobb

GRANTOR:

RESOLUTION TRUST CORPORATION,
as Receiver
of ABQ Federal Savings Bank,
Albuquerque, New Mexico
By: Kim D. Boyd [Seal]
Title: Financial Inst. Specialist

[ACKNOWLEDGEMENT]

JOINDER

RESOLUTION TRUST CORPORATION, acting in its capacity as Receiver of ABQ Bank, a Federal Savings Bank predecessor-in-interest to Grantor with respect to the above-described real property, hereby conveys and quitclaims to Grantee any and all interest it

Land Records Corp. FT ALB10269 BE 1992051466.001

0009151

may have in the real property, and hereby joins in the conveyance of the real property to Grantee, without warranty.

WITNESS:

RESOLUTION TRUST CORPORATION, as Receiver of ABQ Bank, a Federal Savings Bank

By: Kent D. Boyd [Seal]
Print Name: Kent D. Boyd
Title: Finacial Inst. Specialist

[ACKNOWLEDGEMENT]

SUBSTRIBED AND SWORN TO before me this 29th day of May, 1992, by KENT D. BOYD, FINANCIAL INSTITUTION SPECIALIST FOR RESOLUTION TRUST CORPORATION AS RECEIVER FOR ABQ FEDERAL SAVINGS BANK.

PATRICIA ROGERS NOTARY PUBLIC STATE OF NEW MEXICO

Patricia Rogers
NOTARY PUBLIC

MY COMMISSION EXPIRES:
February 27, 1995

STATE OF NEW MEXICO
COUNTY OF BERNALILLO
FILED FOR RECORD

92 JUN -2 AM 11:24

IN BOOK 92-12 PG 9150-9152
GLADYS M. DAVIS
CO CLERK & RECORDER
DEPUTY

Land Records Corp.

FT ALB10269 BE 1992051466.002

0009152

EXHIBIT "A"

LEGAL DESCRIPTION IS HEREBY FURTHER IDENTIFIED AS FOLLOWS

Tract Lettered "E-2"of JEANNEDALE ADDITION, Unit 1-A, Replat of Tracts "E" and "F", Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on said Replat, filed in the office of the County Clerk of Bernalillo County, New Mexico, on December 12,1986, in Map Book C 32 , Folio83.

Land Records Corp. FT ALB10269 BE 1992051466.003

After recording return to:
Rio Grande Title Company, Inc.

File No. 00972262 Vivian Gonzales

WARRANTY DEED

New Mexico Educators Federal Credit Union, a federally chartered corporation, for consideration paid, grants to the **CITY OF ALBUQUERQUE, A New Mexico Municipal Corporation** whose address is **P.O. Box 1293, Albuquerque, New Mexico 87103** the following described real estate in **Bernalillo** County, New Mexico:

Tract E-2A1 of JEANNEDALE ADDITION, Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on the plat, filed in the office of the County Clerk of Bernalillo County, New Mexico on October 9, 1998, in Map Book 98C, folio 303.

SUBJECT TO reservations, restrictions and easements of record, and taxes for the year 1999 and subsequent years,

with warranty covenants.

WITNESS my hand and seal this 22nd day of December, 1998.

New Mexico Educators Federal Credit Union
A federally charter corporation

BY _____ (Seal)
Joseph S. Coey, President

FOR RECORDER'S USE ONLY

ACKNOWLEDGMENT FOR CORPORATION

STATE OF NEW MEXICO }
} ss.
COUNTY OF Bernalillo }

This instrument was acknowledged before me this 22nd day of December, 1998, by Joseph S. Coey (Name of Officer), President (Title of Officer) of New Mexico Educators Federal Credit Union (Name of Corporation Acknowledging), a a federally chartered (State of Incorporation) corporation, on behalf of said corporation.

My commission expires: 4/16/2000
(Seal)

Notary Public

1998164734
31351133
Page: 1 of 1
12/22/1998 01:21P
Bk-9826 Pg-2883

Judy D. Woodward Bern. Co. NM R 7.00

SHORT FORM WARRANTY DEED
Vision Form SDD01NM Rev. 07/08/98

Land Records Corp. FT ALB10269 BE 1998164734.001

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TAX BILL

PROPERTY ADDRESS AND DESCRIPTION PARCEL
N/A
TR E-2A1 PLAT OF TRS E-2A1 & E-2A2
JEANNEDALE ADDN CONT 1.4507 AC M/L

2012
PARCEL NUMBER: 101805945505040410

TREASURER BERNALILLO
COUNTY
PO BOX 627
ALBUQUERQUE, N.M. 87103-0627
(505) 468-7031
TREASURERS OFFICE
E-MAIL: TREAS@BERNCO.GOV

AFC

1 018 059 455 050 40410
CITY OF ALBUQUERQUE
PO BOX 2248
ALBUQUERQUE NM 87103 2248

2012 TAX BILL

THIS TAX BILL IS THE
ONLY NOTICE YOU WILL
RECEIVE FOR PAYMENT
OF BOTH INSTALLMENTS
OF YEAR 2012
PROPERTY TAX

A1A TAX DISTRICT

PROPERTY	CODE	VALUE
ASSESSED VALUE LAND		515,600
ASSESSED VALUE IMPROVEMENTS		77,100
ASSESSED VALUE PERS PROP		0
TAXABLE VALUE LAND		171,849
TAXABLE VALUE IMPROVEMENTS		25,697
TAXABLE VALUE PERS PROP		0
TOTAL VALUATION		197,546
STATUTORY EXEMPTION		197,546
VETERAN EXEMPTION		0
NET TAXABLE VALUE	*6CTY*	0

AGENCIES	TAX RATE	NET TAXABLE VALUE	AMOUNT DUE
TOTAL RATE	*0.000*	*2012 TAX >>*	0.00

1st half payment becomes delinquent after Dec 10, 2012
2nd half payment becomes delinquent after May 10, 2013
Postmark by these dates for each half is on time...

CLICK HERE TO SEE TAX & PAYMENT HISTORY

OTHER TAX DUE:

YEAR	TAX	INTEREST	PENALTY	FEES	AMOUNT DUE

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TAX & PAYMENT HISTORY

TAX AND PAYMENT HISTORY FOR: 1 018 059 455 050 40410

YEAR	NET TAXABLE	TAX	INTEREST	PENALTY	FEES	PAID	AMOUNT DUE
2003	0	0.00	0.00	0.00	0.00	0.00	0.00
2004	0	0.00	0.00	0.00	0.00	0.00	0.00
2005	0	0.00	0.00	0.00	0.00	0.00	0.00
2006	0	0.00	0.00	0.00	0.00	0.00	0.00
2007	0	0.00	0.00	0.00	0.00	0.00	0.00
2008	0	0.00	0.00	0.00	0.00	0.00	0.00
2009	0	0.00	0.00	0.00	0.00	0.00	0.00
2010	0	0.00	0.00	0.00	0.00	0.00	0.00
2011	0	0.00	0.00	0.00	0.00	0.00	0.00
2012	0	0.00	0.00	0.00	0.00	0.00	0.00
Summary of Taxes Due **1st Half Delinquent after Dec. 10, 2012** **2nd Half Delinquent after May 10, 2013**			**Payment information** **Current as of** **5/8/2013**				**Amount Due** **Valid until** **5/10/2013**
1ST HALF DUE		0.00	0.00	0.00	0.00	0.00	0.00
2ND HALF DUE		0.00	0.00	0.00	0.00	0.00	0.00
TOTAL DUE		0.00	0.00	0.00	0.00	0.00	0.00

To get Current Pay online Now!
Note!! All payments will be applied to Penalty and Interest First then the Oldest Tax Bill

ENTER PAYMENTS: Pay

Click on Pay Button to Continue or Change Amount

CONTACT THE BERNALILLO COUNTY TREASURER AT 505-468-7031 FOR CURRENT TAX AMOUNTS IF PAYMENTS ARE MADE AFTER THE 5/10/2013 DATE.

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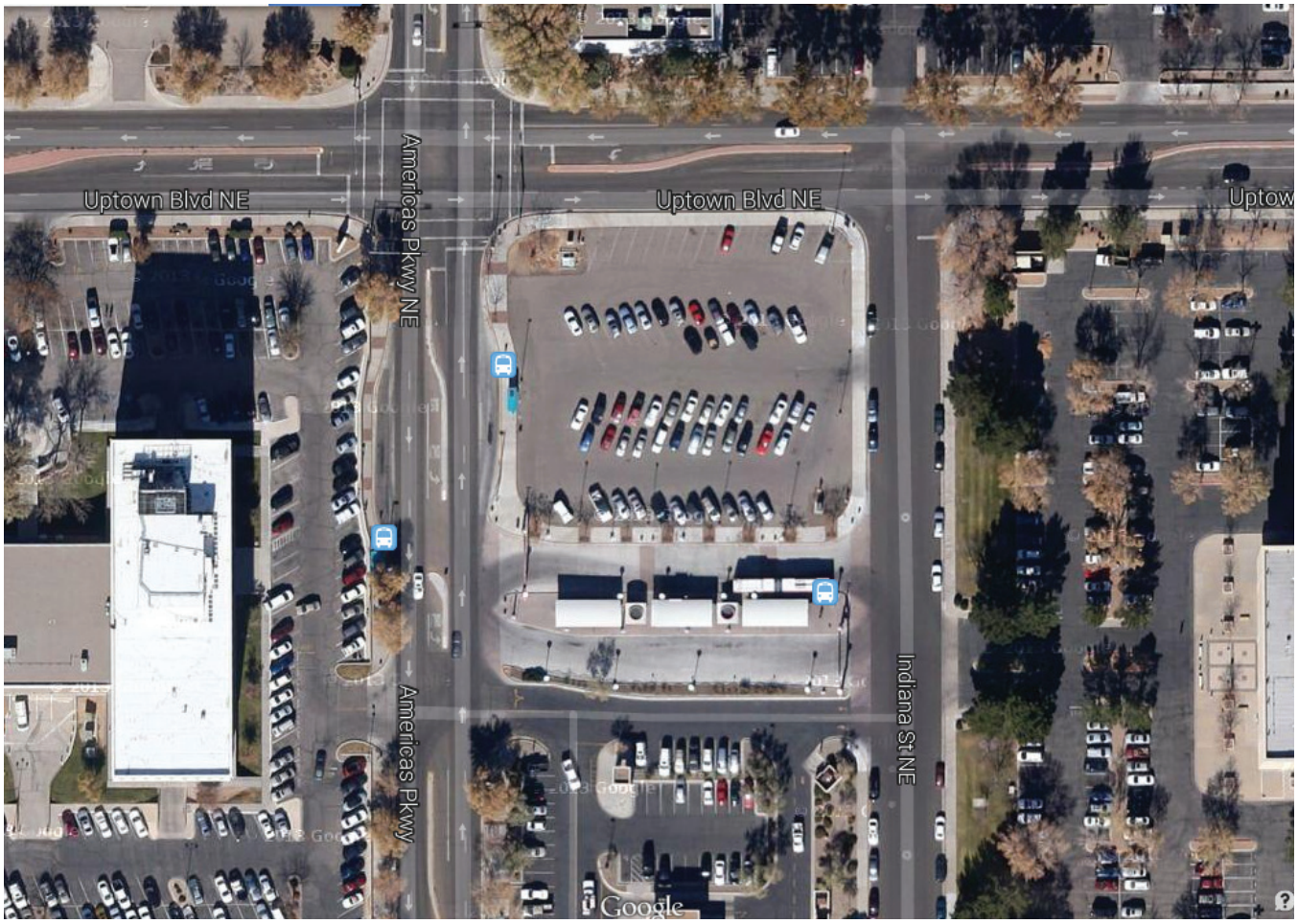
ALTA Survey

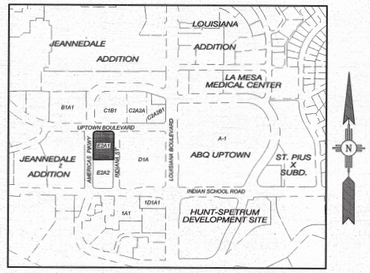
An updated ALTA survey was created to include available current information regarding existing improvements, easements, utilities, and infrastructure. No significant impediments to development were noted, with the exception of the 30' access easement that straddles the south property line, and above grade utilities boxes at the northwest corner and just north of the southeast corner. These elements will require modification or relocation to accommodate development of the entire site.

ABQ Uptown Apartments - Albuquerque, NM

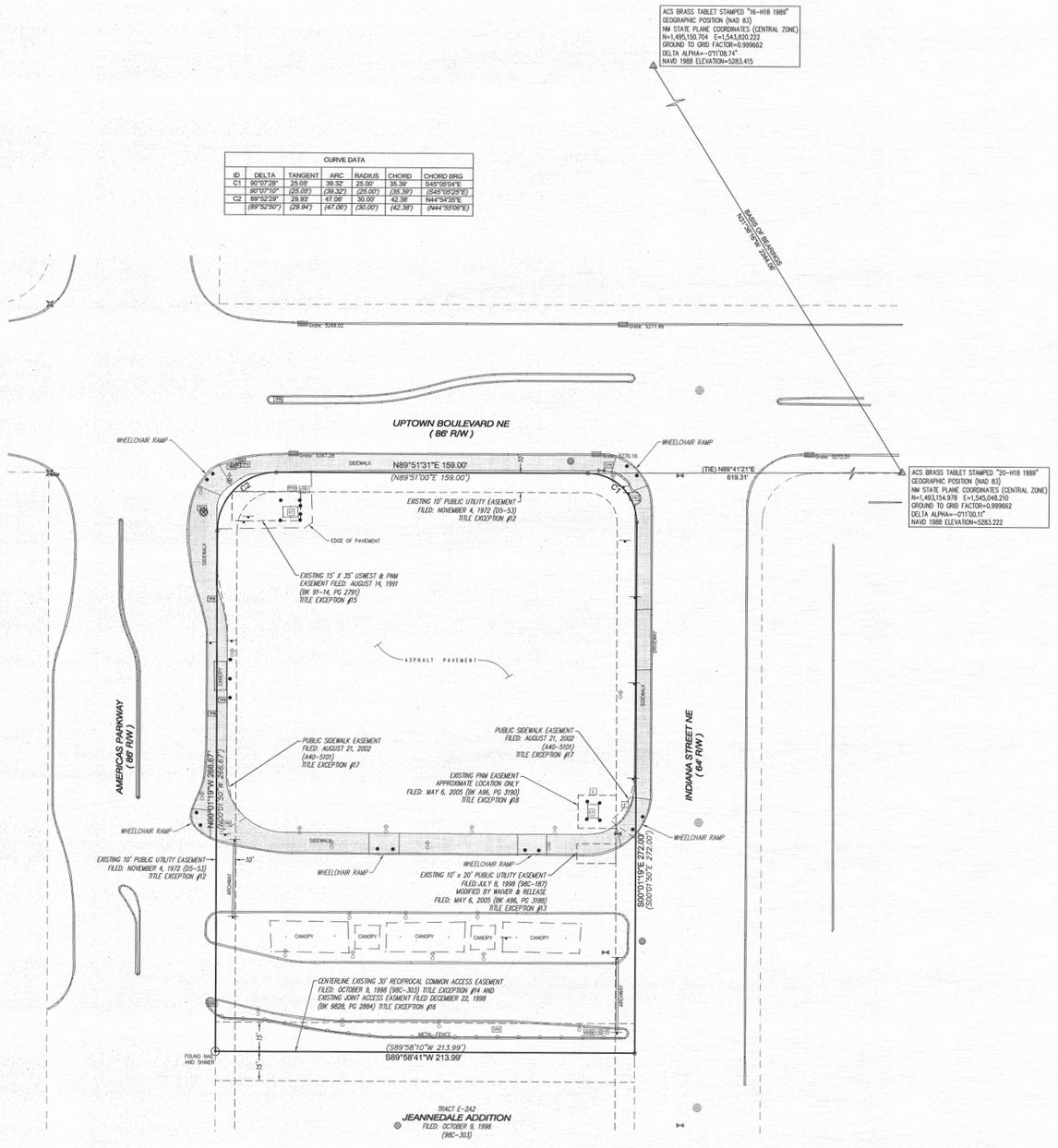


Uptown Transit Site Area

ALTA/ACSM LAND TITLE SURVEY
UPTOWN TRANSIT CENTER
SECTION 12, TOWNSHIP 10 NORTH, RANGE 3 EAST
BERNALILLO COUNTY, NEW MEXICO
JUNE, 2013



LOCATION MAP
NOT TO SCALE



CURVE DATA						
ID	DELTA	TANGENT	ARC	RADIUS	CHORD	CHORD BRG
C1	90°07'28"	25.05'	39.32'	25.00'	35.39'	S45°05'04"E
	90°07'10"	*(25.05')*	*(39.32')*	*(25.00')*	*(35.39')*	*(S45°09'29"E)*
C2	89°52'29"	29.93'	47.06'	30.00'	42.38'	N44°54'35"E
	(89°52'50")	*(29.94')*	*(47.06')*	*(30.00')*	*(42.38')*	*(N44°35'08"E)*

DESCRIPTION

Tract E-2A1 of JEANNEDALE ADDITION, Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on the plat, filed in the office of the County Clerk of Bernalillo County, New Mexico on October 9, 1998, in Map Book 98C, folio 303.

SCHEDULE B SECTION TWO EXCEPTIONS

1. *Rights or claims of parties in possession not shown by the public records.*
2. *Easements, or claims of easements, not shown by the public records.*
3. *Encroachments, overlaps, conflicts in boundary lines, shortages in area, or other matters which would be disclosed by an accurate survey and inspection of the premises.*
4. *Any lien, claim or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the public records.*
5. *Community property, survivorship, or homestead rights, if any, of any spouse of the insured (or vestee in a leasehold or loan policy).*
6. *INTENTIONALLY OMITTED.*
7. *Water rights, claims or title to water.*
8. *INTENTIONALLY OMITTED.*
9. *Taxes for the year 2013, and thereafter.*
10. *Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.*
11. *Reservations contained in Patent from United States of America, recorded in Book 35, page 334. records of Bernalillo County, New Mexico.*
12. *Easement for utilities ten (10) feet in width along the street rights of way as set forth on the plat recorded in Map Book D5, folio 53, records of Bernalillo County, New Mexico. (as shown on survey)*
13. *Twenty (20) by Ten (10) foot public utility easement affecting an easterly portion of the premises as set forth on the plat recorded in Map Book 98C, folio 187, as modified by that certain Public Service Company of New Mexico Waiver and Release of Easement recorded in Book A96, page 3188 as document number 2005-63372, records of Bernalillo County, New Mexico. (as shown on survey)*
14. *Thirty (30) foot reciprocal common access easement, and maintenance provisions therefore, as set forth on the plat recorded in Map Book 98C, folio 303, records of Bernalillo County, New Mexico. (as shown on survey)*
15. *Easement for utilities recorded in Book 91-14, page 2791 as document number 91-66893, records of Bernalillo County, New Mexico. (as shown on survey)*
16. *Joint Access Easement recorded in Book 98-28, page 2884 as document number 98-164735, records of Bernalillo County, New Mexico. (as shown on survey)*
17. *Grant of Permanent Easement recorded in Book A40, page 5101 as document number 2002-105407, records of Bernalillo County, New Mexico. (as shown on survey)*
18. *Easement for utilities recorded in Book A96, page 3190 as document number 2005-63374, records of Bernalillo County, New Mexico. (as shown on survey)*
19. *Any possible assessments for paving or sewer and water extensions which are or might be a lien by law, but have not yet been recorded.*
20. *In compliance with Subsection D of 13.14.18.10 NMAC, the Company hereby waives its right to demand arbitration pursuant to the Title Insurance Arbitration Rules of the American Arbitration Rules of the American Land Title Association. Nothing herein prohibits the arbitration of all arbitrable matters when agreed to by both the Company and the insured.*

N

30 15 0 30

SCALE: 1"=30'

NOTES

1. *BEARINGS ARE NEW MEXICO STATE PLANE GRID BEARING (CENTRAL ZONE NAD 1983 DATUM)*
2. *BASIS OF BEARING IS BETWEEN BETWEEN CITY OF ALBUQUERQUE CONTRCUMONUMENTS "20-H18" AND "16-H18". BEARING = N31°36'16"W*
3. *RECORD BEARINGS AND DISTANCES ARE SHOWN IN PARENTHESIS ( ).*
4. *ALL DISTANCES SHOWN HEREON ARE GROUND DISTANCE*
5. *FIELD WORK WAS COMPLETED USING RTK GPS METHODOLOGY (TRIMBLE 4700 BASE/ TRIMBLE R8 ROVER).*
6. *FIELD SURVEY WAS PERFORMED IN MAY 2013.*
7. *EASEMENTS OF RECORD WERE PROVIDED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NUMBER FT000135451, EFFECTIVE MAY 14, 2013 AT 8:00 A.M.*

LEGEND

BOLLARD	C&G (BOC)
ELECTRICAL TRANSFORMER	EDGE-PAVEMENT
CITY OF ALBUQUERQUE CONTROL	BOUNDARY
FND-CHISELED MARK IN CONCRETE	EXISTING EASEMENT LINE
FND-NAIL	ADJOINING PROPERTY LINE
LIGHT POLE-METAL	FENCE AS NOTED
MANHOLE-SANITARY SEWER	
PULLBOX-COMMUNICATION	
PULLBOX-ELECTRIC	
PULLBOX-TRAFFIC	
SET-NAIL	
SIGN-TRAFFIC	
SIGNAL POLE	
SPRINKLER CONTROL VALVE/BOX	
STORM DRAIN (DROP INLET)	
TELEPHONE RELAY BOX	
WATER VALVE	
ELECTRIC METER	
FOUND NAIL AND SHINER	

SURVEYOR'S CERTIFICATION

TO: CITY OF ALBUQUERQUE, a New Mexico municipal corporation
FIDELITY NATIONAL TITLE INSURANCE COMPANY

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 4, 8, and 11 of Table A thereof. The field work was completed on May, 2013.

Timothy Solinski
New Mexico Professional Surveyor No. 17531

Date: June 18, 2013

TIMOTHY SOLINSKI NEW MEXICO 17531 LICENSED PROFESSIONAL SURVEYOR

Bohannan Huston
www.bhinc.com 800.877.5332

Zoning Analysis

The site falls within the bounds of the City's Uptown Sector Development Plan (USDP). The USDP was reviewed to document submittal requirements and to prepare for the design of structures and amenities such as open space and parking. Details of these requirements and the City's site plan approval process are noted below. In general, the review process typically requires approximately three to six months excluding design time, based on recent experience.

A meeting with the City of Albuquerque Planning Department's DRT (Design Review Team) meeting was requested to get initial input on the proposed development from their perspective. A copy of the meeting minutes is included below, immediately following the Zoning Analysis.

Dekker/Perich/Sabatini
architecture interiors landscape planning engineering

Zoning Code and Entitlements Analysis
Uptown Transit Center

Site Data:
Site Address: Southwest corner of Indian School Boulevard and Indiana Street

Subdivision/Block/Lot: Tract E-2A1 of Jeannedale Addition. Approximately 1.45 acres

Zone Atlas Page: H-18-Z

Neighborhood: Uptown.

Sector Development Plans: Uptown Sector Development Plan (USDP)

Comprehensive Plan Designation: Major Activity Center within an Established Urban Area

Planning Area: Uptown

Zoning Summary:
The parcel is zoned SU-3 for MU-UPT. The general intent of the zoning is to create a mixed use, urban environment. Zero or very minimal setbacks are encouraged (there is no maximum or minimum). There is no maximum FAR and heights are unrestricted as long as they have the required stepbacks on the building. Stepbacks, defined on page 29 of the USDP, require minimum 12' stepback starting at a minimum height of 26' and at a maximum height of 52'.

The USDP emphasizes a "public connectivity infrastructure" designed to enhance pedestrian and bicycle circulation. All roads surrounding the site have some sort of bicycle/pedestrian route designation. Uptown Loop Road is designed as a bus circulation route for the entire Uptown area. Walkways need to connect to other existing or proposed walkways (see exhibit on page 91 of USDP).

- **Setbacks** –
  - Uptown Sector Plan: no setback requirements. Site has to have combined 16' sidewalk and landscape strip along Indian School and a combined 14' along Indiana.
- **Open Space:**
  - Minimum 10% of site has to be "open space". Of that 10% open space, at least 40% has to be landscaped. Can also utilize public/urban park/plaza space (min. 1/3 acre) that is within 500' of the site.
- **Overall landscape requirements**:
  - 40% of open space has to be landscaped. Landscaped areas must have minimum75% live vegetation. New amendment allows rock mulch.
- **Approval Process**:
  - Uptown Sector Plan: Uptown Review Team (URT) and Development Review Board (DRB). URT has three weeks to review site plan submittal for compliance w/ the Sector Plan.
- **Public Notification Process**:
  - Public notification 10 days prior to hearing at DRB (Uptown Sector Plan).

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Review Process: The project will have a two-step review process: URT, then DRB.
The Site Development Plan (SDP) review is done under the purview of the Uptown Review Team (URT), comprised of City Planning staff and various City representatives. The SDP submittal consists of a site plan, building elevations, landscape plan, utilities plan, grading & drainage plan, and signage plans. The URT will review the SPD submittal for overall compliance. Once the URT reviews the SDP (a maximum of three weeks), and finds the project in general compliance with the Uptown Sector Plan, then the SDP goes to the Development Review Board for an advertised public hearing. Review time for DRB processing, including advertisement, hearing, and one deferral, is approximately six weeks. Final sign-off may take longer if public infrastructure improvements are required, which triggers a subdivision improvements agreement (SIA).

Design Standards

Set back/Height/ Lot Size

- **Height:** – no height limitations
- **Floor/Area Ratios**: For lot sizes smaller than 7 acres, there is no minimum FAR.
- **Set Backs:** No minimums or maximums.
- **Stepbacks:** requirements for the height of first stepback (has to be a minimum of 12' stepback) – at a minimum of 26' and a maximum of 52' above grade. Stepback applies only to the façade that has the main entrance to the building.

Landscape Requirements

- Along, Indian School, minimum 10' wide sidewalks with 6' planting strips, 2" caliper trees every 30' o.c.
- Walkways need to have a minimum 6" brick or other material as a decorative, contrasting border
- 10% minimum of site shall be Developed Open Space or Landscaped. Of that 10%, 40% shall be landscaped. Landscaped areas require 75% coverage, calculated at anticipated size at maturity. Other landscaping requirements include:
    - Gravel/crusher fine limited to 5% maximum of any Open Space
    - Open Space has required amenities (see list on page 62 of USDP)
    - 15% of Open Space needs to provide shade from summer sun
    - Street tree/planting strips do not count towards landscape/open space requirement
    - Need a mix of 1/3 Signature Trees and 2/3 Shade Trees (see page 67 and Appendix of USDP). The tree listing in the appendix is limited and does not fully reflect the diversity or species used on the ABQ Uptown project. Any variation from the list will require approval prior to submitting the landscape plan as part of site plan review to DRB.
- There are a significant number of unique requirements related to site planning and landscaping – including specific requirements for walkways, minimum sizes for planting areas, low impact development solutions, etc. Some are stated as requirements and some as recommendations..

Parking Requirements

- Two parking spaces per thousand square feet of building area, regardless of use. No maximum number of spaces.
- Adjacent on-street parking counts one for one towards parking requirements.
- Shared parking agreements area acceptable.

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- Handicapped parking spaces: Same as City code: 1 per every 25 regular parking spaces
- Walkways within parking lots should be 8' wide
- One tree for every eight parking spaces. No parking space more than 60' from a tree trunk.

Screening/Walls/Fences

- No height limit on walls/fences
- Finish of walls must be compatible w/ the building's finishes
- Trash bins/loading docks must be screened from the public right of way with fences/ solid walls, dense landscaping.

Wayfinding and Signage

- Signage Plan required as part of submittal. Wayfinding signage encouraged. Need wayfinding signage at each connection of a parking structure to walkway/bikeway/street.
    - Freestanding signs – one /street frontage + one/150' of street frontage. Sign size – max 260 sq. ft, no more than 26' in height. Additional sign requirements can be found in Chapters V and VI of the Uptown Sector Plan.

Resources:
Uptown Sector Development Sector Plan, Adopted January 15, 2009
Amendments to the Uptown Sector Plan -2013

Internally: L:\Planning Library\COA Sector and Area Plans\CoA Uptown Sector Plan\UptownSDPadoptedPlan2_4_09.pdf

http://www.cabq.gov/council/projects/completed-projects/2009/uptown-sector-development-plan

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DESIGN REVIEW TEAM (DRT) MEETING

Shari Tollefson
Andrew Garcia
Lawrence Kline.

DE # 14- 003 **Date:** 4-2-14 **Time:** 3:45pm

1. **PLANNING DEPARTMENT REPRESENTATIVES PRESENT AT MEETING**
   - **Current Planning:** ☑ Catalina Lehner ☑ **Other** Kym Dicome
   - **Long Range Planning:** ☐ **Russell Brito** ☐ **Other** _____
   - **Code Enforcement:** ☐ **Michael Anaya** ☐ **Other** _____
   - **Others:** Stephen Wordall, Tony Loyd, Raquel Michael

2. **TYPE OF APPLICATION ANTICIPATED / APPROVAL AUTHORITY**
   - ☐ **Site Dev. Plan for Subdivision** ☐ **EPC Approval** ☐ **DRB Approval** ☐ **Admin. Approval**
   - ☑ **Site Dev. Plan for Bldg Permit** ☐ **EPC Approval** ② ☑ **DRB Approval** ① ☑ **Admin. Approval**
   - ☑ **Other** URT process in USDP
   - ☑ **Other** DRC - water + sewer extensions + any changes to curb.

3. **SUMMARY OF DRT DISCUSSION:**
   - Current Zoning: SU-3/MU-UPT (mixed use-uptown)
   - Applicable Plans: Uptown Sector Development Plan (USDP)
   - Applicable Design Regulations: USDP Chapter V (p. 57-85)
   - Other Applicable Regulations: _____
   - Previously approved site plans/project #s: 1000615 (3) Chk-Fienet was down today. (sorry!)
   - Proposed Use/Zone: no change

Requirements for application: (Notification, as-built drawings, Check Lists, Other)

URT process - USDP p. 95-99. Includes notification through the DRB process.

Handouts given:

☐ **AA Process** ☐ **EPC Schedule**

Further input needed: (Sketch Plat Review @ DRB, DRT, ZEO, ONC, pre-application facilitated meeting, other)

Sketch plat when ready, MTB for access +/or Removal of Limited access designation

Additional Notes:

- Subject site is City-owned. It's a parking lot for the Uptown Transfer Center. ≈ 1.6 acres
- applicant proposes a mixed use development: 120 residential units on top of 16000 sf commercial
- site is zoned SU-3 MU-UPT (pur to USDP)

4. **SIGN & DATE TO VERIFY ATTENDANCE & RECEIPT OF THIS SUMMARY.**

Catalina Lehner 4-2-14
DRT CHAIR

LS KLINE
APPLICANT OR AGENT

**Please Note:* *PRT DISCUSSIONS ARE FOR INFORMATIONAL PURPOSES ONLY; THEY ARE NON-BINDING AND DO NOT CONSTITUTE ANY KIND OF APPROVAL. Statements regarding Zoning are not Certificates of Zoning. Additional research may be necessary to determine the exact type of application and/or process needed. It is possible that factors unknown at this time and/or thought of as minor could become significant as the case progresses.*

(continued...)

-120 units DPS-fee

- residential uses are allowed [see (B)(22) p.49]. smallest unit 385#
- retail of any consumer product or service is also allowed permissively [see (B)(24) p.49]
- Chapter IV - Mixed Use zone — No min for properties 2-7 ac. p.54
- No maximum FAR in uptown - p.53
- Any building height is allowed as long as it meets the required stepback (p.54).
- can't tell at this time if required step-back is met or not.
- no site development plan at this time
- DPS has done a "lender's package" - due diligence
- FTA calls it a "joint development" - hopefully rfp this summer.
- Notified neighbors + uptown progress team.
- public meeting last week
- park + ride function preserved
- CTAK study - pt of usdp development.
- on-street parking + make bus stop part of roadway OK to take out - prelim decision - Indiana good for on street parking - Raquel to chk w- Kristal Metro.
- can ask FTA to finance ped improvements w/in 1/2 mile
- Deviation process - R-13-188. "Dimensional Standards" site.
- Impact Fees - will still have to pay new category "multi" micro-multi-family". Drainage $0 impact fees for commercial is $1400 or so
- yes, pay Devel Review fees
- Uptown Loop Rd on E; Am Pkway on W ⇒ Limited Access Roadway, so no on-street pkng. Go to MTB to get access or/and remove designation.
- yes, TIS is required
- SIA required for private developer bring proj through SIA for public ROW. Any water or sewer connections go to DRC, and any changes to the curb (bus bay, sidewalk)
- infrastructure list → DRB.
- may want to purchase roadway credits from other developers. 70-80 ¢/1.00 (tony L)

Cultural Resources Analysis

Research was performed to determine if there are any significant cultural resource concerns on the project site. No site work or physical excavations were performed, only a records search of recent projects in the vicinity. No evidence of cultural resources concerns were noted in the analysis.

MARRON and ASSOCIATES

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Your Vision. Our Expertise. Exceptional Results.

June 28, 2013

Mr. Chris Gunning
Dekker/Perich/Sabatini
7601 Jefferson NE Suite 100
Albuquerque, NM 87109

Re: COA Uptown Transit Center, Cultural Resource Database Records Search

Dear Mr. Gunning:

As requested by Dekker/Perich/Sabatini, Marron and Associates (Marron) performed a cultural resource file search for proposed Uptown Transit Center, in Albuquerque, New Mexico. The project area is at the southeast corner of Uptown Boulevard and Americas Parkway and is a 1.5-acre paved lot (Figure 1). The area for the proposed project was acquired by the City of Albuquerque with Federal Transit Authority Funds. To conduct the file search, Marron downloaded cultural resource data from the New Mexico Cultural Resources Information System (NMCRIS) managed by the Archaeological Resource Management Section (ARMS) of the New Mexico Historic Preservation Division (HPD).

The data were imported into ArcGIS and a 500-m search radius was generated around the project area. Previous cultural resource surveys falling within this search radius are shown in Table 1. Eight previous surveys were identified within 500 m of the project area. No cultural resources are known in the area.

We hope this information is useful to you. Note that the information provided in this letter report is for internal planning purposes only and does not constitute a compliance document.

Sincerely,

Toni R. Goar
Cultural Resource Program Manager
Marron and Associates

Table 1 — Previous Archaeological Surveys within 0.5 km (0.3 mi) of the Project Area

NMCRIS No.	Description	Acres	No. of Sites	Author, Date
49912	Proposed Intersection Improvements in Albuquerque, New Mexico	Not entered	0	Allen, Christina G., 1995
54096	Survey of Frontage Road Rights-of-Way and Seven Interchanges Along Interstate 40 from Carlisle Boulevard to Tramway Boulevard in Albuquerque, Bernalillo County, New Mexico for JHK Associates	108.91	0	Condie, Carol J., 1993
56674	Proposed Traffic Signal Improvements Along Portions of 12 Streets in Albuquerque, New Mexico	62.00	0	Berry, K. L., 1997
73483	Reconnaissance of Three Parcels for a Proposed Federal Bureau of Investigation Building, Bernalillo County, Albuquerque, New Mexico	12.00	0	Gibbs, Victor, 2000
73953	Proposed Reconstruction of the I-40/San Mateo Boulevard Interchange in the City of Albuquerque, Bernalillo County, New Mexico NMSHTD Project No. TPU-lM-040-3(93)161: Control Number 2638	43.61	0	Raymond, Gerry, and Richard Reycraft, 2001
87064	A Class I and Class II of 49 Intersections Along Central Avenue (Route 66) from Unser Boulevard to Wyoming Boulevard, and Along Wyoming Boulevard, Indian School Road, Louisiana Boulevard, and Pennsylvania Street for a Signalization Project	11.30	0	Brown, Kenneth L., 2004
92569	Survey of 112 Intersections and 2297 m (7534 ft) of Buried Fiber Optic Lines Along Wyoming Blvd. South of Candelaria Street, City of Albuquerque, Bernalillo County, New Mexico	29.20	0	Brown, Marie E., and Kenneth L. Brown, 2005
100441	Survey for the Ridgecrest No. 5, the Love No. 8 and the Thomas No. 5 Well Collector Lines in Albuquerque, Bernalillo County, New Mexico	18.40	0	Raymond, Gerry, 2006

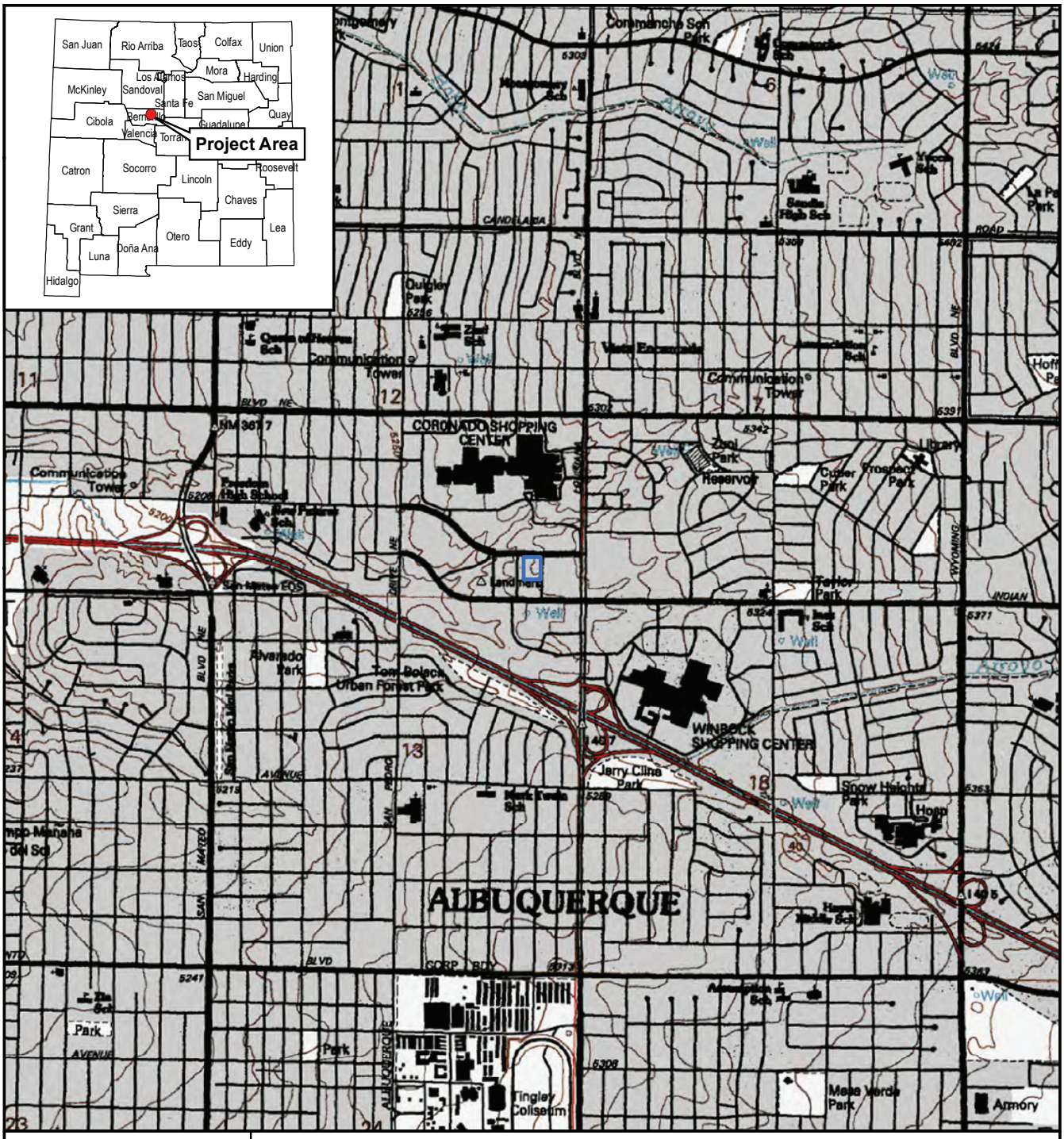


Figure 1
Project Area Map

COA Uptown Transit Center

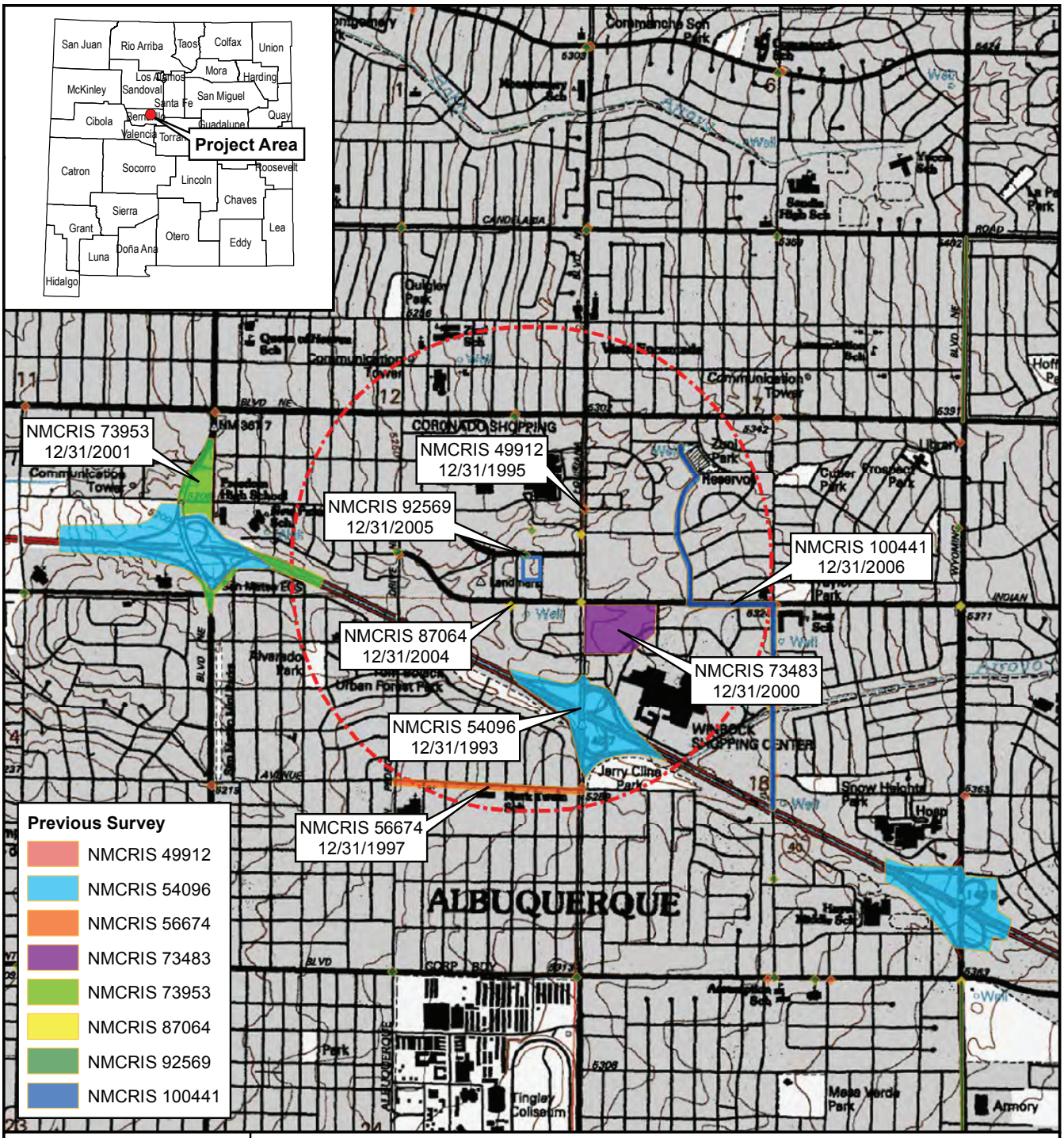
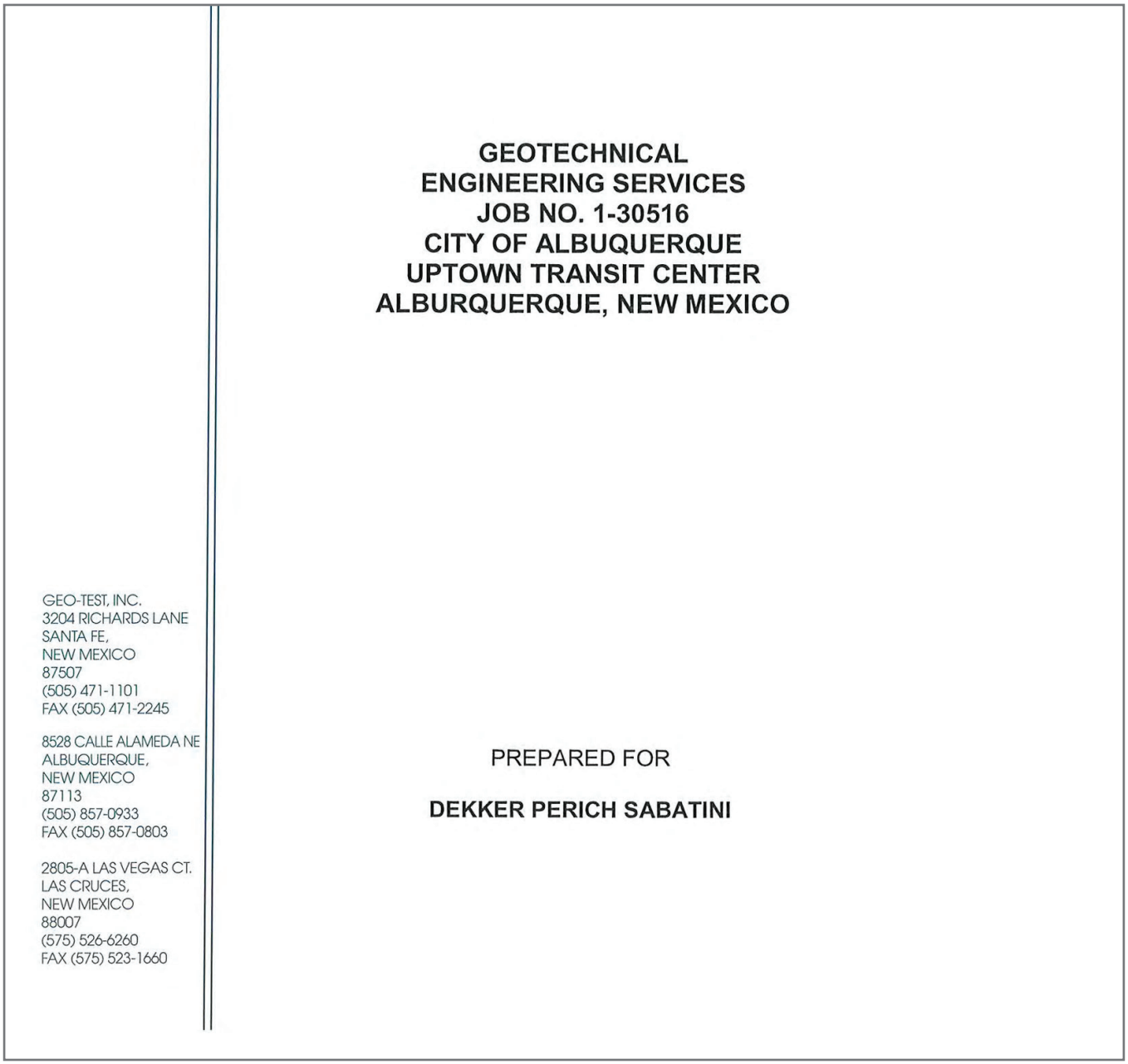


Figure A1
File Search Map

COA Uptown Transit Center

Geotechnical Report

A geotechnical report was commissioned to evaluate the existing soils conditions and determine if there are any aspects that would add cost or complexity to the project. No significant concerns were noted, and the structural system should be similar to other recent projects in the area. Refer to the structural narrative in the Conceptual Design section for further information on proposed structural systems.



GEOTECHNICAL
ENGINEERING SERVICES
JOB NO. 1-30516
CITY OF ALBUQUERQUE
UPTOWN TRANSIT CENTER
ALBURQUERQUE, NEW MEXICO

PREPARED FOR

DEKKER PERICH SABATINI

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GEO-TEST

September 6, 2013
Job No.1-30516

Dekker Perich Sabatini
7601 Jefferson NE, Suite 100
Albuquerque, New Mexico 87109

Attn: **Mr. Chuck Hanson, P.E.**

RE: Preliminary Geotechnical Engineering Services
City of Albuquerque Uptown Transit Center
Albuquerque, New Mexico

Dear Mr. Hanson:

Submitted herein is the Preliminary Geotechnical Engineering Services Report for the above referenced project. The report contains the results of our field investigation, laboratory testing, and preliminary recommendations for foundation design, slab support, retaining walls, pavements, as well as criteria for site grading and paving.

It has been a pleasure to serve you on this project. If you should have any questions, please contact this office.

Respectfully submitted:

GEO-TEST, INC.

Timothy Matson, Geologist

Reviewed by:

Robert D Booth, P.E.

ROBERT D. BOOTH NEW MEXICO 5711 LICENSED PROFESSIONAL ENGINEER

cc: Addressee (3)

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GEO-TEST

TABLE OF CONTENTS

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INTRODUCTION

This report presents the results of the preliminary geotechnical investigation performed by this firm for the proposed uptown transit center to be located in Albuquerque, New Mexico.

The objectives of this preliminary investigation were to:

1) Evaluate the nature and engineering properties of the subsurface soils underlying the site.

2) Provide preliminary recommendations for foundation design, slab support, retaining wall, pavements, as well as criteria for site grading.

The preliminary investigation includes subsurface exploration, selected soil sampling, laboratory testing of the samples, performing a preliminary engineering analysis and preparation of this report.

PROPOSED CONSTRUCTION

It is understood that the project consists of a new mixed use facility consisting of a single building of approximately five-stories in height with a footprint of approximately 24,000 square feet. The building structure will most likely be a steel braced frame with CMU vertical transportation shafts. The project will also include sidewalks and asphaltic concrete paving. Maximum anticipated column loads will be on the order of 450 kips and no more than 3 kips per linear feet on wall loads.

Should structural loads or other project details vary significantly from those outlined above, this firm should be notified for review and possible revision of recommendations contained herein.

FIELD EXPLORATION

Two exploratory borings were drilled to practical auger refusal at approximately 36 feet below existing site grade in boring no.1 and to 51 feet below existing site grade in boring no.2. Locations of the borings are shown on the attached Boring Location Map, Figure 1. The soils encountered in the borings were continuously examined, visually classified and logged during the drilling operation. The boring logs are presented in a following section of this report. Drilling was accomplished using a truck mounted drill rig

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equipped with 6.5-inch diameter continuous flight hollow stem auger. Subsurface materials were sampled at five foot intervals or less utilizing an open tube split barrel sampler and brass ring-lined sampler driven by a standard penetration test hammer.

LABORATORY TESTING

Selected samples were tested in the laboratory to determine certain engineering properties of the soils. Moisture contents and dry densities were determined to evaluate the various soil deposits with depth. The results of these tests are shown on the boring logs.

Sieve analysis and Atterberg limits tests were performed to aid in soil classification. In addition, direct shear tests were performed on selected samples to evaluate the strength characteristics of the subsurface soils. The results of these tests are presented in the Summary of Laboratory Results and on the individual test reports presented in a following section of this report.

SURFACE CONDITIONS

A brief site reconnaissance was performed during our site exploration. The site for the proposed transit center building is located in the relatively flat parking lot for the existing transit center. The parking lot consisted of approximately 12-inches of asphaltic concrete over the subgrade. The site is bordered by Uptown Boulevard NE to the north, Indian School Street NE to the east, a parking lot for the credit union to the south and Americas Parkway to the west.

SUBSURFACE SOIL CONDITIONS

As indicated by the exploratory borings, a surficial layer of man-made fill was encountered at the boring locations and extends to depths ranging from 4 to 6 feet below existing site grades. The man-made fill soils consists of medium dense to dense clayey sands and silty sands. The clayey sands are generally of low plasticity and the silty sands are non-plastic. Directly below the fill soils, native soils consisting of interbedded clayey sands, silty sands, sandy clays and relatively clean sands were encountered and extended to full depth explored. The clayey soils are of low to medium plasticity and the silty sands and sands are non-plastic. The soils range from loose and soft to medium dense and moderately firm in the upper 24 feet becoming dense and firm to very dense and hard.

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No groundwater was encountered and soil moisture contents were generally low to moderate in the upper 24 feet to low below 24 feet.

CONCLUSIONS AND RECOMMENDATIONS

As indicated by the standard penetration test data, many of the native soils underlying the site to depths of approximately 25 feet are loose to medium dense or soft to moderately firm in their present condition and, based on the magnitude of the loads involved, are not considered suitable to provide reliable support of shallow spread-type footings, even with the use of low bearing pressures in design. Foundations bearing on these soils would experience excessive settlements, particularly upon significant soil moisture increases. Based on the above, and considering the magnitude of the foundation loads involved on the project, it is our opinion that the proposed structure should be supported on a deep foundation system extending to a minimum depth of 35 feet below existing site grades. Various types of deep foundation systems could be used for the support of the structure; however, it is recommended that either drilled, straight, cast-in-place concrete piers or augered pressure grouted (augercast) piles be used.

With a deep foundation system, the ground floor can either be designed as a structural floor supported on piers and grade beams or a concrete slab on-grade. If a slab on-grade floor system is desired, it is recommended that any existing man-made fills soils associated with the previous construction at the site be overexcavated in their entirety, and be replaced as properly compacted structural fill. Detailed recommendations concerning site preparation, foundation design and the required site grading are presented in the following sections of this report.

Post-construction moisture increases in the supporting soils could create some differential foundation movements and could create excessive movements. Accordingly, careful moisture protection of the supporting soils is an important design consideration and should be reflected in overall site grading and drainage details as recommended in the Moisture Protection section of this report.

FOUNDATIONS

Estimated preliminary allowable downward capacities augercast piles and drilled, straight, cast-in-place concrete piers are presented on the design charts in Appendix A. The charts show the relationship between allowable downward supporting capacities in kips versus depth in feet below finished

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grade. The minimum and maximum recommended depths of the piles or piers are about 35 feet and 45 feet below existing site grade, respectively, which is controlled by the geotechnical profile (dense soils encountered below 25 feet) and the maximum depth of boring drilled for the project (51 feet minus 3 pile diameters). If greater depths of piling are desired to achieve increased pier or pile capacities, exploratory drilling to greater depths will be required during the final, design level geotechnical investigation. The depths shown on the charts are based on the assumption that finished grade of the ground level floor will be at or near existing site grades.

The downward capacities apply to the allowable soil supporting capability of isolated piles/piers and do not consider the structural strength of the piles/piers. Piles and piers can be considered isolated provided they are at least 3 diameters, center to center. Closer spaced piles/piers would require group capacity reductions which can be provided by this firm if necessary. The estimated capacities apply to full dead plus realistic live load and can be safely increased by one-third for total loads including wind or seismic forces.

Augercast piles and drilled straight shaft piers will also resist uplift and lateral forces. The allowable uplift capacity of the piles can be considered as being equal to 60 percent of the allowable downward capacity. A passive soil pressure equal to an equivalent fluid pressure of 450 pounds per cubic foot against the sides of isolated drilled piles/piers can be used to analyze lateral resistance. The allowable uplift capacity of the piles/piers should be calculated using the average side shear values. Piles and piers can be considered isolated when they are spaced at least 3 diameters center-to-center perpendicular to the line of thrust and 6 diameters parallel to the line of thrust.

A more detailed analysis of lateral soil resistance can be provided by this firm using the using the computer program LPILE Plus for windows, Version 5.0 by Ensoft, Inc. upon completion of our final geotechnical investigation, once the actual lateral forces, depth, and diameter of the piles has been determined.

Augercast Piles

The following criteria should be followed during the installation of augered, pressure grouted piling:

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1) Careful measurements should be made to verify that the piles are advanced to the recommended tip elevation.

2) The grout injection pressure should be maintained within the limits of 160 to 280 pounds per square inch. The pressure should be checked by observing a pressure gauge at the pump and the pumping rate.

3) Grout flow should be maintained in the range of 13 to 17 seconds, as tested in general accordance with the Corps of Engineers test method CRD-C-79-77, provided a ¾ inch opening is substituted for the ½ inch opening.

4) A comparison should be made of the volume of grout actually injected and the theoretical volume of each pile. For acceptance, the injected grout volume should exceed the theoretical volume by at least 15 percent.

5) Augered cuttings should be continuously examined for verification of soil conditions.

The quality control procedures outlined above are considered extremely important to the proper construction and resulting performance of the piles.

Drilled Straight Shaft Piers

Straight, drilled pier excavations should be advanced with a single flight auger, or bucket auger bits, to their design depths. It should be verified by observation and measurement that the excavations are open to those depths. The auger should then be placed back into the excavations and two additional passes made to clean loose material present in the bottom of the excavations.

Based on our experience with other projects in the nearby vicinity of this project as well as the results of this preliminary investigation, it is estimated that only minor caving and/or sloughing will occur during the drilling operations. As a result, concrete quantities will be near the neat quantities as indicated by the plans. It is not anticipated that casing or slurry drilling methods will be necessary to control concrete over-runs. As a result, concrete quantities will be near the neat quantities as indicated by the plans.

Concrete should be placed through a hopper or other device so that it is

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channeled in such a manner to free fall and clear the walls of the excavation and reinforcing steel until it strikes the bottom. Adequate compaction will be achieved by free fall of the concrete up to the top 5 feet. The top 5 feet of concrete should be vibrated in order to achieve proper compaction. The concrete should be designed from a strength standpoint so that the slump during placement is in the range of 4 to 6 inches.

Continuous observation of the construction of drilled piers should performed by a representative of the geotechnical engineer to insure that they meet the requirements.

ESTIMATED SETTLEMENTS

Maximum settlements of drilled pier aqnd augercast pile foundations constructed as recommended herein are estimated not to exceed ½ inch for the insitu soil moisture contents during this investigation or moisture contents introduced during construction. Differential movements are estimated to be less than 75 percent of total movements. Significant post-construction soil moisture increases would increase settlements. Accordingly, the site drainage and moisture protection provisions recommended in a following section of this report are considered important to the satisfactory performance of the structure.

RETAINING WALLS

Lateral pressure against any retaining walls on the project will depend upon their degree of restraint. Walls which are restrained so as to limit movement at the top to less than 0.001 times the height of the wall should be designed for an "at rest" earth pressure of 55 pounds per square foot per foot of depth. Walls free to move at the top should be designed of an "active" earth pressure equal to 35 pounds per square foot per foot of depth. These pressures assume horizontal backfill and no build up of hydrostatic pressures behind the walls. Recommendations for sloping backfill conditions can be provided by this firm upon request.

During backfilling, the contractor should be limited to the use of hand operated compaction equipment within a zone of about 3 feet horizontally from the back of the wall. The use of heavier equipment could apply lateral pressures well in excess of the recommended design earth pressure, particularly over the upper portions of the wall.

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SEISMIC SITE CLASS

Based on the standard penetration resistance encountered in the borings to a depth of about 51 feet, Site Class D should be used for structural design in accordance with IBC 2009.

SLABS ON GRADE

Adequate support for lightly loaded slab-on-grade floors will be provided by the structural fill when prepared as recommended in a following section of this report. Thus, the use of granular base for structural support of lightly loaded slabs is not considered necessary. However, should it be desired as a working surface, a course of granular base can be placed beneath concrete floor slabs.

Where granular base is used beneath the slabs, it should have a plasticity index of no greater than 3 and meet the following grading requirements:

Sieve Size (Square Openings)	Percent Passing by Dry Weight
1 Inch	100
¾ Inch	70-100
No. 4	35-85
No. 200	0-10

The granular base should be compacted to at least 95 percent of maximum dry density as determined in accordance with ASTM D1557.

The granular base will act as a capillary barrier, but will not totally eliminate the rise of moisture to the slabs. If floor coverings are proposed which are highly sensitive to moisture, it is recommended the slabs be placed in accordance with the procedures recommended by the American Concrete Institute (ACI 302.1R-96).

SITE-GRADING

The following general guidelines should be included in the project construction specifications to provide a basis for quality control during site grading. It is recommended that all structural fill and backfill be placed and compacted under engineering observation and in accordance with the following:

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1) After removal of the existing asphalt pavement, as well as all existing man made fill soils, the native soils should be overexcavated to such an extent as to provide for a minimum thickness of 2.0 feet of properly compacted structural fill beneath all floor slabs. If the removal of the asphalt and fill soils exceeds 2.0 feet below the slab, no further overexcavation will be necessary. Prior to placement of structural fill, the exposed native soils should be densified. Densification of the native soils should extend at least 2.0 feet laterally beyond the building perimeter of the structure or, if structural fill is used to raise the building area, equal to the depth of structural fill beneath the floor slabs, which ever is the greater distance.

2) Densification should consist of scarification of the exposed subgrade to a depth of 8 inches, moisture conditioning to the optimum moisture content or above, and compacting the surface to a minimum of 95 percent of maximum dry density as determined in accordance with ASTM D-1557.

3) The results of this investigation indicate that the excavated material will meet the criteria for structural fill; however, some blending may be required. All structural fill or backfill material should be free of vegetation and debris and contain no rocks larger than 3 inches. Gradation of the backfill material, as determined in accordance with ASTM D-422, should be as follows:

Size	Percent Passing
3 inch	100
No. 4	60 - 100
No. 200	20 - 45

4) The plasticity index should be no greater than 15 when tested in accordance with ASTM D-4318.

5) Fill or backfill, consisting of soil approved by the geotechnical engineer, shall be placed in 8-inch loose lifts and compacted with approved compaction equipment. Lifts should be reduced to 4-inches if hand held compaction equipment is used. All compaction of fill or backfill shall be accomplished to a minimum of 95 percent of the maximum dry density as determined in accordance with ASTM D-1557. The moisture content of the fill or backfill, during compaction,

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should be within 2 percent of the optimum moisture content.

6) Tests for degree of compaction should be determined by the ASTM D-1556 method or ASTM D-6938. Observation and field tests should be conducted during fill and backfill placement by the geotechnical engineer to assist the contractor in evaluating the required degree of compaction. If less than 95 percent is indicated, additional compaction effort should be made with adjustment of the moisture content as necessary until 95 percent compaction is obtained.

MOISTURE PROTECTION

Precautions should be taken during and after construction to minimize moisture increase of foundation soils. Positive drainage should be established away from the exterior walls of the structure. A typical adequate slope is 6 inches in the first 5 feet with positive drainage being provided from those points to streets or natural water courses. If necessary to provide positive drainage, the building area should be raised above adjacent grade with structural fill. Backfill should be well compacted and should meet the specifications outlined in the Site Grading section of this report. Irrigation within 10 feet of foundations should be carefully controlled. All utility trenches leading into the structure should be backfilled with compacted fill.

Proper landscaping and drainage maintenance is required to preclude accumulation of excessive moisture in the soils below the structure. Accumulations of excessive moisture could be harmful to some types of interior flooring, to HVAC ductwork beneath the slabs, and can weaken or cause other changes in the soils supporting the foundations and slabs. This can cause differential movement of the foundations and can result in cosmetic or structural damage to the structure.

If any water line leaks or if irrigation system leaks are detected, they should be promptly repaired. And, if any depressions develop from the settlement of soils in utility trenches or other areas, they should be backfilled to maintain the grade so that surface water drains rapidly away from the structure.

The foregoing recommendations should only be considered minimum requirements for overall site development. It is recommended that a civil/drainage engineer be consulted more detailed grading and drainage recommendations.

FINAL GEOTECHNICAL INVESTIGATION

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Our preliminary geotechnical investigation was based on limited information regarding site development. Because subsurface conditions may vary considerably from those predicted by the preliminary borings, and in order to confirm our preliminary recommendations, we recommend that we be retained to 1) perform a final geotechnical investigation, 2) review the final construction plans and specifications, and 3) observe the earthwork and foundation installation.

FOUNDATION REVIEW AND INSPECTION

This preliminary report has been prepared to aid in the evaluation of this site and to assist in the design of this project. It is recommended that the geotechnical engineer be provided the opportunity to review the final design drawings and specifications in order to evaluate whether the recommendations in this report are applicable to the final design. Review of the final design drawings and specifications should be noted in writing by the geotechnical engineer.

Variations from soil conditions presented herein may be encountered during construction of this project. In order to permit correlation between the conditions encountered during construction and to confirm recommendations presented herein, it is recommended that the geotechnical engineer be retained to perform sufficient review during construction of this project. Observation and testing should be performed during construction to confirm that suitable fill soils are placed upon competent materials and properly compacted and foundation elements penetrate the recommended soils.

CLOSURE

Our conclusions, preliminary recommendations and opinions presented herein are:

1) Based upon our evaluation and interpretation of the findings of the field and laboratory program.

2) Based upon an interpolation of soil conditions between and beyond the explorations.

3) Subject to confirmation of the conditions encountered during construction.

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4) Based upon the assumption that sufficient observation will be provided during construction.

5) Prepared in accordance with generally accepted professional geotechnical engineering principles and practice.

This report has been prepared for the sole use of Dekker Perich Sabatini, specifically to aid in the design of the Uptown Transit Center to be constructed in Albuquerque, New Mexico, and not for the use by any third parties.

We make no other warranty, either express or implied. Any person using this report for bidding or construction purposes should perform such independent investigation as he deems necessary to satisfy himself as to the surface and subsurface conditions to be encountered and the procedures to be used in the performance of work on this project. If conditions are encountered during construction that appears to be different than indicated by this report, this office should be notified.

All soil samples will be discarded 60 days after the date of this report unless we receive a specific request to retain the samples for a longer period of time.

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BORING LOCATION MAP

COA Transit Center
Albuquerque, New Mexico
Job No. 1-30516

Figure 1

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GEO-TEST

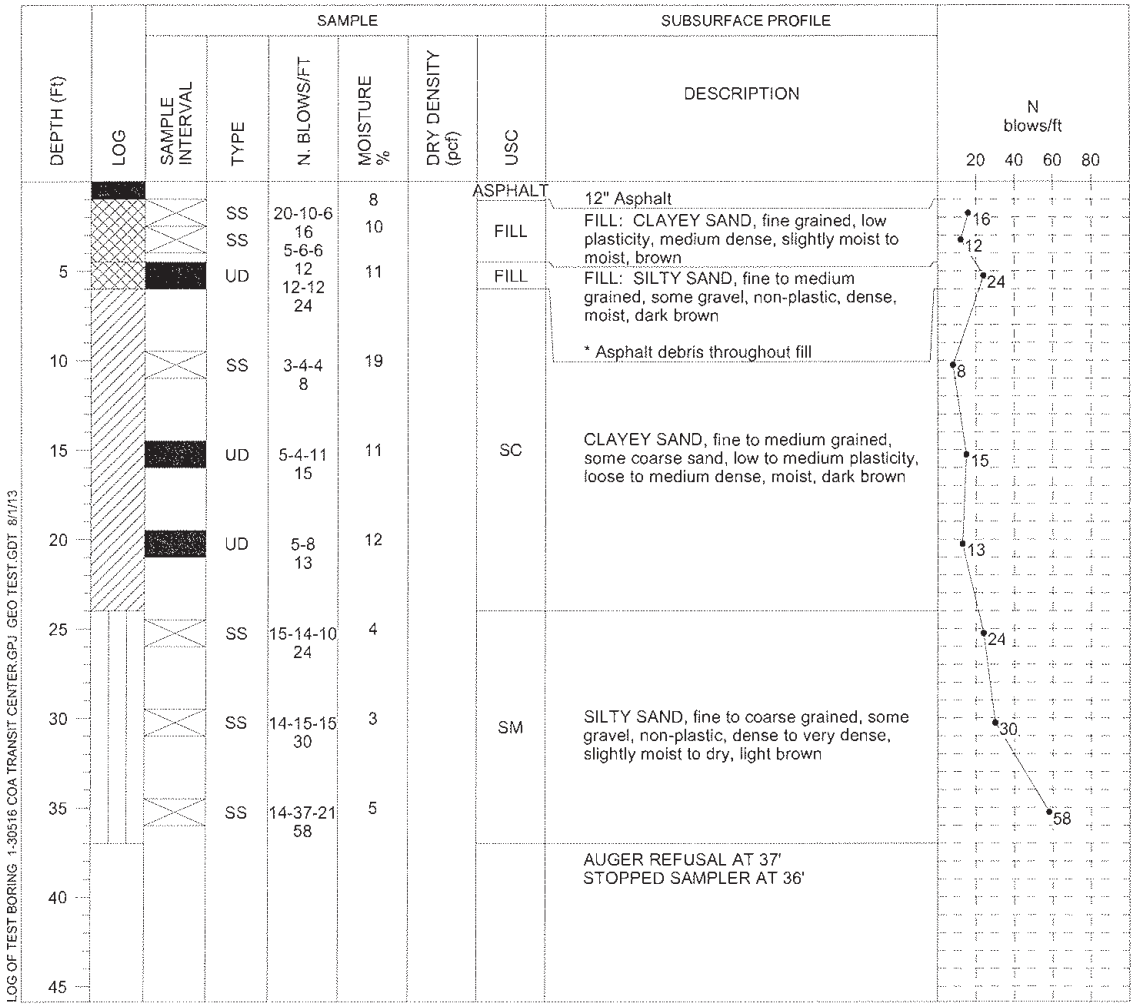
Project: COA Transit Center
Date: 06/25/2013 Project No: 1-30516
Elevation: Type: 6.5" OD HSA

LOG OF TEST BORINGS

GROUNDWATER DEPTH

NO: 1

During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve
AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurments were made.

GEO-TEST

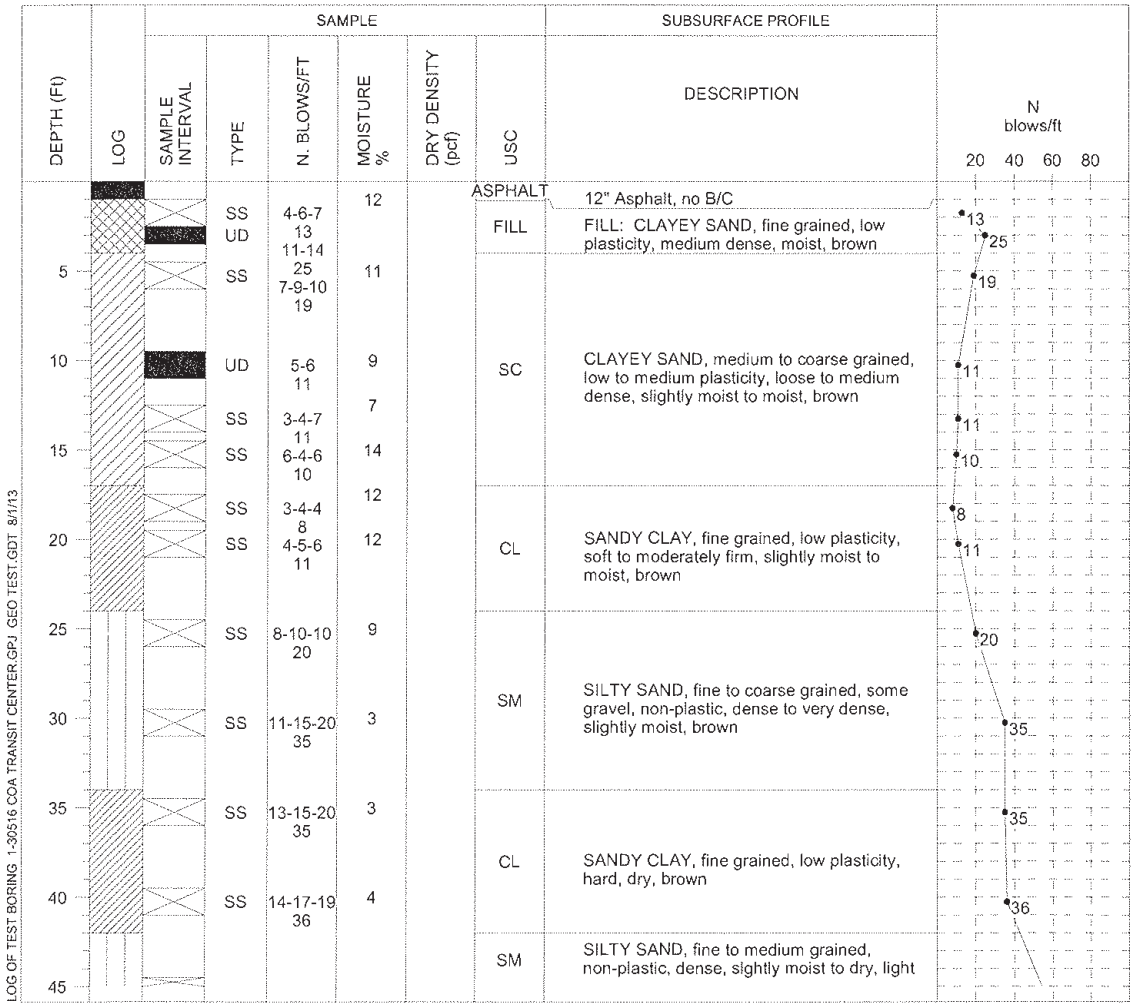
Project: COA Transit Center
Date: 06/25/2013 Project No: 1-30516
Elevation: Type: 6.5" OD HSA

LOG OF TEST BORINGS

GROUNDWATER DEPTH

NO: 2

During Drilling: None After 24 Hours:



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GEO-TEST

Project: COA Transit Center
Date: 06/25/2013 Project No: 1-30516
Elevation: Type: 6.5" OD HSA

LOG OF TEST BORINGS

GROUNDWATER DEPTH

NO: 2

During Drilling: None After 24 Hours:

DEPTH (Ft)	LOG	SAMPLE INTERVAL	TYPE	N. BLOWS/FT	MOISTURE %	DRY DENSITY (pcf)	USC	DESCRIPTION	N blows/ft 20 40 60 80
			SS	18-30-25 55	2		SM	brown SILTY SAND, fine to medium grained, non-plastic, dense, slghtly moist to dry, light brown	55
50			SS	18-32-50/5" 50/5"	1		SP-SM	SAND WITH SILT, fine grained, non-plastic, very dense, dry, white/brown STOPPED AUGER AT 49.5' STOPED SAMPLER AT 51'	
55									
60									
65									
70									
75									
80									
85									
90									

LOG OF TEST BORING 1-30516 COA TRANSIT CENTER.GPJ GEO TEST.GDT 8/1/13

LEGEND

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AC - Auger Cuttings
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Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurments were made.

SUMMARY OF LABORATORY RESULTS

						SIEVE ANALYSIS PERCENT PASSING											
TEST HOLE	DEPTH (FEET)	UNIFIED CLASS	(%) MOIST	LL	PI	NO 200	NO 100	NO 40	NO 10	NO 4	3/8"	1/2"	3/4"	1"	1 1/2"	2"	4"
1	1.0		7.9														
1	2.5	SC	10.4	28	13	39	75	88	96	100							
1	5.0	SM	10.5	NP	NP	39	62	75	86	94	99	100					
1	10.0		18.6														
1	15.0	SC	11.2	30	18	45	64	76	90	96	100						
1	20.0	SC	12.4	30	15	43	57	67	85	96	100						
1	25.0		3.9														
1	30.0	SM	2.8	22	NP	20	37	47	72	95	100						
1	35.0		5.3														
2	1.0	SC	11.9	28	11	46	74	87	95	99	100						
2	5.0		10.8														
2	10.0	SC	8.7	31	16	37	59	74	89	98	99	99	100				
2	12.5	SC	6.8	31	16	32	49	59	76	92	98	99	100				
2	15.0		13.7														
2	17.5	CL	12.2	28	10	69	86	95	99	100							
2	20.0		11.8														
2	25.0		8.7														
2	30.0		3.4														
2	35.0	CL	3.4	25	8	59	74	82	92	99	100						

GEO-TEST

LL = LIQUID LIMIT
PI = PLASTICITY INDEX
NP = NON PLASTIC or NO VALUE

Project: COA Transit Center
Location: Albuquerque, New Mexico
Number: 1-30516

SUMMARY OF LABORATORY RESULTS 1-30516 COA TRANSIT CENTER.GPJ GEO TEST.GDT 7/15/13

SUMMARY OF LABORATORY RESULTS

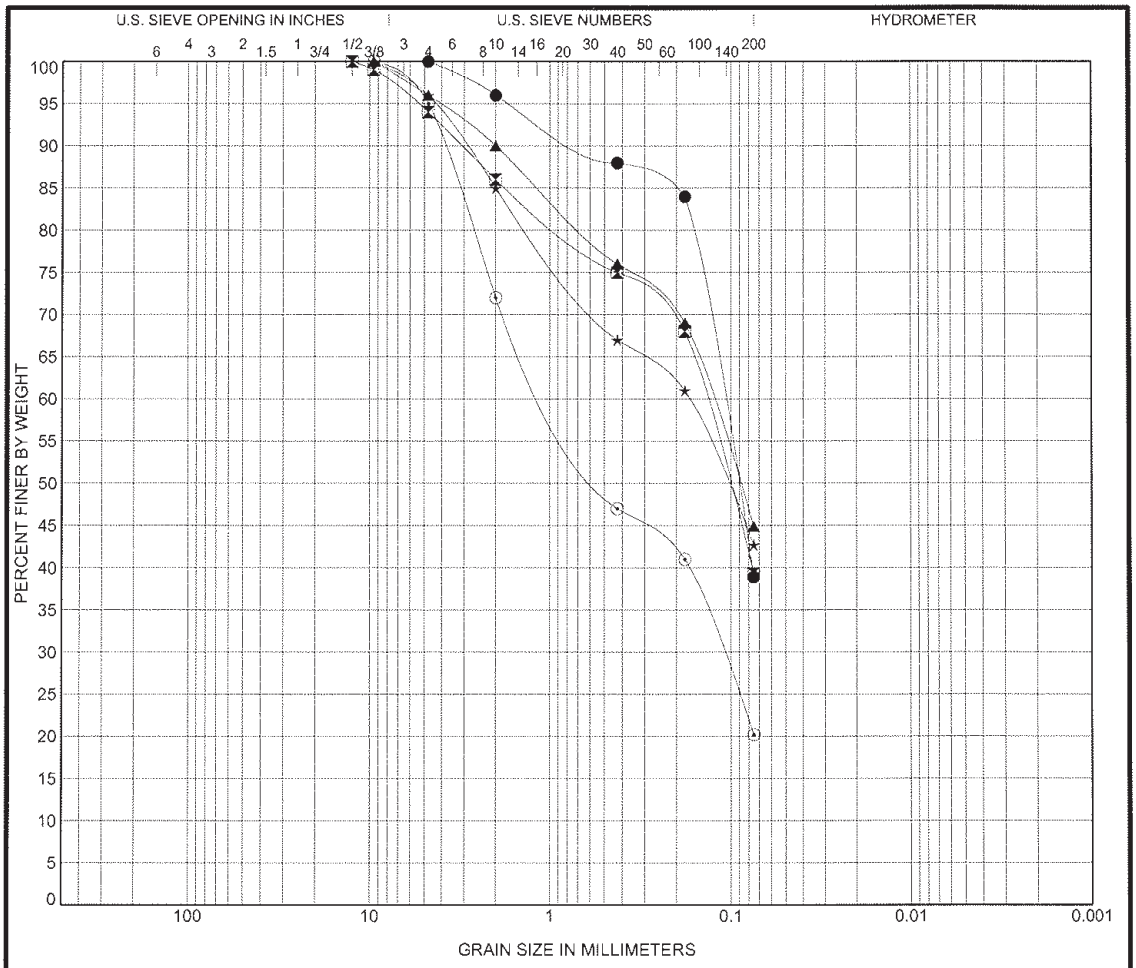
TEST HOLE	DEPTH (FEET)	UNIFIED CLASS	(%) MOIST	LL	PI	SIEVE ANALYSIS PERCENT PASSING NO 200	NO 100	NO 40	NO 10	NO 4	3/8"	1/2"	3/4"	1"	1 1/2"	2"	4"
2	40.0		4.1														
2	45.0		2.4														
2	50.0	SP-SM	1.3	NP	NP	8	17	80	97	99	100						

GEO-TEST

LL = LIQUID LIMIT
PI = PLASTICITY INDEX
NP = NON PLASTIC or NO VALUE

Project: COA Transit Center
Location: Albuquerque, New Mexico
Number: 1-30516

SUMMARY OF LABORATORY RESULTS 1-30516 COA TRANSIT CENTER.GPJ GEO TEST.GDT 7/15/13



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	Specimen Identification		Classification	LL	PL	PI	Cc	Cu
●	1	2.5	CLAYEY SAND(SC)	28	15	13		
⧓	1	5.0	SILTY SAND(SM)	NP	NP	NP		
▲	1	15.0	CLAYEY SAND(SC)	30	12	18		
★	1	20.0	CLAYEY SAND(SC)	30	15	15		
⊙	1	30.0	SILTY SAND(SM)	22	NP	NP		

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	1	2.5	4.75	0.113			0.0	61.1	38.9	
⧓	1	5.0	12.5	0.141			6.0	54.7	39.3	
▲	1	15.0	9.5	0.13			4.0	51.1	44.9	
★	1	20.0	9.5	0.172			4.0	53.3	42.7	
⊙	1	30.0	9.5	0.951	0.113		5.0	74.8	20.2	

GEO-TEST

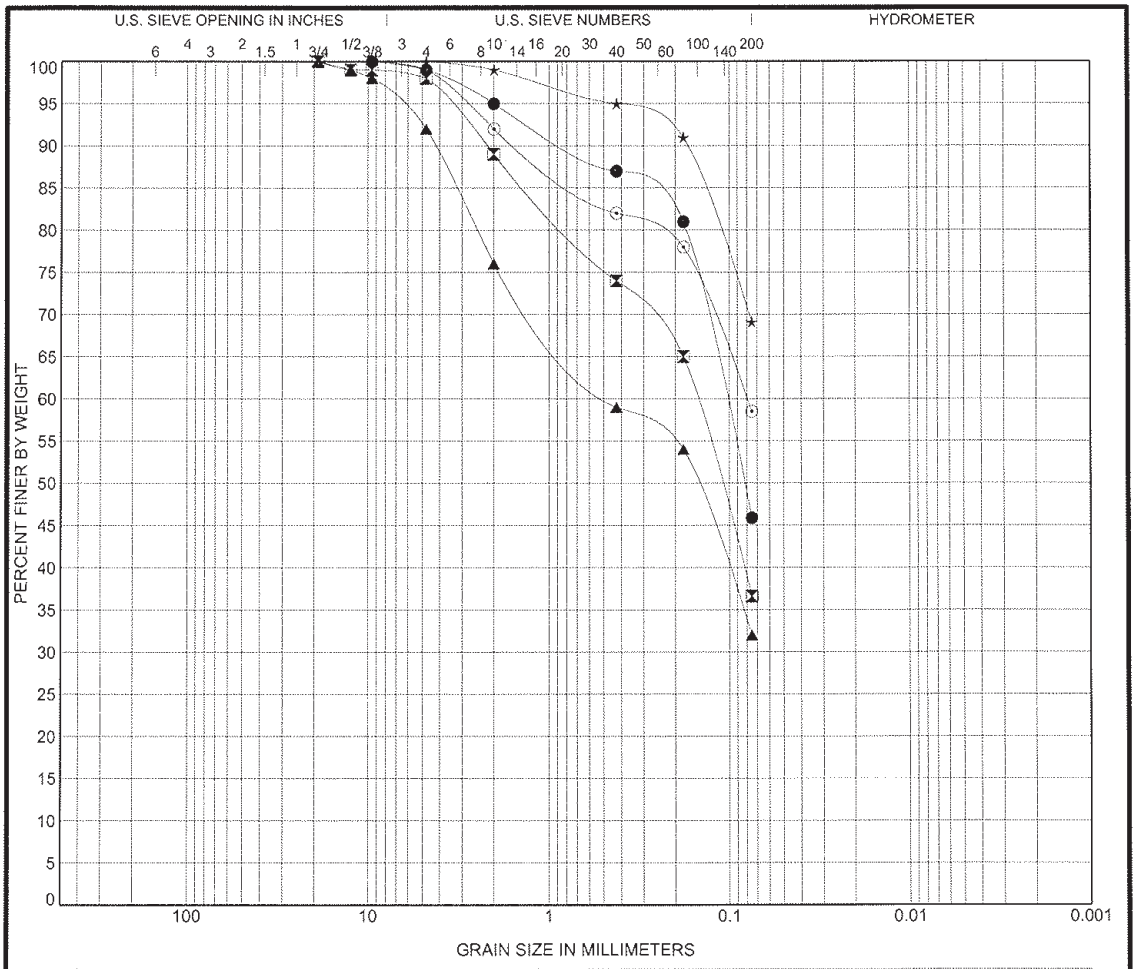
GRAIN SIZE DISTRIBUTION

Project: COA Transit Center

Location: Albuquerque, New Mexico

Number: 1-30516

US GRAIN SIZE 1-30516.COA TRANSIT CENTER.GPJ GEO TEST.GDT 7/15/13



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	Specimen Identification		Classification	LL	PL	PI	Cc	Cu
●	2	1.0	CLAYEY SAND(SC)	28	17	11		
⧓	2	10.0	CLAYEY SAND(SC)	31	15	16		
▲	2	12.5	CLAYEY SAND(SC)	31	15	16		
★	2	17.5	SANDY LEAN CLAY(CL)	28	18	10		
⊙	2	35.0	SANDY LEAN CLAY(CL)	25	17	8		

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	2	1.0	9.5	0.107			1.0	53.1	45.9	
⧓	2	10.0	19	0.154			2.0	61.4	36.6	
▲	2	12.5	19	0.466			8.0	60.0	32.0	
★	2	17.5	4.75				0.0	30.9	69.1	
⊙	2	35.0	9.5	0.08			1.0	40.5	58.5	

GEO-TEST

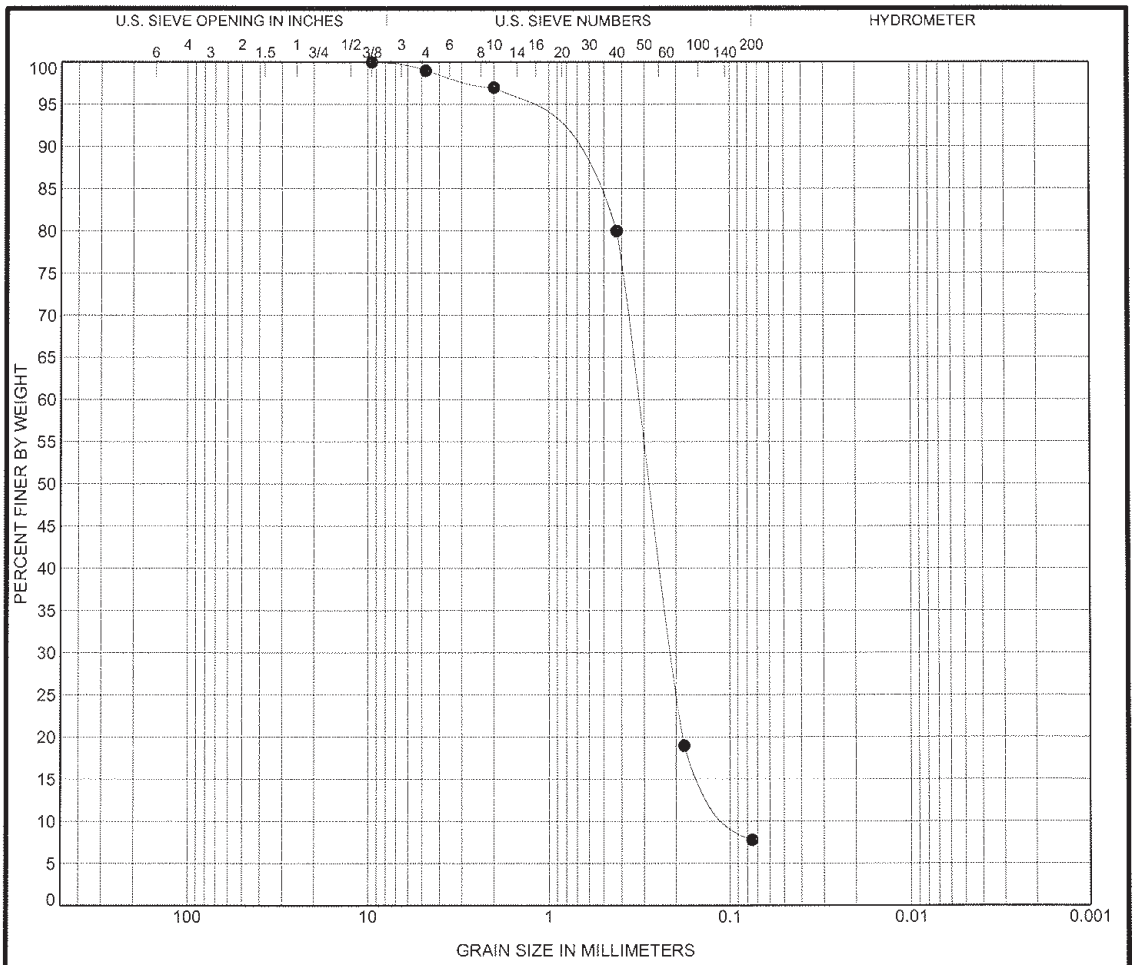
GRAIN SIZE DISTRIBUTION

Project: COA Transit Center

Location: Albuquerque, New Mexico

Number: 1-30516

US GRAIN SIZE 1-30516.COA TRANSIT CENTER.GPJ GEO TEST.GDT 7/15/13



Specimen Identification		Classification	LL	PL	PI	Cc	Cu
● 2	50.0	POORLY GRADED SAND with SILT(SP-SM)	NP	NP	NP	1.55	3.60

Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
● 2	50.0	9.5	0.321	0.21	0.089	1.0	91.2	7.8	

US GRAIN SIZE 1-30516 COA TRANSIT CENTER.GPJ GEO TEST.GDT 7/15/13

GEO-TEST

GRAIN SIZE DISTRIBUTION

Project: COA Transit Center

Location: Albuquerque, New Mexico

Number: 1-30516

UNDISTURBED DENSITY WORKSHEET

PROJECT: COA Transit Center DATE TESTED: 07/15/13

CLIENT: JOB NO.: 1-30516

TESTED BY: DO

SAMPLE ID: 1 @ 20'

A) WEIGHT OF RING AND SOIL:	1112.2 g	D1= 2.417	L1= 6.020
B) WEIGHT OF RING:	271.8 g	D2= 2.420	L2= 6.022
C) WEIGHT OF SOIL (A-B):	840.4 g	D3= 2.420	
D) INSIDE DIAMETER OF RING:	2.419 in	D4= 2.420	T1= 0.354
E) LENGTH OF RING:	5.724 in		T2= 0.240
F) VOLUME OF RING((3.14D2/4)(E))/1728:	0.01523 ft3		B1= 0.000
G) WET DENSITY OF SOIL (C/453.6)/(F):	121.7 pcf		B2= 0.000
H) DRY DENSITY OF SOIL, G/(1+(I)):	108.5 pcf		
I) MOISTURE CONTENT ((1-2)/2)x100	12.1 %		
1) WET WEIGHT OF SOIL:	219.6 g		
2) DRY WEIGHT OF SOIL:	195.9 g		

SAMPLE ID:

A) WEIGHT OF RING AND SOIL:	g	D1=	L1=
B) WEIGHT OF RING:	g	D2=	L2=
C) WEIGHT OF SOIL (A-B):	0.0 g	D3=	
D) INSIDE DIAMETER OF RING:	0.000 in	D4=	T1=
E) LENGTH OF RING:	0 in		T2=
F) VOLUME OF RING((3.14D2/4)(E))/1728:	0.00000 ft3		B1=
G) WET DENSITY OF SOIL (C/453.6)/(F):	ERR pcf		B2=
H) DRY DENSITY OF SOIL, G/(1+(I)):	ERR pcf		
I) MOISTURE CONTENT ((1-2)/2)x100	ERR %		
1) WET WEIGHT OF SOIL:	g		
2) DRY WEIGHT OF SOIL:	g		

GEO-TEST

July 17, 2013

DIRECT SHEAR (ASTM D-3080)

PROJECT: COA Transit Center **PROJECT NO.:** 1-30516

LOCATION: 1

DEPTH: 15'

Device used in performance of the above referenced test, is a single shear device.

Soil Description:

Initial Moisture:	6.6 %	Initial Moisture:	%	Initial Moisture:	6.6 %
Initial Wet Unit Weight:	115.4 lbs/cuft	Initial Wet Unit Weight:	lbs/cuft	Initial Wet Unit Weight:	117.4 lbs/cuft
Initial Dry Unit Weight:	108.3 lbs/cuft	Initial Dry Unit Weight:	lbs/cuft	Initial Dry Unit Weight:	110.2 lbs/cuft
Initial thickness:	1 in.	Initial thickness:	1 in.	Initial thickness:	1 in.
Normal Stress:	1 KSF	Normal Stress:	2 KSF	Normal Stress:	4 KSF

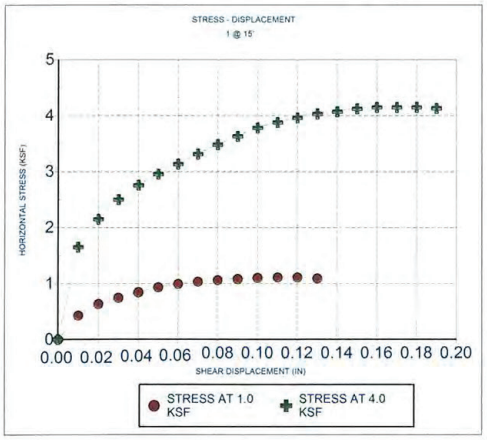
DIAL (IN)	RING DIV	STRESS (KSF)
0	0	0.000
0.01	38	0.428
0.02	59	0.637
0.03	70	0.746
0.04	80	0.846
0.05	89	0.935
0.06	95	0.995
0.07	99	1.035
0.08	102	1.064
0.09	104	1.084
0.1	106	1.104
0.11	107	1.114
0.12	107	1.114
0.13	105	1.094
0.14	0	0.0
0.15	0	0.0
0.16	0	0.0
0.17	0	0.0
0.18	0	0.0
0.19	0	0.0
0.2	0	0.0

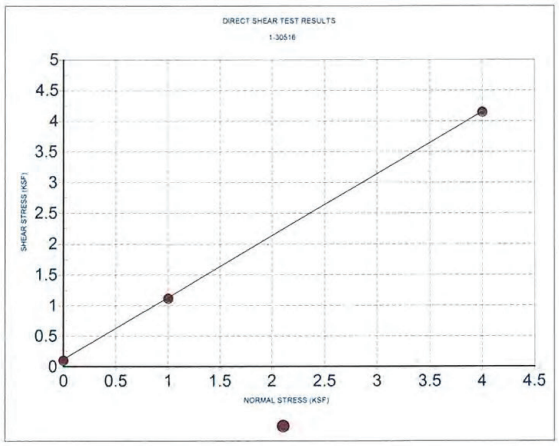
DIAL (IN)	RING DIV	STRESS (KSF)
0	0	0.0
0.01	0	0.0
0.02	0	0.0
0.03	0	0.0
0.04	0	0.0
0.05	0	0.0
0.06	0	0.0
0.07	0	0.0
0.08	0	0.0
0.09	0	0.0
0.1	0	0.0
0.11	0	0.0
0.12	0	0.0
0.13	0	0.0
0.14	0	0.0
0.15	0	0.0
0.16	0	0.0
0.17	0	0.0
0.18	0	0.0
0.19	0	0.0
0.2	0	0.0

DIAL (IN)	RING DIV	STRESS (KSF)
0	0	0.000
0.01	161	1.651
0.02	211	2.149
0.03	246	2.497
0.04	272	2.755
0.05	292	2.954
0.06	310	3.133
0.07	328	3.312
0.08	345	3.482
0.09	360	3.631
0.1	375	3.780
0.11	385	3.879
0.12	393	3.959
0.13	400	4.029
0.14	404	4.068
0.15	411	4.121
0.16	412	4.146
0.17	412	4.146
0.18	412	4.146
0.19	410	4.128
0.2	0	0.0

Angle of Internal Friction: **45 Degrees**

Cohesion: **0.10 KSF**





August 2, 2013

DIRECT SHEAR (ASTM D-3080)

PROJECT: COA Transit Center **PROJECT NO.:** 1-30516

LOCATION: 2

DEPTH: 10'

Device used in performance of the above referenced test, is a single shear device.

Soil Description:

Initial Moisture:	10.2	%	Initial Moisture:		%	Initial Moisture:	10.2	%
Initial Wet Unit Weight:	121.7	lbs/cuft	Initial Wet Unit Weight:		lbs/cuft	Initial Wet Unit Weight:	126.7	lbs/cuft
Initial Dry Unit Weight:	110.4	lbs/cuft	Initial Dry Unit Weight:		lbs/cuft	Initial Dry Unit Weight:	115.0	lbs/cuft
Initial thickness:	1	in.	Initial thickness:	1	in.	Initial thickness:	1	in.
Normal Stress:	1	KSF	Normal Stress:	2	KSF	Normal Stress:	4	KSF

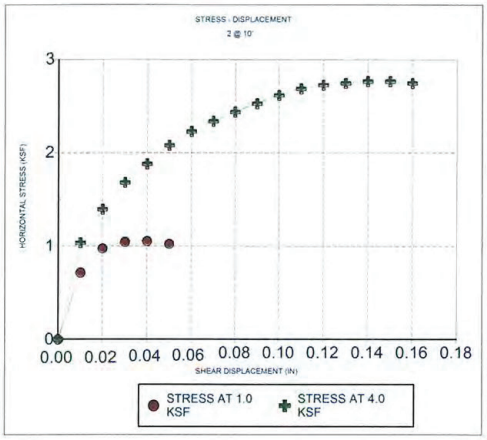
DIAL (IN)	RING DIV	STRESS (KSF)
0	0	0.000
0.01	67	0.716
0.02	93	0.975
0.03	100	1.044
0.04	101	1.054
0.05	98	1.025
0.06	0	0.0
0.07	0	0.0
0.08	0	0.0
0.09	0	0.0
0.1	0	0.0
0.11	0	0.0
0.12	0	0.0
0.13	0	0.0
0.14	0	0.0
0.15	0	0.0
0.16	0	0.0
0.17	0	0.0
0.18	0	0.0
0.19	0	0.0
0.2	0	0.0

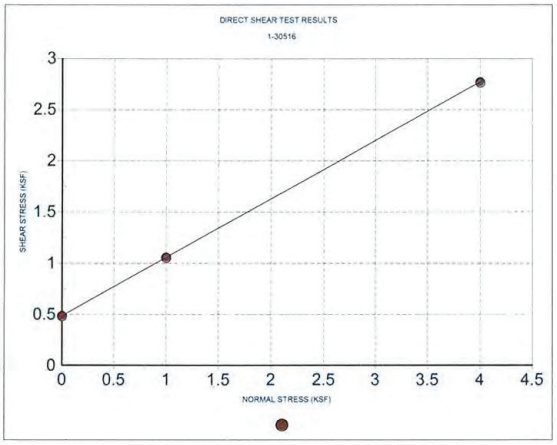
DIAL (IN)	RING DIV	STRESS (KSF)
0	0	0.0
0.01	0	0.0
0.02	0	0.0
0.03	0	0.0
0.04	0	0.0
0.05	0	0.0
0.06	0	0.0
0.07	0	0.0
0.08	0	0.0
0.09	0	0.0
0.1	0	0.0
0.11	0	0.0
0.12	0	0.0
0.13	0	0.0
0.14	0	0.0
0.15	0	0.0
0.16	0	0.0
0.17	0	0.0
0.18	0	0.0
0.19	0	0.0
0.2	0	0.0

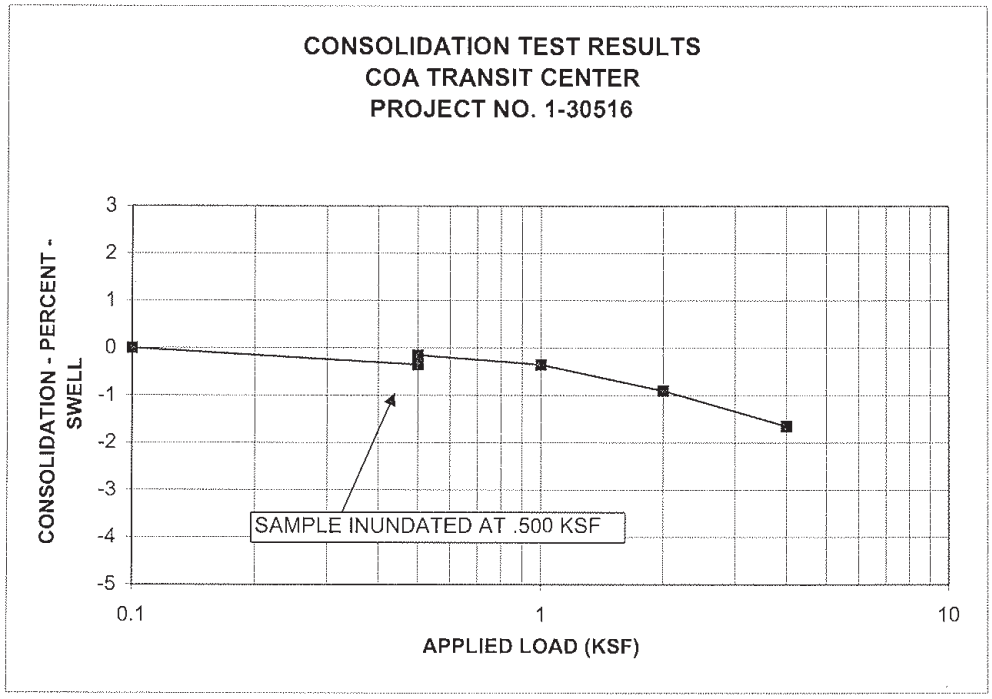
DIAL (IN)	RING DIV	STRESS (KSF)
0	0	0.000
0.01	99	1.035
0.02	135	1.393
0.03	164	1.681
0.04	184	1.880
0.05	204	2.079
0.06	219	2.228
0.07	230	2.338
0.08	240	2.437
0.09	249	2.527
0.1	258	2.616
0.11	265	2.686
0.12	269	2.726
0.13	271	2.745
0.14	273	2.765
0.15	273	2.765
0.16	271	2.745
0.17	0	0.0
0.18	0	0.0
0.19	0	0.0
0.2	0	0.0

Angle of Internal Friction: **30 Degrees**

Cohesion: **0.48 KSF**



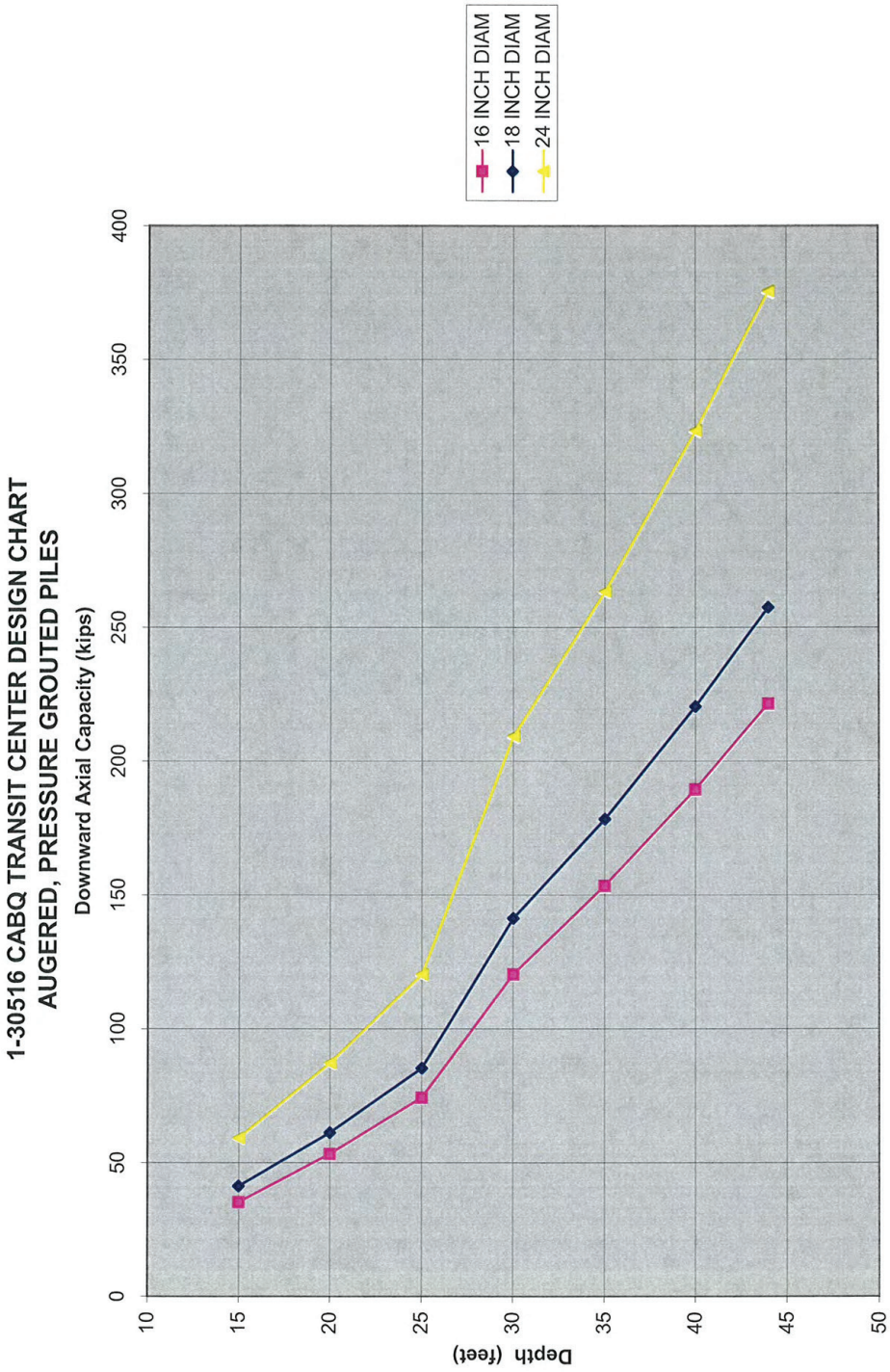


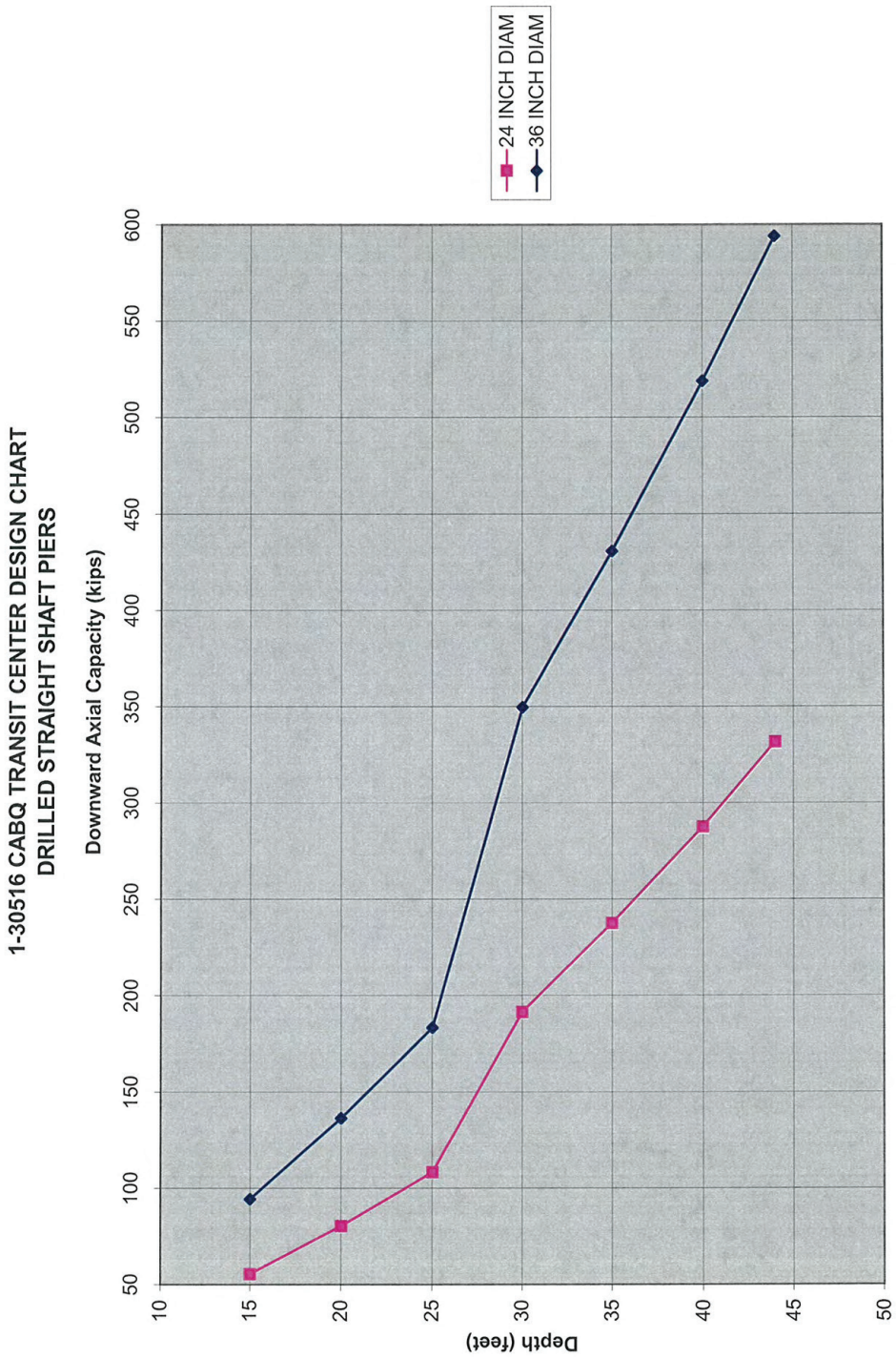


INITIAL MOISTURE CONTENT = 10.4 %
INITIAL DRY DENSITY = 122.0 PCF

Boring #2 @ 2.5'

APPENDIX A

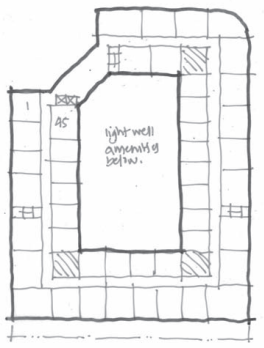

1-30516 CABQ TRANSIT CENTER DESIGN CHART
AUGERED, PRESSURE GROUTED PILES
Downward Axial Capacity (kips)
16 INCH DIAM
18 INCH DIAM
24 INCH DIAM
0
50
100
150
200
250
300
350
400
10
15
20
25
30
35
40
45
50
Depth (feet)


1-30516 CABQ TRANSIT CENTER DESIGN CHART
DRILLED STRAIGHT SHAFT PIERS
Downward Axial Capacity (kips)
Depth (feet)
24 INCH DIAM
36 INCH DIAM
50
100
150
200
250
300
350
400
450
500
550
600
10
15
20
25
30
35
40
45
50

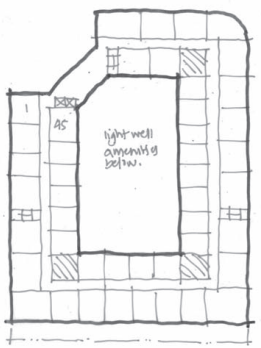
Target at Uptown - Albuquerque, NM

Yield Plans

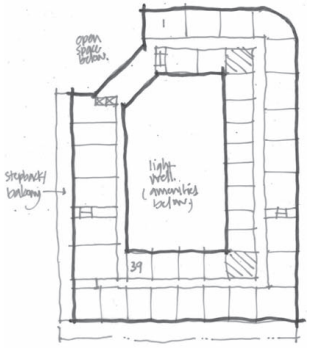
Four Yield Plans were generated in order to have data to use in requesting water and sewer availability, and evaluate traffic and off-site improvements costs. The three initial plans progressed in intensity from wood frame over non-combustible podium construction, to steel or concrete frame mid-rise construction, to a larger project in steel or concrete frame that incorporates an adjacent property to the east of the project site. Yield Plan #4 returned to the wood frame over non-combustible podium construction, with an adjacent parking structure that includes the transit island. The latter plan explored the development potential of the entire block, including the existing New Mexico Educators Federal Credit Union site, but only the ABQ Ride site is addressed in this report. The NMEFCU has not been consulted nor have they approved changes to their site and it is not part of this project. These Yield Plans were analyzed for appropriateness relative to market rents and amenities desired, and Yield Plan #4 was selected for further development in Conceptual Design.



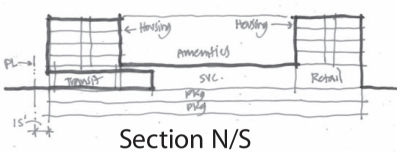
Level 3
40,000 sf
45 DU



Level 4
40,000 sf
45 DU

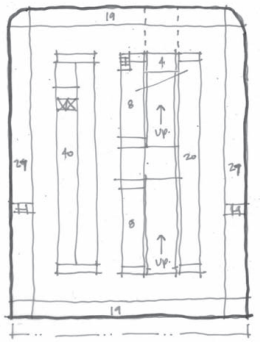


Level 5
37,500 sf
39 DU

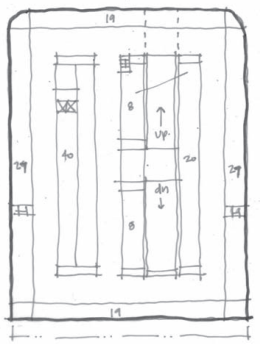


Section N/S

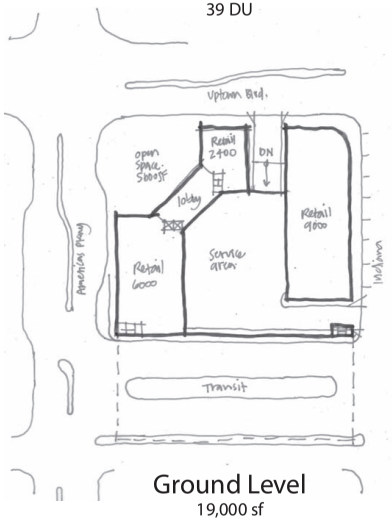
Section - E/W



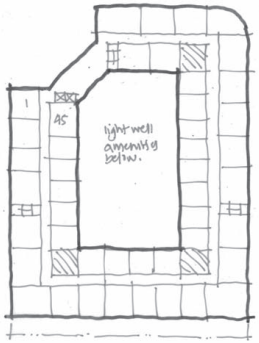
Sub-level 2
60,000 sf
175 spaces



Sub-level 1
60,000 sf
171 spaces



Ground Level
19,000 sf



Level 2
40,000 sf
45 DU

ABQ Ride Uptown Transit Center
Joint Development Yield Concept

Albuquerque, New Mexico 13-0038 May 23, 2013

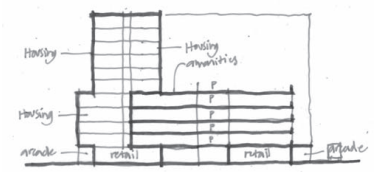
1

Site Data

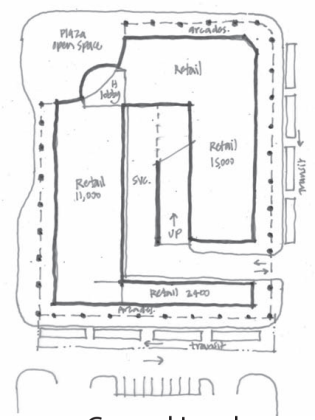
Land Area	63,192 sf	Parking Structure Area	120,000 sf
Retail Space	17,400 sf	Parking Required (2/1000 sf of floor area)	353 spaces
Housing	174 DU, 120 DU/Acre, 159,100 sf	Parking Provided	354 spaces
Total Floor Area	176,500 sf	Type of Construction	Type III-B over Type II-B, sprinklered
FAR	2.80	Occupancy Group	Group R-2 / Group M /Group S-2

North 0 100'

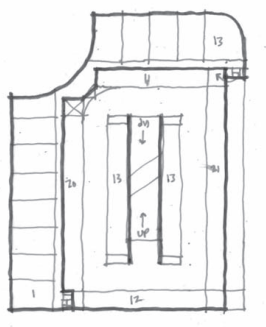
Dekker / Perich / Sabatini



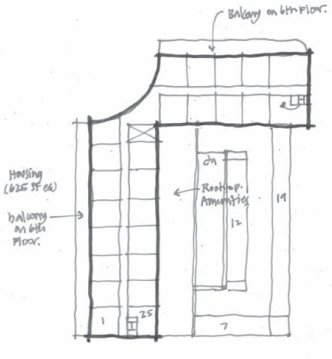
Section - E/W



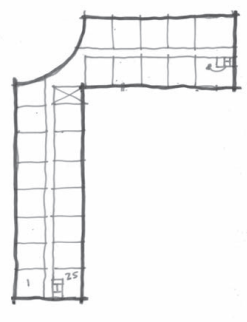
Ground Level
28,400 sf



Level 2 thru 5
64,000 sf
52 DU
360 spaces



Level 6
20,000 sf
25 DU
38 spaces



Level 7 thru 11
100,000 sf
125 DU

ABQ Ride Uptown Transit Center
Joint Development Yield Concept
Albuquerque, New Mexico 13-0038 May 28, 2013

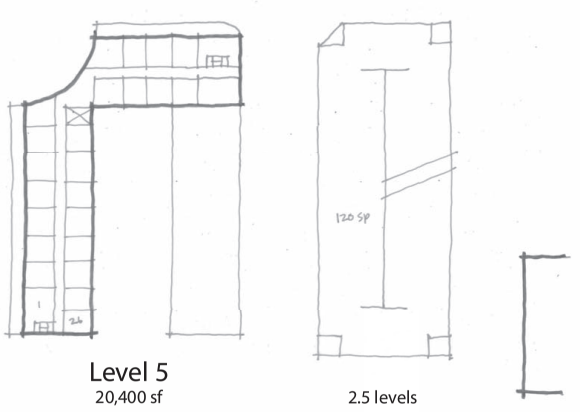
2

Site Data

Land Area	63,192 sf	Parking Structure Area	127,600 sf
Retail Space	28,400 sf	Parking Required (2/1000 sf of floor area)	425 spaces
Housing	202 DU, 139 DU/Acre, 184,000 sf	Parking Provided	398 spaces
Total Floor Area	212,400 sf	Type of Construction	Type I-B, sprinklered
FAR	3.36	Occupancy Group	Group R-2 / Group S-2 /Group M

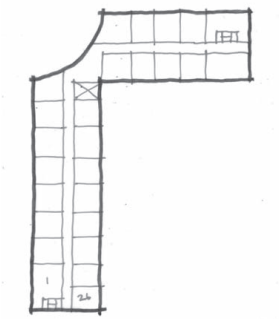
North 0 100'

Dekker / Perich / Sabatini

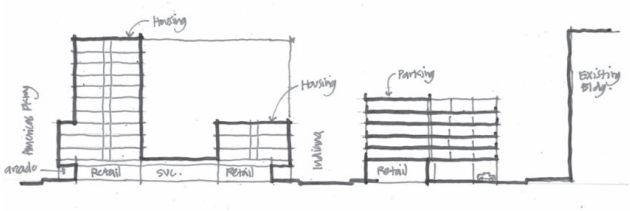


Level 5
20,400 sf
26 DU
300 spaces

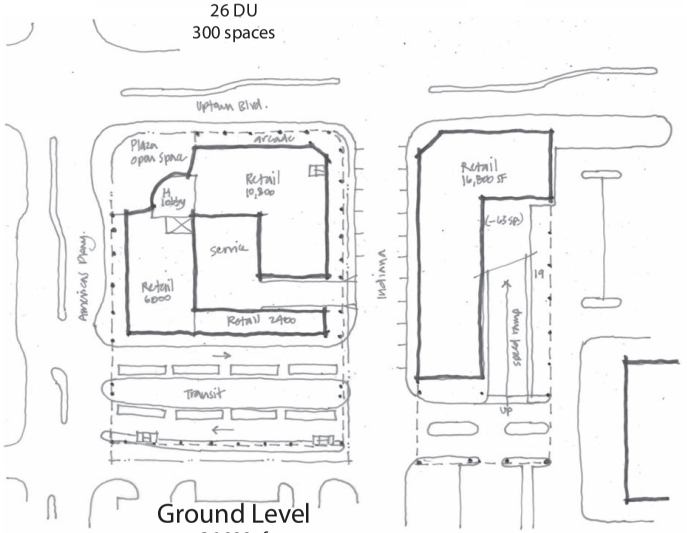
2.5 levels



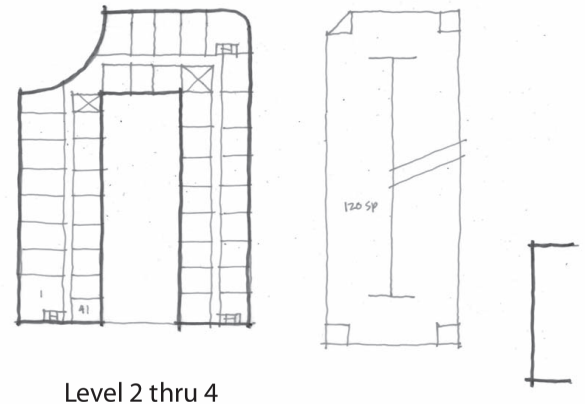
Level 6 thru 11
122,400 sf
156 DU



Section - E/W



Ground Level
36,000 sf
34 spaces
(-63 spaces on Abruzo's)



Level 2 thru 4
114,000 sf
123 DU
360 spaces

3 levels

Site Data

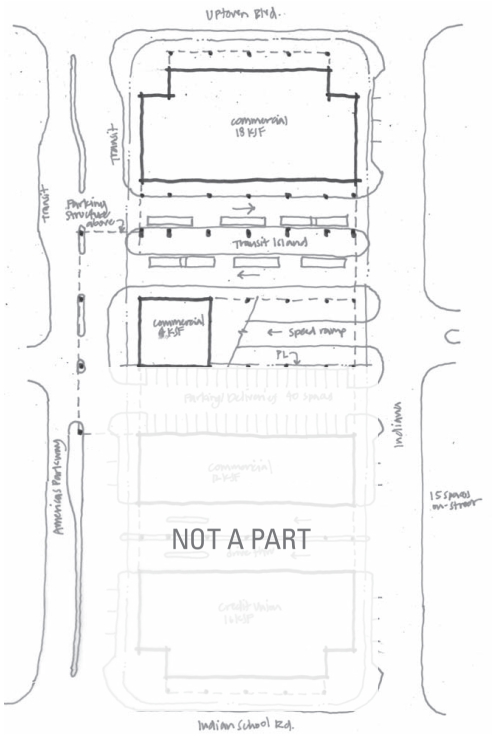
Land Area	63,192 sf	Parking Structure Area	235,200 sf
Retail Space	36,000 sf	Parking Required (2/1000 sf of floor area)	585 spaces
Housing	305 DU, 210 DU/Acre, 256,800 sf	Parking Provided	631 spaces
Total Floor Area	292,800 sf	Type of Construction	Type I-B, sprinklered
FAR	4.63	Occupancy Group	Main Site: Group R-2 / Group M Parking Structure: Group S-2 / Group M

ABQ Ride Uptown Transit Center
Joint Development Yield Concept 3

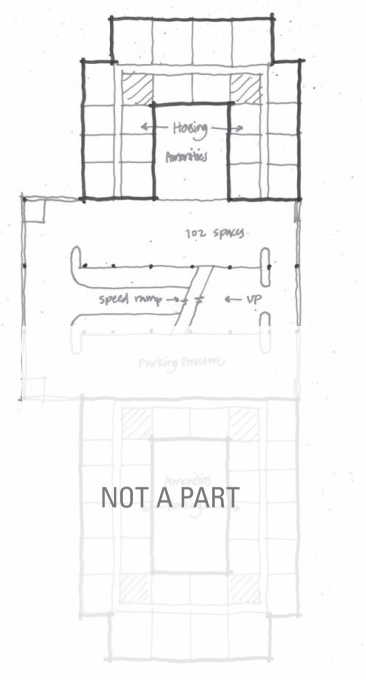
Albuquerque, New Mexico 13-0038 May 28, 2013

North 0 100'

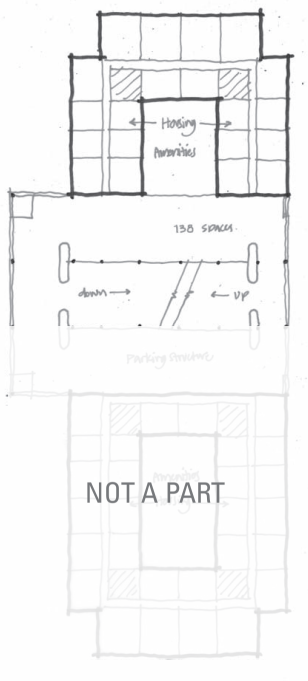
Dekker / Perich / Sabatini



Ground Level
50,000 sf
54 spaces

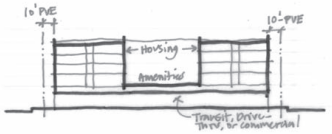


Level 2
59,000 sf
48 DU
102 spaces



Level 3 thru 5
177,000 sf
144 DU

Section - N/S



Section - E/W

ABQ Ride Uptown Transit Center
Joint Development Yield Concept

Albuquerque, New Mexico 13-0038 July 16, 2013

4

Site Data

Land Area	63,192 + 64,478 = 127,670 sf	Parking Structure Area	223,000 sf
Retail Space	50,000 sf	Parking Required (2/1000 sf of floor area)	572 spaces
Housing	192 DU, 66 DU/Acre, 236,000 sf	Parking Provided	572 spaces
Total Floor Area	286,000 sf	Type of Construction	Type III-B, sprinklered
FAR	2.24	Occupancy Group	Group R-2 / Group M

North 0 100'

Dekker / Perich / Sabatini

Preliminary Traffic Analysis:

Preliminary traffic counts were generated based on the first three Yield Plans. Yield Plan 4's development intensity is equivalent to Yield Plan 1, so the traffic counts for these two plans are similar. Information provided below relates to Yield Plans 1 and 4. These numbers were reduced by percentages recommended in the 9th edition of the ITE Trip Generation Manual Handbook for projects adjacent to transit facilities. Based on this data, the trip counts are right around 100, which is the City's threshold for triggering a traffic study requirement. This indicates that a traffic study may be required for phase 1 as shown in the Conceptual Design. Therefore, further investigation of traffic impacts needs to be pursued as the development proceeds, and a Traffic Analysis may be required.

Christopher R. Gunning

From: Eric Wrage <ewrage@bhinc.com>
Sent: Tuesday, June 25, 2013 3:36 PM
To: Michael Balaskovits
Cc: Bruce Stidworthy
Subject: Uptown Transit Center trip gen
Attachments: Trip Generation Comparisons 06252013.pdf; Pages from tcrp_rpt_128.pdf

Mike, I calculated the trip generation for the three concepts.

Before reductions due to transit, Concept 1 barely meets the 100 trip threshold (101 entering PM trips)

Concept 2 has 133 entering PM trips and Concept 3 has 188 (again before transit reductions).

The 9th Edition (the latest) of the ITE Trip Generation Manual Handbook allows a 20% reduction in trips for development adjacent to a transit center. That gets Concept 2 down to 106, and again we may be able to convince Tony that is OK, if he allows the transit reduction. It is from a source he is familiar with.

I found a Transit Cooperative Research Program report that shows a reduction of 30%- 50% in the AM and PM peak hours. Taking the high range (50%), gets Concept 3 under the 100 trip threshold. However I am not sure Tony will go for that, as they are based on projects in Philadelphia, San Francisco, Portland and Washington, although I think 20% is too low, and 30%-50% seems possible. I have attached the AM and PM summaries from the TCRP report.

As I mentioned, when I talked with Tony Loyd, he said projects subject to the new Uptown Sector Plan are required to go through the normal traffic review process. There were discussions of removing the requirement for traffic study, but it was not included in the plan. In my review of the Sector Plan I did not find any mention of traffic requirements, or that they were not required.

	Daily	AM		PM	
Concept 1		Enter	Exit	Enter	Exit
17.4 Retail	743	11	6	31	34
174 Apartments	1,157	18	71	70	38
Total before transit reduction	1,900	28	78	101	72
ITE 9th Edition Handbook (20% Reduction)	1,520	23	62	81	57
TCRP 128 (up to 50% Reduction)	950	14	39	51	36

	Daily	AM		PM	
Concept 2		Enter	Exit	Enter	Exit
28.4 Retail	1,213	17	11	51	55
202 Apartments	1,343	21	83	82	44
Total before transit reduction	2,556	38	94	133	99
ITE 9th Edition Handbook (20% Reduction)	2,045	31	75	106	79
TCRP 128 (up to 50% Reduction)	1,278	19	47	66	50

	Daily	AM		PM	
Concept 3		Enter	Exit	Enter	Exit
36 Retail	1,537	22	13	64	70
305 Apartments	2,028	31	125	124	67
Total before transit reduction	3,565	53	138	188	136
ITE 9th Edition Handbook (20% Reduction)	2,852	42	110	150	109
TCRP 128 (up to 50% Reduction)	1,783	26	69	94	68

Retal - Shopping Center for AM peak hour trip gen

ITE 9th Edition Handbook Table B.3 Transportation Impact Factors Development Around Transit Centers (20% Reduction)
TCRP 128 Effects of TOD on Housing, Parking and Travel (50% Reduction)

Eric J. Wrage, P.E., P.T.O.E.
Senior Project Manager
Traffic and Transportation
Direct line: 505-798-7859

Bohannan Huston
Courtyard I
7500 Jefferson St. NE
Albuquerque, NM 87109-4335
www.bhinc.com
voice: 505.823.1000 **facsimile:** 505.798.7988 **toll free:** 800.877.5332

Table 2.3. Comparison of TOD housing and ITE vehicle trip generation rates: AM peak estimates.

		Average Rate			Regression Rate		
	Veh. Trip Rate (AM peak hr.)	ITE Rate (AM peak hr.)	TOD rate as % of ITE Rate (AM pk hr.)	% Below ITE Rate	ITE Rate (AM peak hr.)	TOD rate as % of ITE Rate (AM pk hr.)	% Below ITE Rate
Philadelphia/NE NJ							
Gaslight Commons	0.40	0.55	72.73%	-27.27%	0.55	72.59%	-27.41%
Station Square	0.36	0.55	66.21%	-33.79%	0.54	67.17%	-32.83%
Mean	0.38	--	69.47%	-30.53%	--	69.88%	-30.12%
Std. Dev.	0.03	--	4.61%	4.61%	--	3.83%	3.83%
Portland, Oregon							
Center Commons	0.25	0.55	45.45%	-54.55%	0.54	45.90%	-54.10%
Collins Circle	0.12	0.55	21.26%	-78.74%	0.56	20.74%	-79.26%
Gresham Central	0.59	0.55	107.07%	7.07%	0.58	102.10%	2.10%
The Merrick Apts.	0.13	0.55	23.10%	-76.90%	0.55	22.98%	-77.02%
Quatama Crossing	0.30	0.55	54.98%	-45.02%	0.54	56.42%	-43.58%
Mean	0.28	--	50.37%	-49.63%	--	39.70%	-60.30%
Std. Dev.	0.19	--	34.83%	34.83%	--	23.65%	23.65%
San Francisco Bay Area							
Mission Wells	0.48	0.55	86.72%	-13.28%	0.54	88.20%	-11.80%
Montelena Homes	0.17	0.55	31.43%	-68.57%	0.55	31.30%	-68.70%
Park Regency	0.34	0.55	61.85%	-38.15%	0.53	63.59%	-36.41%
Verandas	0.19	0.55	35.14%	-64.86%	0.54	35.47%	-64.53%
Wayside Commons	0.21	0.44	47.35%	-52.65%	0.62	33.50%	-66.50%
Mean	0.28	--	52.50%	-47.50%	--	50.41%	-49.59%
Std. Dev.	0.13	--	22.53%	22.53%	--	24.88%	24.88%
Washington							
Avalon	0.44	0.55	80.30%	-19.70%	0.54	82.02%	-17.98%
Gallery	0.25	0.55	44.86%	-55.14%	0.55	45.01%	-54.99%
Lennox	0.18	0.55	32.47%	-67.53%	0.54	33.05%	-66.95%
Meridian	0.05	0.55	9.95%	-90.05%	0.54	10.15%	-89.85%
Quincey	0.18	0.55	32.91%	-67.09%	0.54	33.62%	-66.38%
Mean	0.22	--	40.10%	-59.90%	--	21.88%	-78.12%
Std. Dev.	0.14	--	25.78%	25.78%	--	16.60%	16.60%
Unweighted Average	0.28	0.54	51.30%	-48.70%	0.55	50.64%	-49.36%

Note: Fitted Curve Equation for Apartments: T = 0.53(X) + 4.21 where T = average vehicle trip ends and X = number of dwelling units.
Fitted Curve Equation for Condominium (Wayside Commons): Ln(T) = 0.82 Ln(X) + 0.17

17 projects combined for weekday, AM peak, and PM peak. (As done in the ITE manual, the weighted average was computed by summing all trip ends among the 17 projects and dividing by the sum of dwelling units.) Figure 2.6 summarizes the results. Over a typical weekday period, the 17 surveyed TOD-housing projects averaged 44% fewer vehicle trips than estimated by the ITE manual (3.754 versus 6.715). The weighted average differentials were even larger during peak periods: 49% lower rates during the AM peak and 48% lower rates during the PM peak. To the degree that impact fees are based on peak travel conditions, one can infer that traffic impacts studies might end up overstating the potential congestion-inducing effects of TOD-housing in large rail-served metropolitan areas, such as Washington, D.C., by as much as 50%.

Scatterplots

The ITE *Trip Generation* manual reports summary findings in a scatterplot form, with summary best-fitting regression equations. Figures 2.7 through 2.9 show the best-fitting plots for the average weekday, AM peak, and PM peak periods, respectively. Linear plots fit the data points reasonably well, explaining over two-thirds of the variation in vehicle trip ends. The Merrick Apartments in Portland stands as an outlier, producing far fewer vehicle trip ends relative to its project size

Table 2.4. Comparison of TOD housing and ITE vehicle trip generation rates: PM peak estimates.

		Average Rate			Regression Rate		
	Veh. Trip Rate (PM peak hr.)	ITE Rate (PM peak hr.)	TOD rate as % of ITE Rate (PM pk hr.)	% Below ITE Rate	ITE Rate (PM peak hr.)	TOD rate as % of ITE Rate (PM pk hr.)	% Below ITE Rate
Philadelphia/NE NJ							
Gaslight Commons	0.460	0.67	68.66%	-31.34%	0.688	66.90%	-33.10%
Station Square	0.558	0.67	83.25%	-16.75%	0.651	85.73%	-14.27%
Mean	0.51	--	75.96%	-24.04%	0.67	76.32%	-23.68%
Std. Dev.	0.07	--	10.32%	10.32%	0.03	13.32%	13.32%
Portland, Oregon							
Center Commons	0.380	0.67	56.75%	-43.25%	0.661	57.53%	-42.47%
Collins Circle	0.105	0.67	15.65%	-84.35%	0.741	14.14%	-85.86%
Gresham Central	0.461	0.67	68.82%	-31.18%	0.795	58.03%	-41.97%
The Merrick Apts.	0.170	0.67	25.41%	-74.59%	0.695	24.51%	-75.49%
Quatama Crossing	0.487	0.67	72.63%	-27.37%	0.625	77.91%	-22.09%
Mean	0.32	--	47.85%	-52.15%	0.70	46.42%	-53.58%
Std. Dev.	0.17	--	25.85%	25.85%	0.07	26.32%	26.32%
San Francisco Bay Area							
Mission Wells	0.487	0.67	72.72%	-27.28%	0.645	75.56%	-24.44%
Montelena Homes	0.202	0.67	30.17%	-69.83%	0.693	29.16%	-70.84%
Park Regency	0.435	0.67	64.93%	-35.07%	0.621	70.10%	-29.90%
Verandas	0.367	0.67	54.78%	-45.22%	0.662	55.43%	-44.57%
Wayside Commons	0.337	0.52	64.72%	-35.28%	0.586	57.47%	-42.53%
Mean	0.37	--	57.46%	-42.54%	0.64	57.55%	-42.45%
Std. Dev.	0.11	--	16.53%	16.53%	0.04	17.98%	17.98%
Washington							
Avalon	0.370	0.67	55.26%	-44.74%	0.635	58.28%	-41.72%
Gallery	0.234	0.67	34.89%	-65.11%	0.676	34.59%	-65.41%
Lennox	0.220	0.67	32.90%	-67.10%	0.643	34.28%	-65.72%
Meridian	0.056	0.67	8.33%	-91.67%	0.638	8.74%	-91.26%
Quincey	0.201	0.67	30.06%	-69.94%	0.635	31.71%	-68.29%
Mean	0.22	--	32.29%	-67.71%	0.65	33.52%	-66.48%
Std. Dev.	0.11	--	16.69%	16.69%	0.02	17.55%	17.55%
Unweighted Average	0.391	0.661	62.10%	-37.90%	0.664	49.42%	-50.58%

Note: Fitted Curve Equation for Apartments: T = 0.60(X) + 17.52 where T = average vehicle trip ends and X = number of dwelling units
Fitted Curve Equation for Condominium (Wayside Commons): T = 0.34(X) + 38.17

than the other TOD-housing projects. Omitting this single case improved the regression fits considerably, with respective R-square values of 0.829, 0.800, and 0.847 for the weekday, AM peak, and PM peak.

Using the average weekday best-fitting regression equation in Figure 2.8, the estimated number of daily vehicle trips generated by a 400-unit apartment project is 1,508.3 [−523.7 + (5.26 * 400) = 1,508.3]. For the same apartment land-use category (ITE code of 220), the latest *ITE Trip Generation Manual* would predict 2,554.35 daily vehicle trips for the same 400-unit apartment [150.35 + (6.01 * 400) = 2,554.35]. Based on the empirical experiences of the sampled projects, the ITE regression equation for apartments overstates traffic impacts of transit-oriented housing by 39%.

How Do Rates Vary?

To better understand the nature of vehicle trip generation for TOD housing projects, additional analyses that explored associations between trip generation and various explanatory variables were carried out. For ratio-scale variables, scatterplots and bivariate regression equations were estimated. Such analyses treat every observation the same, thus the cases are unweighted. For those analyses with reasonably good statistical

Water/Sewer Availability:

A request for water and sanitary sewer availability, based on the Yield Plans, was submitted to the Albuquerque Bernalillo County Water Utility Authority (ABCWUA) for the proposed development. A written statement was provided August 29th 2013, Ref # 130609. Due to the nature of this development and the various possibilities, multiple fire flow calculations were included with the request demonstrating different options for development. The fire flows ranged from less than 3,000 gpm to 6,237 gpm. The resultant availability statement provided feedback for each scenario and is as follows.

1. Flows below 3,000 gpm threshold can be met with little infrastructure modifications.
2. Fire flows larger than 3,000 gpm will require the up-sizing of the line in Indiana to a 12-inch line.
3. The 6,237 gpm fire flow will, at a minimum, require the construction of looped 10 or 12-inch water lines between Uptown, Indian and America's Parkway.

Even with these improvements, the existing system in this area may not be able to provide the capacity necessary to meet this large demand. Further study will be needed as the project design develops.

As details about this project become clearer, we recommend close coordination with the Fire Marshal concerning the final building construction type, total square footage and possible fire separation locations should be identified and a new fire flow calculation sheet completed. This shall be shared with the ABCWUA to refine their Availability Statement to determine the exact requirements. The exhibits and cost estimates included in this document assume that the resultant fire flow will be just above 3,000 gpm and the existing line within Indiana Street will need to be up-sized to a 12" waterline to provide the required flow.

Albuquerque Uptown Area

Bohannan Huston

Courtyard I
7500 Jefferson St. NE
Albuquerque, NM
87109-4335

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facsimile: 505.798.7988
toll free: 800.877.5332

June 13, 2013

Mr. Albert Apache
Utility Development
City of Albuquerque – Plaza Del Sol
600 2nd Street NW
Albuquerque, NM 87103

RE: Request for Letter of Utility Availability, Uptown Transit Center (Zone Atlas Map H-18) southeast intersection of Uptown Blvd. and Americas Pkwy. NE

Dear Mr. Apache:

The purpose of this letter is to request a statement of water and sewer availability for the proposed construction of the Uptown Transit Center development.

The site is approximately 1.45 acres and currently includes a bus stop with associated parking. The current owners, ABQ Ride of The City of Albuquerque, have proposed a joint venture development which would include 4 uses (retail, housing, parking and transit) in an effort to improve their public transportation ridership. Various scenarios are being considered and all assume ample stories (5+) where retail will be located at the ground level, housing above the retail and an associated parking structure either above ground or below ground.

Fire flow calculations were obtained from the City Fire Marshal's office for multiple scenarios. The largest fire flow calculation required of the scenarios is 6,237 GPM.

Along with this request for a Utility Availability Statement, we would also like to request responses to the following concerns:

1. Please provide options to address the high fire flow amounts (i.e. required fire pump, update infrastructure).

2. One of the scenarios spans Indiana St. which contains an existing 8" sanitary sewer line as well as an existing 6" waterline. What requirements will the ABCWUA have regarding the height of this proposed span?

3. What do the SAS and water lines within Indiana St. currently serve?

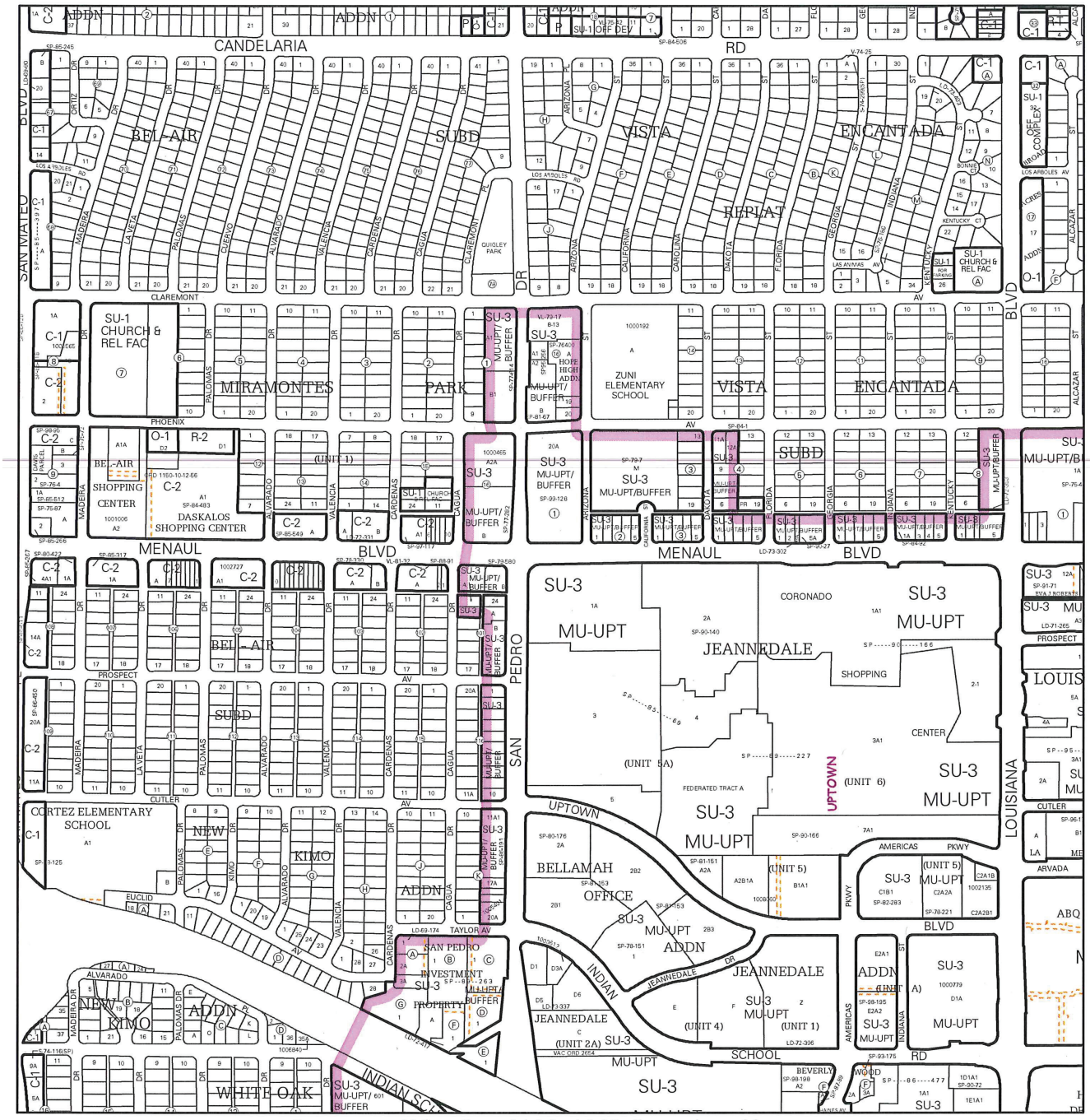
A map showing the existing conditions along with one scenario of the proposed development has been attached for information purposes. Based on your review of the above information, please provide a written statement of availability for the project.

If I can answer any questions regarding this matter, please feel free to contact me at 823-1000.

Sincerely,

Michael Balaskovits, P.E.
Project Manager
Community Development & Planning

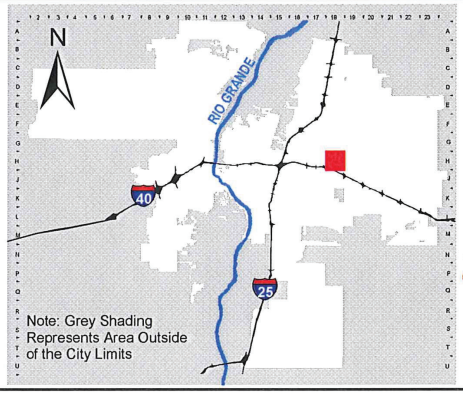
MB/jcm
Enclosures



For more current information and details visit: http://www.cabq.gov/gis

Albuquerque Geographic Information System

Map amended through: 1/10/2013



Zone Atlas Page:

H-18-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

0 750 1,500 Feet

FIRE HYDRANT AND INSTANTANEOUS
FIRE FLOW REQUIREMENTS

ALBUQUERQUE FIRE DEPARTMENT
FIRE MARSHAL'S PLAN CHECKING OFFICE
600 2ND ST N.W, 8TH Floor, Plaza del Sol
Albuquerque, New Mexico 87102
(505) 924-3611 / FAX (505) 924-3619

ZONE MAP NUMBER H-18-Z **REFERRAL #** _____

SITE ADDRESS 2121 Indiana SX

LEGAL DESCRIPTION: SUBJECT TRACT _____

NUMBER HYDRANTS REQUIRED FOR THE LARGEST BUILDING 6

INSTATANEOUS FLOW REQUIRED 6237 GPM

SQUARE FOOTAGE – LARGEST BUILDING 298,100

TYPE CONSTRUCTION III-N Sprinkled

PERTINENT DATA FOR DETERMINATION AND LOCATION OF FIRE HYDRANTS

ALL REQUIRED HYDRANTS SHALL BE INSTALLED AND OPERABLE PRIOR TO CONSTRUCTION

☐ ALL REQUIRED HYDRANTS SHALL BE WITHIN 450 FEET TO THE FURTHEST POINT OF THE BUILDING AS A TRUCK ROLLS.

☐ ALL REQUIRED HYDRANTS SHALL BE WITHIN 300 FEET TO THE FURTHEST POINT OF THE BUILDING AS A TRUCK ROLLS.

TOTAL NUMBER HYDRANTS REQUIRED FOR THIS PHASE OF CONSTRUCTION OR SITE _____

DATE: 5-30-2013

FIRE DEPARTMENT INSPECTOR: R. C. Sanchez

RECEIVED BY: _____ TELEPHONE: 823-1000

NOTES:
1. ALL HYDRANTS NEEDED TO PROTECT AN INDIVIDUAL BUILDING MUST BE ABLE TO PROVIDE A MINIMUM RESIDUAL OF 20 PSI, UNDER REQUIRED FIRE FLOW CONDITIONS.
2. DETERMINATION OF THE WATER SYSTEM CAPASITY TO PROVIDE REQUIRED FIRE FLOW SHALL BE MADE BY THE PUBLIC WORKS DEPARTMENT, UTILITY DEVELOPMENT SECTION (924-3987), BASED ON PEAK DAY CRITERIA.
3. DESIGN OF PRIVATE FIRE PROTECTION SYSTEMS IS THE RESPOSIBILITY OF THE DEVELOPER'S CONSULTANT. APPROVAL OF DESIGN MUST BE MADE BY THE PUBLIC WORKS DEPARTMENT, UTILITY DEVELOPMENT SECTION.

WHITE – INDIVIDUAL YELLOW - FILE

#1

FIRE HYDRANT AND INSTANTANEOUS
FIRE FLOW REQUIREMENTS

ALBUQUERQUE FIRE DEPARTMENT
FIRE MARSHAL'S PLAN CHECKING OFFICE
600 2ND ST N.W, 8TH Floor, Plaza del Sol
Albuquerque, New Mexico 87102
(505) 924-3611 / FAX (505) 924-3619

ZONE MAP NUMBER H-18-Z **REFERRAL #** _____

SITE ADDRESS 2121 Indiana ST.

LEGAL DESCRIPTION: SUBJECT TRACT _____

NUMBER HYDRANTS REQUIRED FOR THE LARGEST BUILDING 3

INSTATANEOUS FLOW REQUIRED 3,148 GPM

SQUARE FOOTAGE – LARGEST BUILDING 340,000

TYPE CONSTRUCTION IA Sprinkled

PERTINENT DATA FOR DETERMINATION AND LOCATION OF FIRE HYDRANTS

ALL REQUIRED HYDRANTS SHALL BE INSTALLED AND OPERABLE PRIOR TO CONSTRUCTION

☐ ALL REQUIRED HYDRANTS SHALL BE WITHIN 450 FEET TO THE FURTHEST POINT OF THE BUILDING AS A TRUCK ROLLS.

☐ ALL REQUIRED HYDRANTS SHALL BE WITHIN 300 FEET TO THE FURTHEST POINT OF THE BUILDING AS A TRUCK ROLLS.

TOTAL NUMBER HYDRANTS REQUIRED FOR THIS PHASE OF CONSTRUCTION OR SITE 3

DATE: 5-30-2013

FIRE DEPARTMENT INSPECTOR: R.C. Sanchez

RECEIVED BY: _____ TELEPHONE: 823-1000

NOTES:
1. ALL HYDRANTS NEEDED TO PROTECT AN INDIVIDUAL BUILDING MUST BE ABLE TO PROVIDE A MINIMUM RESIDUAL OF 20 PSI, UNDER REQUIRED FIRE FLOW CONDITIONS.
2. DETERMINATION OF THE WATER SYSTEM CAPASITY TO PROVIDE REQUIRED FIRE FLOW SHALL BE MADE BY THE PUBLIC WORKS DEPARTMENT, UTILITY DEVELOPMENT SECTION (924-3987), BASED ON PEAK DAY CRITERIA.
3. DESIGN OF PRIVATE FIRE PROTECTION SYSTEMS IS THE RESPOSIBILITY OF THE DEVELOPER'S CONSULTANT. APPROVAL OF DESIGN MUST BE MADE BY THE PUBLIC WORKS DEPARTMENT, UTILITY DEVELOPMENT SECTION.

WHITE – INDIVIDUAL YELLOW - FILE

#2

FIRE HYDRANT AND INSTANTANEOUS FIRE FLOW REQUIREMENTS

ALBUQUERQUE FIRE DEPARTMENT
FIRE MARSHAL'S PLAN CHECKING OFFICE
600 2ND ST N.W, 8TH Floor, Plaza del Sol
Albuquerque, New Mexico 87102
(505) 924-3611 / FAX (505) 924-3619

ZONE MAP NUMBER H-18-Z **REFERRAL #** _____

SITE ADDRESS 2121 Indiana SX

LEGAL DESCRIPTION: SUBJECT TRACT _____

NUMBER HYDRANTS REQUIRED FOR THE LARGEST BUILDING 3

INSTATANEOUS FLOW REQUIRED 2836 GPM

SQUARE FOOTAGE – LARGEST BUILDING 276,000

TYPE CONSTRUCTION I-B Sprinklr

PERTINENT DATA FOR DETERMINATION AND LOCATION OF FIRE HYDRANTS

ALL REQUIRED HYDRANTS SHALL BE INSTALLED AND OPERABLE PRIOR TO CONSTRUCTION

☐ ALL REQUIRED HYDRANTS SHALL BE WITHIN 450 FEET TO THE FURTHEST POINT OF THE BUILDING AS A TRUCK ROLLS.

☐ ALL REQUIRED HYDRANTS SHALL BE WITHIN 300 FEET TO THE FURTHEST POINT OF THE BUILDING AS A TRUCK ROLLS.

TOTAL NUMBER HYDRANTS REQUIRED FOR THIS PHASE OF CONSTRUCTION OR SITE 3

DATE: 5-30-2013

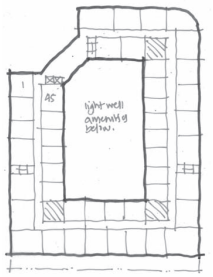
FIRE DEPARTMENT INSPECTOR: R.C. Sanchez

RECEIVED BY: _____ TELEPHONE: 823-1000

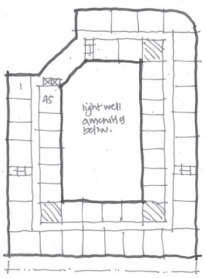
NOTES:
1. ALL HYDRANTS NEEDED TO PROTECT AN INDIVIDUAL BUILDING MUST BE ABLE TO PROVIDE A MINIMUM RESIDUAL OF 20 PSI, UNDER REQUIRED FIRE FLOW CONDITIONS.
2. DETERMINATION OF THE WATER SYSTEM CAPASITY TO PROVIDE REQUIRED FIRE FLOW SHALL BE MADE BY THE PUBLIC WORKS DEPARTMENT, UTILITY DEVELOPMENT SECTION (924-3987), BASED ON PEAK DAY CRITERIA.
3. DESIGN OF PRIVATE FIRE PROTECTION SYSTEMS IS THE RESPOSIBILITY OF THE DEVELOPER'S CONSULTANT. APPROVAL OF DESIGN MUST BE MADE BY THE PUBLIC WORKS DEPARTMENT, UTILITY DEVELOPMENT SECTION.

WHITE – INDIVIDUAL YELLOW - FILE

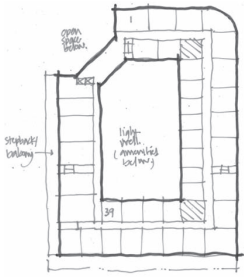
3 west



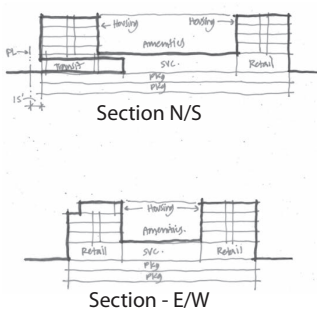
Level 3
40,000 sf
45 DU

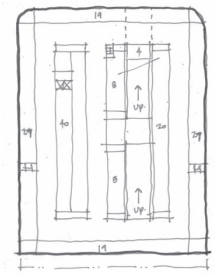


Level 4
40,000 sf
45 DU

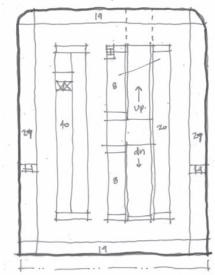


Level 5
37,500 sf
39 DU



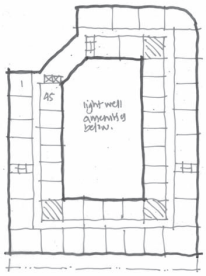


Sub-level 2
60,000 sf
175 spaces



Sub-level 1
60,000 sf
171 spaces

Ground Level
19,000 sf



Level 2
40,000 sf
45 DU

ABQ Ride Uptown Transit Center
Joint Development Yield Concept
Albuquerque, New Mexico 13-0038 May 23, 2013

1

Site Data

Land Area	63,192 sf	Parking Structure Area	120,000 sf
Retail Space	17,400 sf	Parking Required (2/1000 sf of floor area)	353 spaces
Housing	174 DU, 120 DU/Acre, 159,100 sf	Parking Provided	354 spaces
Total Floor Area	176,500 sf	Type of Construction	Type III-B over Type II-B, sprinklered
FAR	2.80	Occupancy Group	Group R-2 / Group M /Group S-2

North 0 100'

Dekker / Perich / Sabatini

Albuquerque Bernalillo County
Water Utility Authority

PO Box 568
Albuquerque, NM 87103
505-768-2500
www.abcwua.org

August 29, 2013

Michael Balaskovits, P.E.
Bohannan Huston
7500 Jefferson St. NE; Courtyard 1
Albuquerque, NM 87109

RE: Water and Sanitary Sewer Availability Statement #130609
Jeannedale Addn. Unit 1A - Lot E2A1 - Zone Atlas Map: H-18

Dear Mr. Balaskovits:

Project Information: The subject property is ±1.4 acres, located on the south side of Uptown Blvd., between Americas Pkwy and Indiana Street, within the City limits. The site lies within the 3E pressure zone in the Freeway trunk and is currently zoned SU-3. The request for availability indicates development plans are to erect new buildings.

Existing Conditions: Water infrastructure in the area includes two six inch lines in Uptown Blvd., a six inch line in Indiana Street, a six inch and 30 inch line in Indian School Rd. Due to size, type and designation, service taps to the 30 inch line will not be permitted.

Sanitary sewer infrastructure in the area is limited to an eight inch line in Indiana Street.

The existing water lines in Uptown, Indiana and Indian School provide a typical looped water system for the businesses in this vicinity.

The sewer lines in Uptown and Indiana provide services to the businesses between Uptown and Indian School and Americas parkway and Louisiana.

Service: New metered water and sanitary sewer service is available via routine connection to any one of the existing public lines. Service will be contingent upon acceptable easements for any new or relocated public lines, meter vaults or any other Water Authority owned infrastructure. Service will also be contingent upon compliance with the City Fire Marshals fire flow requirements. Water service will not be sold without adequate fire protection. Water service will only be sold in conjunction with sewer service.

New sanitary sewer service is available via routine connection to the eight inch line in Indiana Street.

Fire Protection: Multiple statements from the Fire Marshal's office were submitted with the availability request. Fire flow requirements in these statements vary from 2,710 gpm with three fire hydrants to 6,237 gpm with six fire hydrants. Computer modeling of the existing water system proximate to the project site indicates that

flows below the 3,000 gpm threshold can be met with little infrastructure modification. Fire flows larger than 3,000 gpm will require the upsizing of the line in Indiana to a 12-inch line. The 6,237 gpm fire flow will, at a minimum, require the construction of looped 10 or 12-inch water lines between Uptown Blvd, Indiana and America's Parkway. Even with these improvements, the existing system in this area may not be able to provide the "back bone" capacity necessary to meet this large demand. It is highly recommended that coordination continue with the Utility Development Section in order to assess flow capabilities as design progresses for this proposed project.

A review of the final site plan will be necessary to ensure compliance with the Fire Marshal's distance requirements. All required hydrants as well as their exact locations must be determined through the Fire Marshal's Office and verified through the Utility Development Office prior to sale of service. These requirements must also be met during any water shut-off required for construction.

In the event that the new development spans Indiana St, the Water Authority will abide with the City of Albuquerque's Traffic Engineering minimum vertical clearance requirements

Easements: Public water and sanitary sewer easements are required for all public lines that are to be constructed outside of any dedicated Rights-of-Way. The minimum easement width for public water and sanitary sewer lines shall be 25-feet in width. Individual water lines may be placed within a 20-foot wide easement. Acceptable easements must be documented prior to approval of service.

Design and Construction: All required improvements will be constructed at the developer/property owner's expense and must be coordinated through the City of Albuquerque and Water Authority Work Order Process. Designs must be done by a New Mexico Registered Professional Engineer. Construction of all public improvements must be by a licensed, bonded, public utility contractor.

Costs and Fees: In addition to installation and construction costs, any new metered water services will be subject to both water and sanitary sewer Utility Expansion Charges (UEC) payable at the time of service application. All charges and rates collected will be based on the ordinances and policies in effect at the time service is actually requested and authorized.

Water Use: All new development shall be required to meet the standard water usage of 180 gallons per household per day which is equivalent to 75 gallons per capita per day. Indoor water use shall consist of 70% of total use with outdoor limited to 30%. Where available, outdoor water usage shall utilize reclaimed water. All new commercial developments shall be subject to the requirements for water usage and water conservation requirements as defined by the Water Authority.

Closure: This statement of service availability will remain in effect for a period of one year from the date of issue and applies only to the development identified herein. Its validity is, in part, contingent upon the continuing accuracy of the information supplied by the developer. Changes in the proposed development may require reevaluation of availability and should be brought to the attention of the Utility Development Section of the Water Authority as soon as possible.

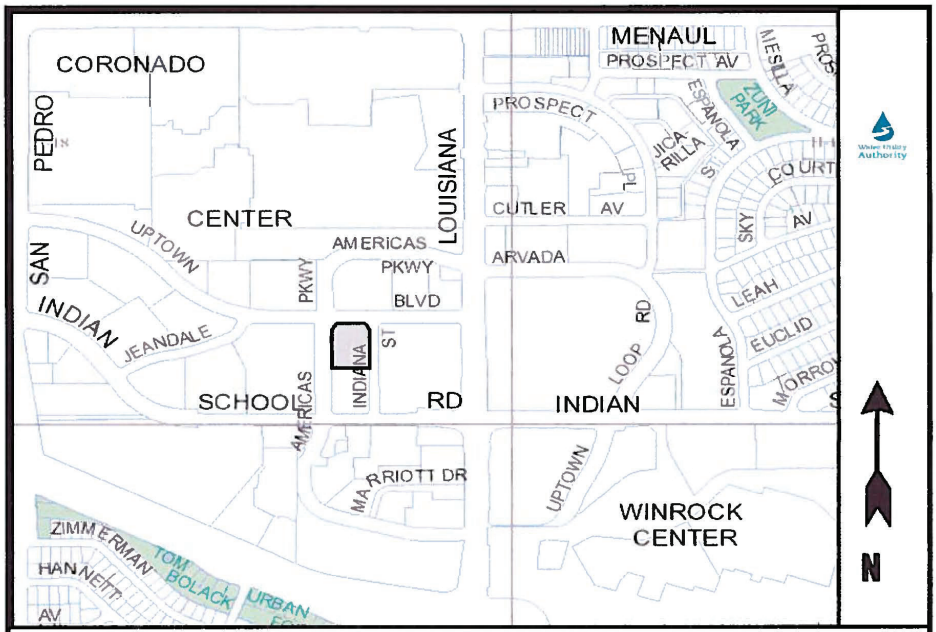
Please feel free to contact the Water Utility Development Office at (505) 924-3987, or by fax at (505) 924-3864 if you have questions regarding the information presented herein or need additional information.

Sincerely,

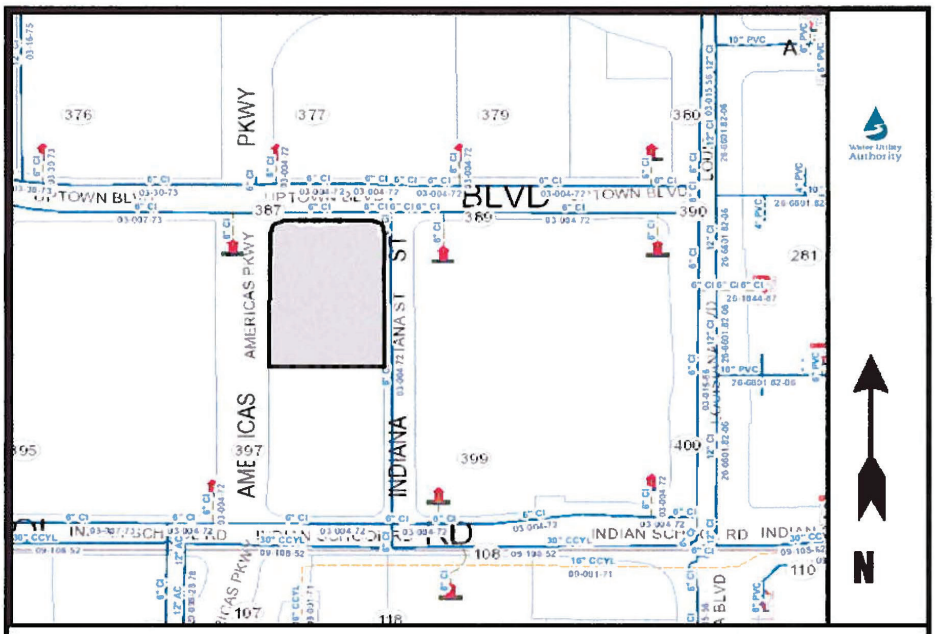
Mark S. Sanchez
Executive Director

Enclosures: Site and Infrastructure Maps (3)

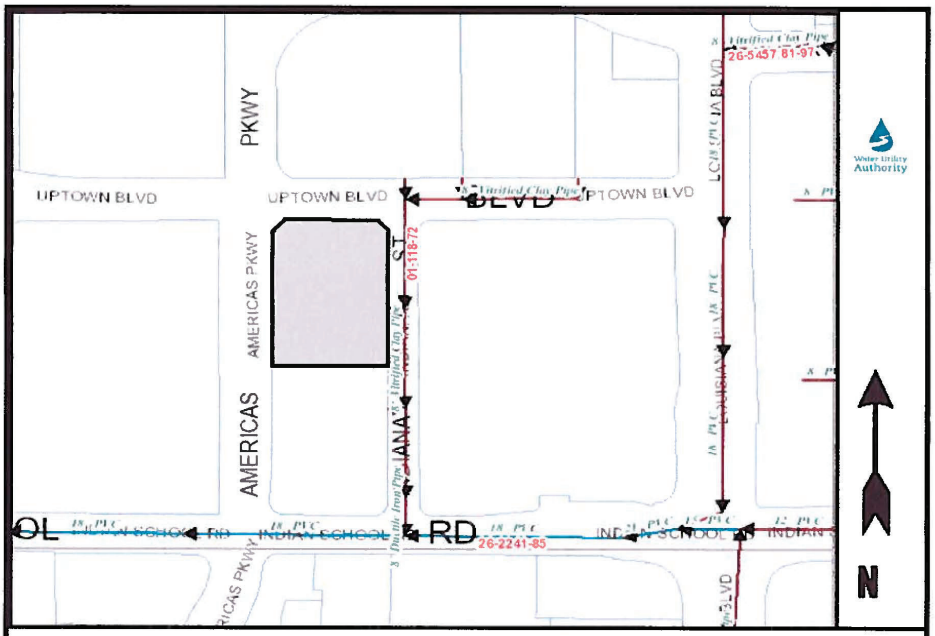
C: f/ Availability H-18



Availability Statement #130609-Site Map



Availability Statement #130609-Water Lines



Availability Statement #130609-Sewer Lines

2 Precedent Studies

Projects in other localities of similar size, potential uses, and transit relationships were researched and evaluated to gain knowledge on successes and shortfalls of each project. This information was used in the development of the Market Analysis, Conceptual Design, and Pro-forma.

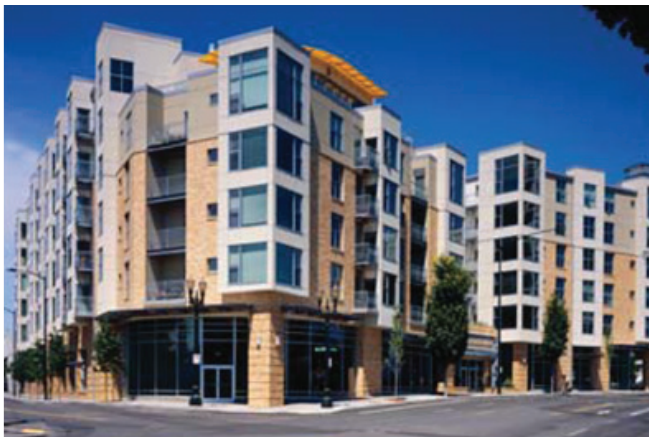
Each case study is formatted with the following information for ease of comparison:

- Development Type: Name
- Location, Site Area, Opening Date
- Context & Demographics
- Transportation Services & Transit Score
- Mixed Use Data
- Parking Data
- Financing Tools
- Highlights & Lessons Learned
- Precedent Study Comparisons

Conclusions based on analysis of all case studies include:

- Residential over commercial is the most common mix of uses
- Retail is typically smaller tenants and is service oriented
- Nearby parking can be a factor in the viability of the retail spaces
- Shared or reduced parking counts are appropriate based on proximity to transit
- Residential units should be sized according to the target demographics' preferences
- Appropriate amenities for the residential product are critical to its success
- Some level of public financing is common, primarily in covering the 'gap' created with the cost of structured parking
- The most successful TODs have reliable transit at their front door, biking paths and pedestrian links to popular destinations in their neighborhood.

Albuquerque Uptown Area



PRECEDENT STUDY 1

Transit Oriented Development: The Merrick

Location: 1231 NE Martin Luther King Jr. Blvd.
Portland, OR 97232
Opened: 2005
Site: Approximately 1 acre

Context
6-story mixed-use building located within walking distance of the Lloyd Center Mall, Oregon Convention Center and the Rose Quarter Arena.

Demographics 1 mile radius (2010)

Population	19,978
Avg Household income	$53,695
# Employees	60,206

Transportation:
4 MAX light rail, 8 frequent service bus lines

Transit Score	**82**
Walk Score	88
Bike Score	99

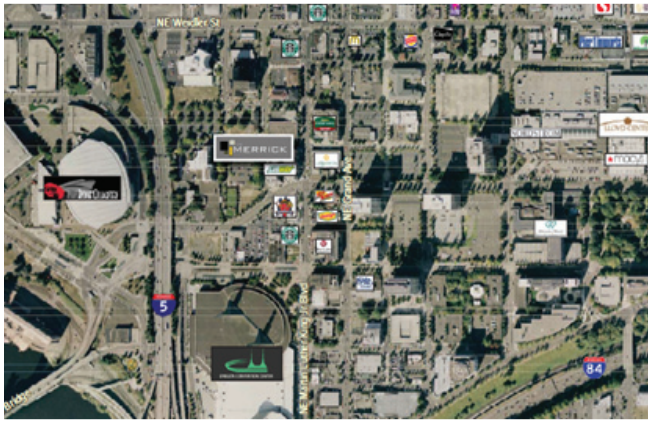
Rail lines:

Portland Streetcar CL Line	0.1 mi	MAX Red Line	0.1 mi
MAX Green Line	0.1 mi	MAX Blue Line	0.1 mi
MAX Yellow Line	0.2 mi		

less

Bus lines:

6 Martin Luther King Jr Blvd	0.0 mi	Portland Streetcar CL Line S...	0.1 mi
8 Jackson Park/NE 15th	0.1 mi	77 Broadway/Halsey	0.1 mi
17 Holgate/Broadway	0.2 mi	44 Capitol Hwy/Mocks Crest	0.2 mi
4 Division/Fessenden	0.2 mi	85 Swan Island	0.2 mi



Mixed-Use Data

Commercial

15,000 sf

Current Tenants

- Subway
- Real Estate Agency
- Employment Agency
- 1,200 sf vacancy

Commercial Details:

- Retail in the vicinity leases for up to $40 or $50/sf
- The 1,200 sf vacancy at The Merrick is advertised for a $20/sf with a triple net lease and has never been occupied.
- Businesses inquiring about the vacancy are typically convenience stores with liquor sales. The Merrick's Development Team does not feel that particular type of tenant is suitable for the demographics of their residents and are therefore not being considered. The Commercial Leasing Agent believes a health food store or grocery store would work very well here, but the lack of easily accessible parking is a huge issue.

Residential

185 units

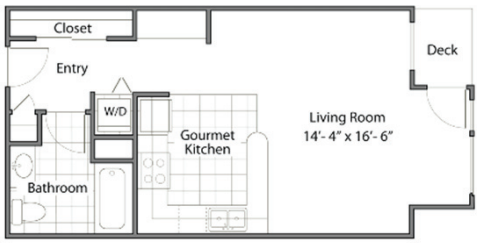
Unit types: Residents are college students, those with first jobs, small amount of seniors

Residential Details:

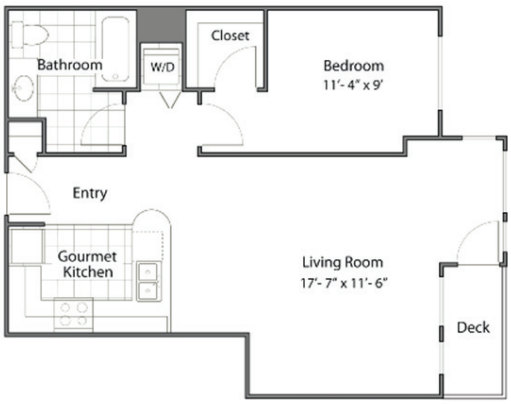
- Apartment leasing averages between 94% and 97% occupied and are very popular due to proximity to transit

Ranges in size and price

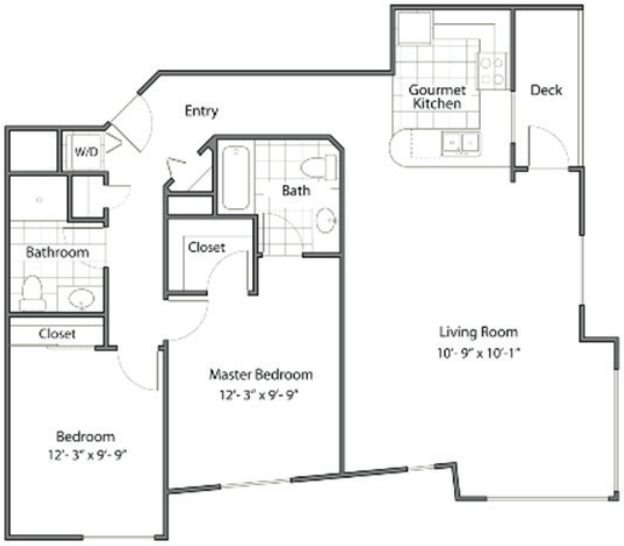
Studio	507 sf $984/mo = $1.94/sf
1 bed/1 bath	645 to 728 sf $1,093 to $1,298/mo = $1.70 to $1.78 sf
2 bed/2 bath	1,184 sf $1,724/mo = $1.46/sf



Studios



1 bed/1 bath



2 bed/2 bath

Residential Floors 2 thru 6

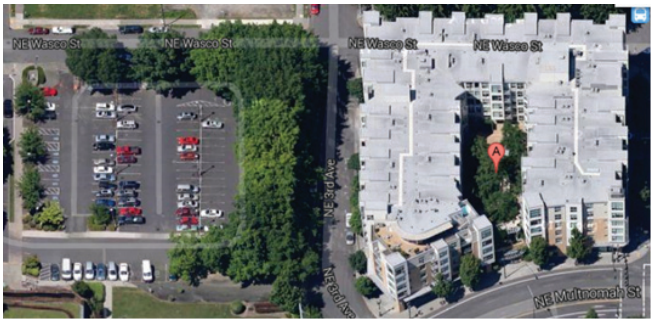
Parking Data

Commercial

- Shared use of a surface lot across the street
- Minimal on-street parking available
- Commercial Leasing Agent reported that renting spaces at this location is challenging due to being at a very busy location, on a one way street and not much retail action in the immediate area

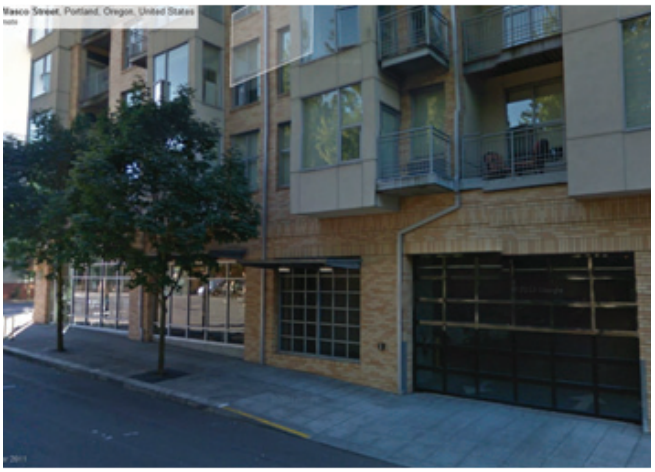
Residential

- 206 total spaces available:
- 146 in an underground garage (includes 5 tandem spaces) + 60 in a surface lot across the street
- $100/mo for garage space, $150/mo for tandem space
- In 2013, parking spaces were 95% leased



Shared surface parking *The Merrick*

Commercial Ground Level



Underground parking garage entry

Financing Tools

Developers of The Merrick were given financial assistance from Metro, the elected regional government for the Portland metropolitan area through the agency's TOD program. One primary purpose of the TOD program is to increase ridership. Because of their involvement in the project, Metro required documentation of the travel use and travel patterns of The Merrick's residents.

Highlights and Lessons Learned

In Dr. Jennifer Dill's report. "Travel and Transit Use at Portland Transit -Oriented Developments (TOD)" a 2005 survey of 76 households in the Merrick found that many had selected the development for reasons other than transit, but reported that their travel behavior changed after moving into the building. The study found that:

- 29% of residents switched from a private vehicle to transit, walking or cycling for their primary commute mode from their previous place of residence.
- 44.6% of the residents said that they drive "a lot less now" compared to when they lived at their previous residence.
- 41.9% of the residents said that they use public transit "a lot more now" compared to when they lived at their previous residence.
- The Residential Leasing Agent has found that although public transit is the first choice, residents still want to keep their cars.
- The Residential Leasing Agent said that the most common residential complaints are:
  - The bedrooms are too small.
  - Not enough street parking for guests.
- Residential reviews posted on line:
  - "Centrally located is great, but no neighborhood feeling."
  - "Tandem parking spaces are a nice amenity."
  - "Rooftop community room, patio, Jacuzzi are the best."
  - "Compared to most apartments in Portland, this place sings and shines."
- Excerpt from Dr. Jennifer Dill's 2005 report
  - The survey results indicate that residents of the Merrick are using transit and walking significantly more than Portland residents overall. The difference is likely due to a combination of factors including the location of the Merrick relative to MAX, downtown, and the Lloyd Center, travel preferences of residents, and parking pricing at work and school locations. The difference cannot be attributed to income or the lack of vehicles. Most Merrick residents have a vehicle available and are moderate to high income. In other words, many residents appear to be making a choice to live in a place that allows them to avoid driving, particularly to work or school downtown or in the Lloyd Center. At the same time, many take advantage of the location by walking and taking transit to non-work destinations, leaving their car behind. Again, the cost and availability of parking downtown is one factor, though not the only.

Precedent Study Comparisons to Uptown Transit Center - The Merrick

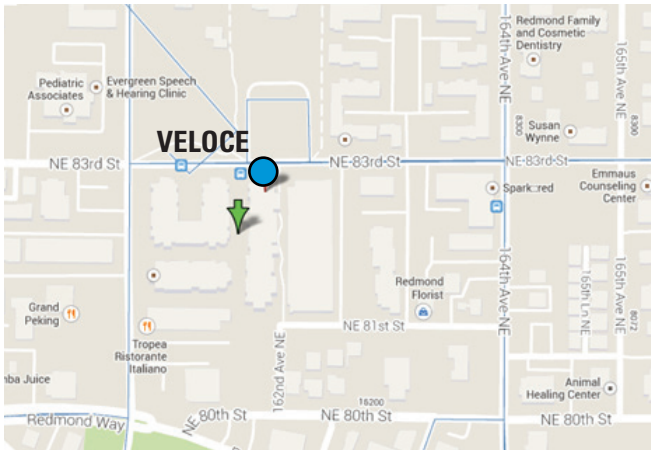
Chosen for overall similarities to Uptown Transit Center

Uptown Transit Center - Phase I

- Lot Size: 1.45 acres
- Uses: Retail = 15,983 sq ft
Residential = 91,230 sq ft; 122 DU
- Floor Area Ratio: 1.7
- Parking: Structured parking 196 spaces, on-street parking 11 spaces
- Walk Score: 83
- Transit Score: 41
- Bike Score: 89
- Resident Demographics: Work force Millennials
- Transit: Transit Center bus service on site

The Merrick

- Lot Size: 1 acre
- Uses: Retail = 15,000 sq ft
Residential = 185 DU
- Floor Area Ratio: unknown
- Parking: Structured parking 146 spaces
- Walk Score: 88
- Transit Score: 82
- Bike Score: 99
- Resident Demographics: Work force Millennials and retired Boomers
- Transit: Bus stops adjacent to site and rail nearby



PRECEDENT STUDY 2

Transit Oriented Development: Veloce

Location:	8102 161st Ave NE Redmond, WA 98052
Site:	Approximately 4 acres
Opened:	2009

Context

6-story mixed-use building located within walking distance of Redmond Public Library, QFC, Bellabottega movie theater, two schools and public skate park, Redmond Town Center and Marymoor Park.

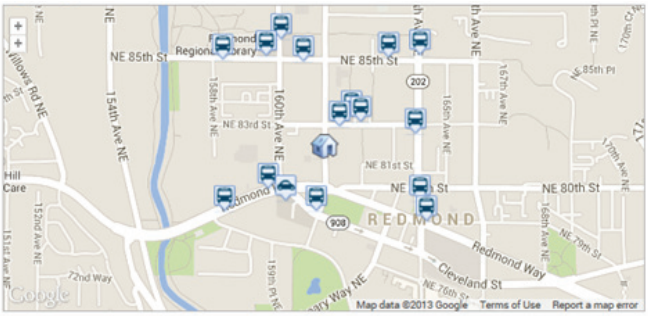
Demographics per Veloce zip code (2010):

Population	58,422
Avg HH income	$95,299
# Employees	N/A

Transportation:

9 frequent service bus lines. The Transit Center and Park & Ride are immediately adjacent to Veloce.

Transit Score	**51**
Walk Score	94
Bike Score	99



Bus lines:

B Line	0.1 mi	930	0.1 mi
931	0.1 mi	248	0.1 mi
542	0.1 mi	221	0.1 mi
224	0.1 mi	232	0.1 mi
545	0.1 mi		

less

Mixed-Use Data

Commercial

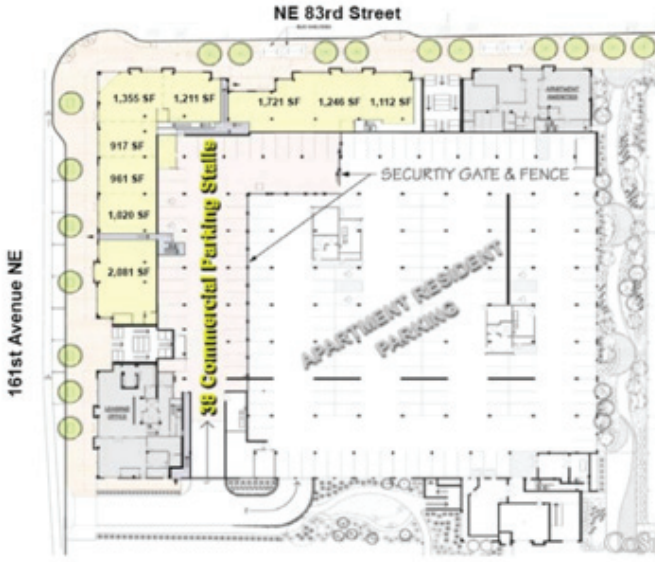
11,593 sf

Current tenants

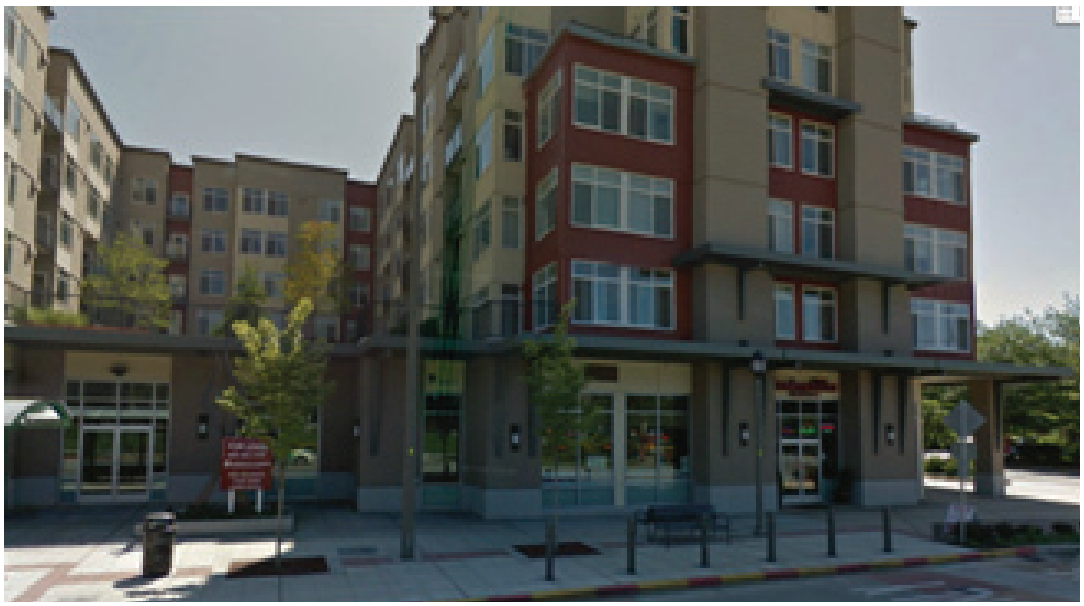
- Scottrade
- Tandoori Fire Restaurant
- Animal Hospital
- Allstate Insurance
- Some vacancies: Veloce Residential Leasing Agent stated that the commercial vacancies may be due to existing amenities in close proximity to the development. He said that you can walk and get just about anything that you need.

Commercial Details

- The 2,682 sf lease at Veloce is advertised as $5,500 ($24.61 sf/yr.) + a triple net lease with 2 five year options.
- Low vacancy area
- Built-in customer base
- Across the street from new Transit Station
- Next to a busy Park & Ride lot
- Flex car origination location
- Strong demographics



Commercial Ground Level



Residential

322 units, 20% affordable at 80% of median. Apartment residents are a mixture of young, old, and families.

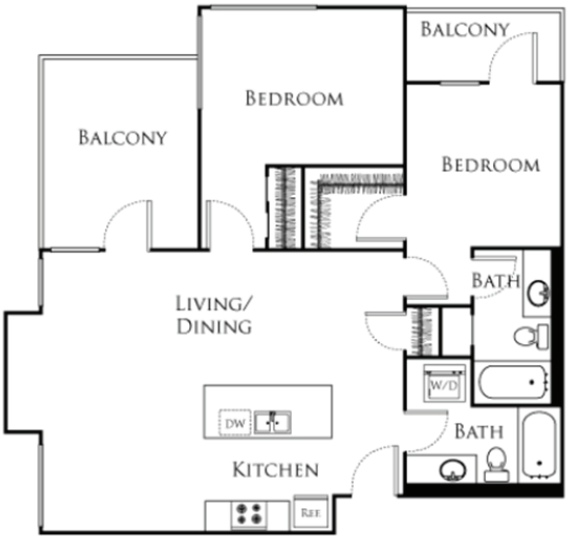
Residential Details

Ranges in size and price

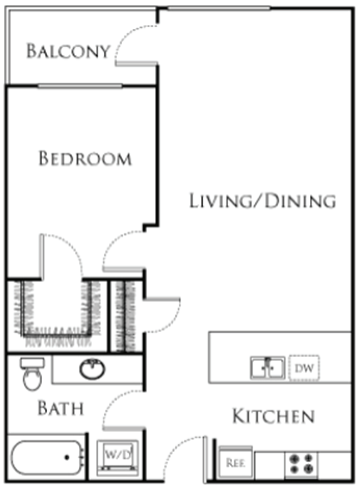
Studio	648 sf to 725 sf
	$1,325 to $1,455/mo = $1.83 to $2.00/sf
1 bed/1 bath	729 sf to 837 sf
	$1,465 to $1,685/mo = $2.00 to $2.03/sf
2 bed/2 bath	970 sf to 1,134 sf
	$1,785 to $1,870/mo = $1.68 to $1.70/sf

Residential Floors 2 thru 6

Studios



1 bed / 2 bath



1 bed / 1 bath

Parking Data

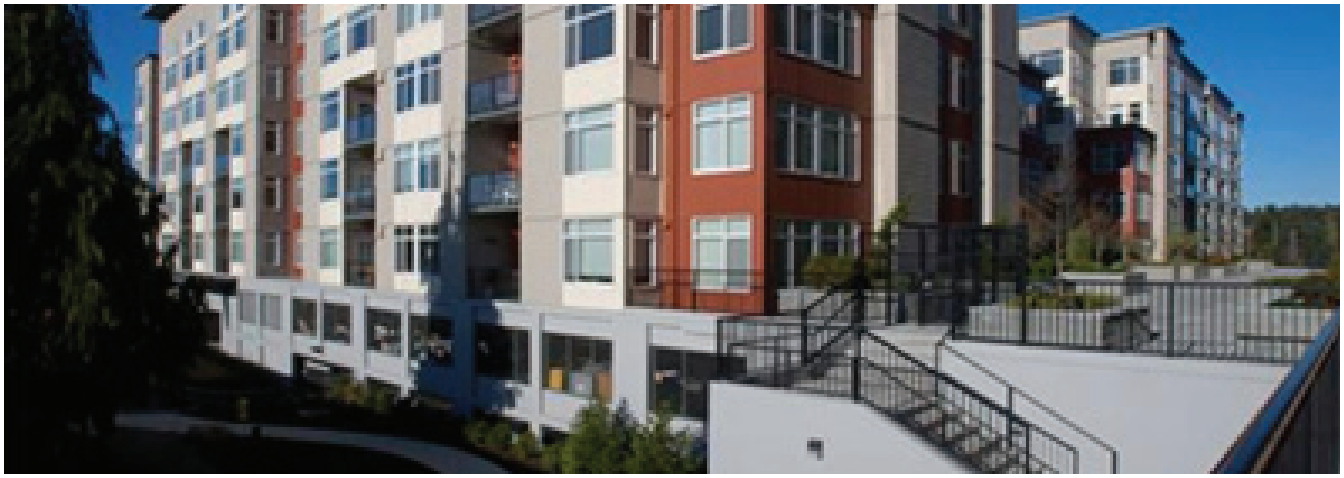
Commercial

- 38 underground parking spaces, separated from residential parking

Residential

- 300 + spaces available in an underground garage
- $75 for unassigned parking, $85 for assigned parking.
- Visitor parking spaces are available next door to Veloce at Park & Ride's 3 floor parking structure with 380 spaces including 12 electric-vehicle charging stations

Underground parking garage entries for commercial and residential spaces.



Veloce's below grade parking

Park & Ride adjacent to Veloce

Clockwise: Veloce, City skate park, Transit Center and Park & Ride parking structure

Veloce and the City of Redmond Skate Park

Financing Tools

TOD Joint Development:

The King County Department of Transportation, the City of Redmond and Sound Transit jointly developed the Redmond Downtown Transit Center along with the adjacent transit oriented development, Veloce. The $7.2 million transit center was designed and constructed by Metro, with $6 million from Sound Transit and the remainder from a federal grant. The transit center was constructed on county property and city street right-of-way.

Highlights and Lessons Learned

- Residential reviews posted on line:
  - "Park and ride, busy bus stop and skate park right across the street…if you like busy areas and want public transport steps away, this is a good spot."
  - "Construction is often taking place in this area as well, but that's part of living in this area of Redmond."
  - "A secure garage, but spaces are tight and sometimes there aren't many choices."
  - "There's decent street parking pretty close."
  - "Being by the transit center is convenient, but noisy if your apartment faces it."
  - "I traveled from SEATAC for just $5 with two 70 pound suit cases."
  - "Close to everything you want in your daily life."

Precedent Study Comparisons to Uptown Transit Center - Veloce

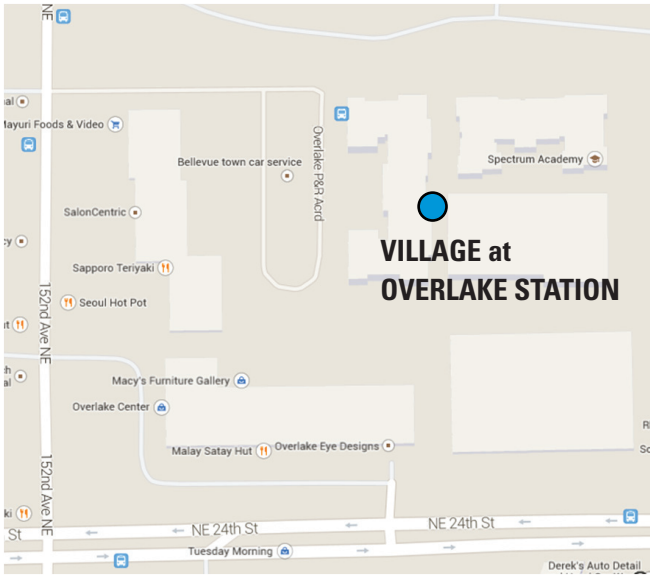
Chosen for similarities to Uptown Transit Center

Uptown Transit Center - Phase I

- Lot Size: 1.45 acres
- Uses: Retail = 15,983 sq ft
Residential = 91,230 sq ft; 122 DU
- Floor Area Ratio: 1.7
- Parking: Structured parking 196 spaces, on-street parking 11 spaces
- Walk Score: 83
- Transit Score: 41
- Bike Score: 89
- Resident Demographics: Work force Millennials
- Transit: Transit Center bus service on site

Veloce

- Lot Size: 4 acres
- Uses: Retail = 11,593 sq ft
Residential = 322DU
- Floor Area Ratio: unknown
- Parking: Structured parking 300 spaces
- Walk Score: 94
- Transit Score: 51 [With 9 bus lines available at the site, the low number may be incorrect]
- Bike Score: 99
- Resident Demographics: Work force Millennials, retired Boomers and many families
- Transit: Transit Center bus service adjacent to site



PRECEDENT STUDY 3

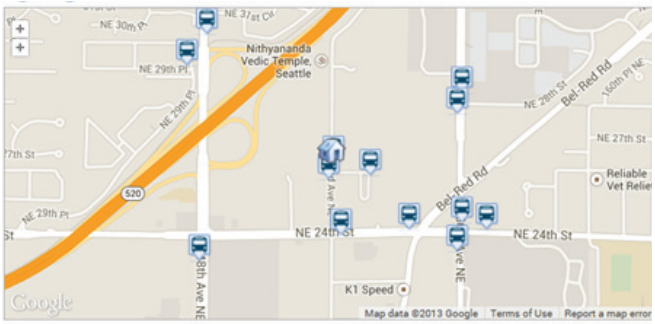
Transit Oriented Development: The Village at Overlake Station

Location:	2580 152nd Avenue Northeast Redmond, WA 98052
Site:	Approximately 5 acres on government owned property
Opened:	2002

As the first transit-oriented development of its kind in the country, a 304 unit, work-force community that integrates affordable housing with a child-care facility, park-and-ride lot and a bus transit center.

Context

The development is in the heart of the Overlake commercial area of Redmond near 152nd Avenue NE and NE 24th Street. Overlake is a major employment center with about 600 firms, including Microsoft's main campus, and 22,600 employees. Grocery stores, restaurants, personal services and major retailers are within a short walking distance.



Bus lines:

B Line	0.0 mi	250	0.0 mi
269	0.0 mi	249	0.0 mi
242	0.1 mi	245	0.3 mi
226	0.3 mi	221	0.3 mi

less

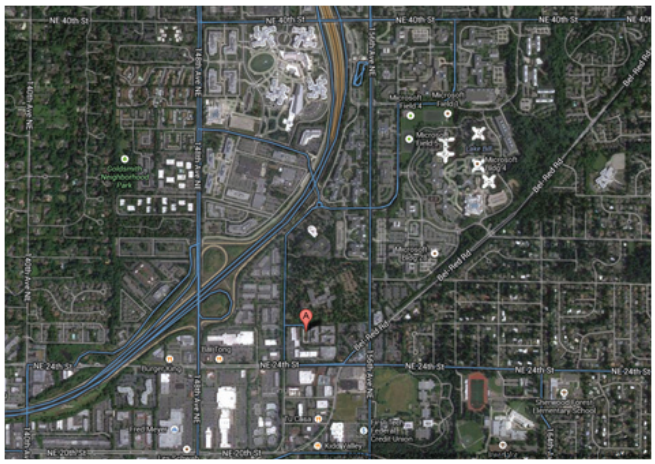
Demographics for Overlake Neighborhood (2010)

Population (density per square mile)	1,868
Avg HH income	$59,000
# Employees	N/A

Transportation:

8 frequent service bus lines which include two bus loading platforms and four layover areas. The design and location of the bus turnaround area limits noise impacts to apartment residents.

Transit Score	**51**
Walk Score	78
Bike Score	N/A



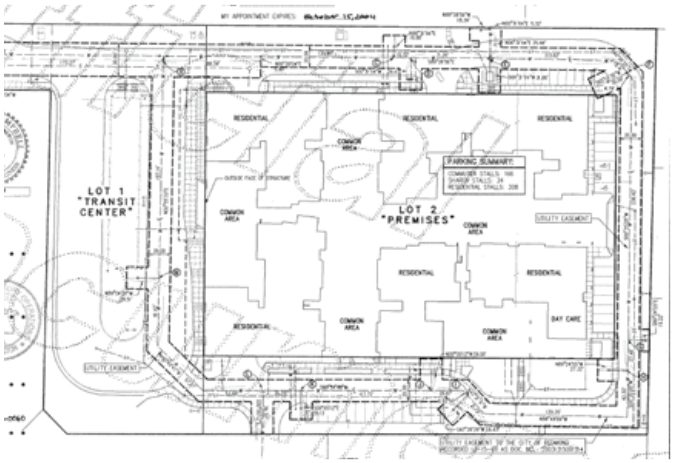
Mixed Use Data

Residential	235,585 sf
Day Care	4,350 sf
Administration	1,720 sf
Community Room	1,070 sf
Parking	20,997 sf
Transit Center	66,776 sf

Commercial

Current Tenants

- Day Care 4,350 sf



Transit Center

Residential
304 units

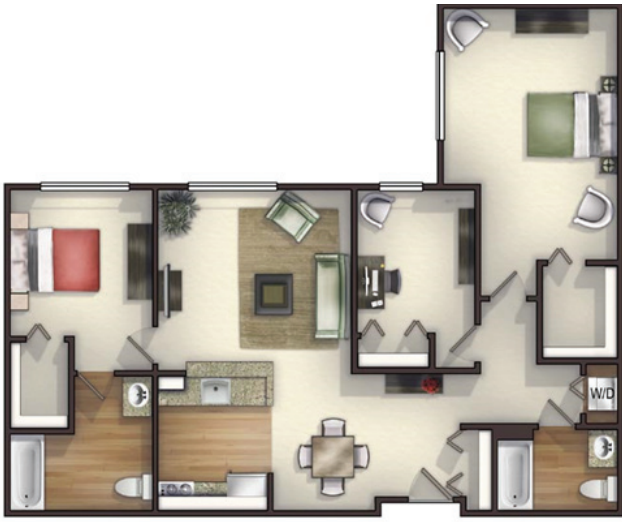
Unit types
- (75) Studio
- (118) 1 bed/1 bath – (8) are subsidized
- (102) 2 bed/1 bath – (12) are subsidized
- (9) 3 bed/2 bath

Studios

2 bed / 1 bath

1 bed / 1 bath

2 bed / 1 bath



3 bed / 2 bath

Residential Details

Ranges in size and price

Studio	450 sf
	$720 to $750/mo = $1.60 to $1.67/sf
1 bed/1 bath	600 sf
	from $825/mo = from $1.38/sf
2 bed/1 bath	788 sf
	from $1,005/mo = from $1.28/sf
3 bed/2 bath	1050 sf
	from $1,250/mo = from $1.19/sf

Maximum allowable income per household size:
1 person - $36,420
2 person - $41,640
3 person - $46,860
4 person - $52,020
5 person - $56,220
6 person - $60,360
7 person - $64,560

Parking Data

Commercial

- 35 spaces at grade.

Residential & Park-and-Ride Commuters

- Shared use of 508 spaces in a two story underground parking garage

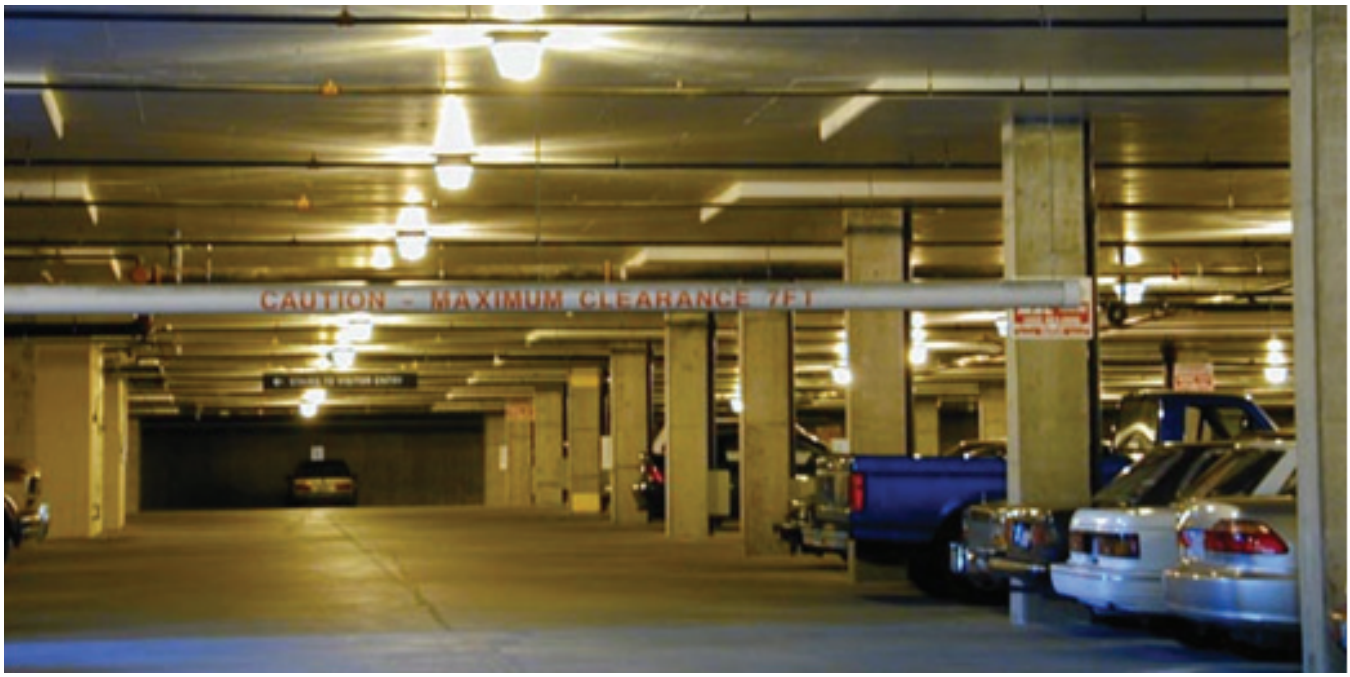
Flex Car

- Spaces are provided for a local car-sharing program

Subsidized bus passes are provided as an incentive to take the bus and help reduce automobile congestion in the region. Residents currently have .6 vehicles per unit, which indicates the success of linking transit with housing.

Financing Tools

- $990,000 FTA funds for operations and maintenance
- $1.3 million King County Department of Transportation
- $21.5 million worth of tax-exempt bonds issued by King County Housing Authority
- $1.7 million City of Redmond development fees waived
- $13.5 million in equity investment provided by Fannie Mae
- Funding from Private Developers



Underground Parking Garage

Highlights and Lessons Learned

- Vision 2020 Award, 2002; Award of Excellence in Program Innovation, NAHRO, 2003.
- Residents receive free bus passes and have access to car sharing.
- Apartments are available to households earning up to 60% of the area's median income.
- The childcare facilities are open to the residents and park-and-ride users.
- One third of residents regularly use their bus passes and half of the bus pass users have increased their transit use since moving into the building. By comparison, only roughly 11% of county residents use transit to travel to work.
- Redmond Mayor Rosemary Ives: "Because of the skyrocketing costs of housing on the East side, we've been struggling to find ways to keep our city affordable to our teachers, medical assistants, clerical workers, and service workers. This project is a bellwether in real estate development. At last, it [is] possible for families who work in this community to live in this community."
- King County Executive Sims: "This development represents the intelligent use of County-owned land. We've tripled the use of this valuable space by thinking 'up' not 'out' - building affordable housing and a childcare facility on top of a former park-and-ride lot and we're making it easier for Redmond residents to use our County-wide bus system by putting their housing and jobs where the transit center is. The idea is completely eco-logical."
- "It was a very complex financial puzzle because of the number of partners and the sources of funds," says project manager Jan Briggs in the transit-oriented development division of the King County Department of Transportation.
- Unlikely sources for funds were found as well. As part of the mitigation for its expansion, the Washington State Convention and Trade Center contributed $1 million to the project.
- Said Briggs, "There were so many varying sources of funds, and they all had conditions and sometimes they conflicted."
- One hurdle was that the Federal Transit Administration had contributed to development of the original park-and-ride lot. Under the terms of that grant, the agency gets to approve any incidental or non-transit use of the property. Otherwise, the grantee, in this case King County, would have to reimburse the money to the federal government.

Precedent Study Comparisons to Uptown Transit Center - The Village at Overlake Station

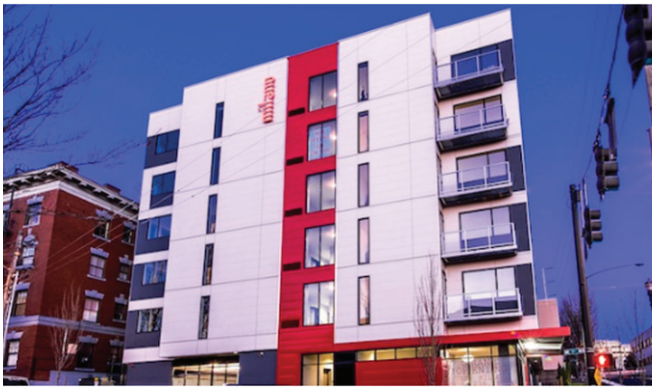
Chosen for Transit similarities to UTC; integrated affordable housing and a child care facility

Uptown Transit Center - Phase I

- Lot Size: 1.45 acres
- Uses: Retail = 15,983 sq ft
Residential = 91,230 sq ft; 122 DU
- Floor Area Ratio: 1.7
- Parking: Structured parking 196 spaces, on-street parking 11 spaces
- Walk Score: 83
- Transit Score: 41
- Bike Score: 89
- Resident Demographics: Work force Millennials
- Transit: Transit Center bus service on site

The Village at Overlake Station

- Lot Size: 5 acres
- Uses: Day Care Facility= 4,350 sq ft
Residential = 304 DU
- Floor Area Ratio: unknown
- Parking: Structured parking 508 spaces
- Walk Score: 78
- Transit Score: 51 [With 9 bus lines available at the site, the low number may be incorrect]
- Bike Score: N/A
- Resident Demographics: Only available to households earning up to 60% of the area's median income
- Transit: bus service on-site



PRECEDENT STUDY 4

Transit Oriented Development – Milano

Location: 105 NE. Multnomah Street
Portland, OR 97232
Site: .23 acres
Opened: 2012

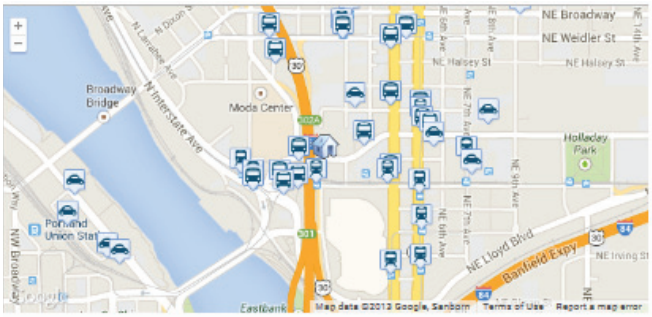
Context

The Milano is a 6-story apartment building located in an excellent urban mass-transit area of Portland. The clean, contemporary design and smaller, efficient units attract young urban residents. As a transit-oriented development, Milano offers full access to the region within a one-block walk. Located near the Rose Quarter MAX station, frequent bus service and East side Portland Streetcar, residents are a transit ride from Portland's shopping, art and culture, classes at Portland State University and Portland Community College, and major employment areas. The Portland International Airport is a 30-minute ride on the MAX light rail. As a bike-oriented development, Milano sits at the hub of Portland's network of bike paths with access starting steps from the front door on Northeast Multnomah Street, recently transformed with expanded bike lanes physically separated from car traffic. The Eastbank Esplanade multi-use path is minutes away.

Demographics for Milano neighborhood (2010):

Population (density per square mile)	6,041
Avg HH income	$37,000
# Employees	N/A

Transit score	**84**
Walk score	78
Bike score	96



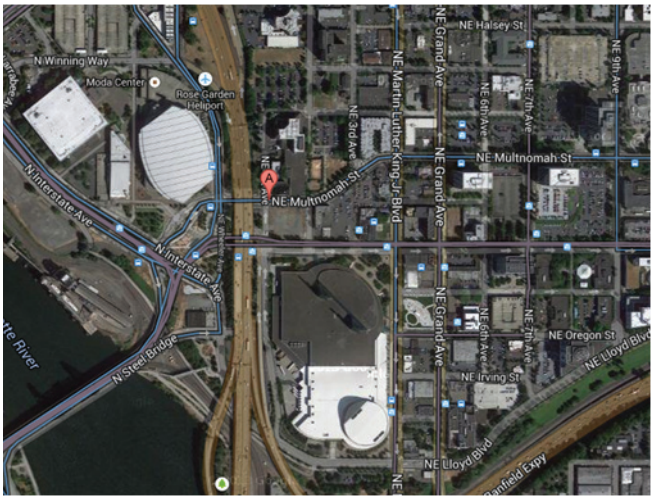
Rail lines:

MAX Red Line	0.1 mi	MAX Yellow Line	0.1 mi
MAX Green Line	0.1 mi	MAX Blue Line	0.1 mi

more

Bus lines:

8 Jackson Park/NE 15th	0.1 mi	44 Capitol Hwy/Mocks Crest	0.1 mi
4 Division/Fessenden	0.1 mi	85 Swan Island	0.1 mi
77 Broadway/Halsey	0.1 mi	35 Macadam/Greeley	0.1 mi
6 Martin Luther King Jr Blvd	0.1 mi	Portland Streetcar CL Line S...	0.2 mi
17 Holgate/Broadway	0.2 mi		

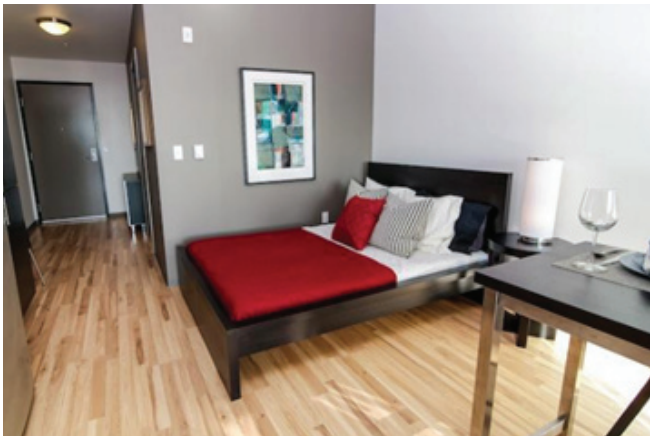


Mixed Use Data

Commercial

None

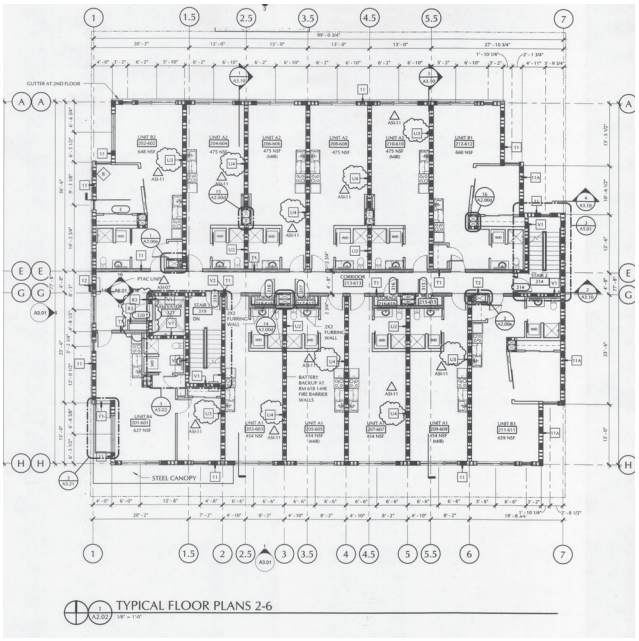
Prior to construction



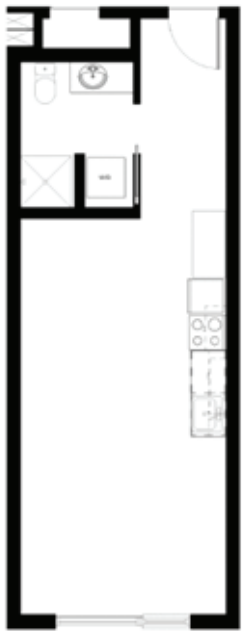
Residential
60 units, 41,856 sf

Residential Details
Ranges in size and price

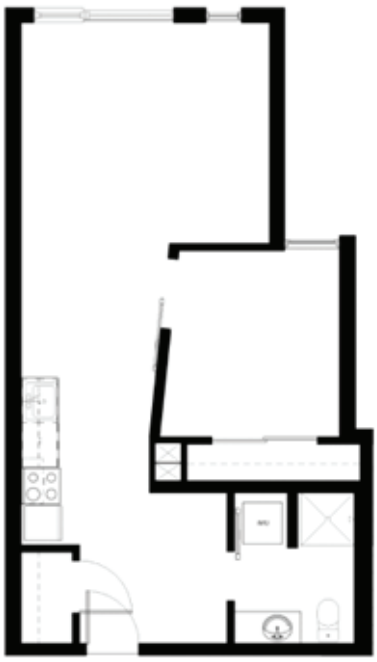
Studio	466 to 479 sf
	$1040 to $1075/mo = $2.23 to $2.24/sf
1 bed/1 bath	644 to 674 sf
	$1130 to $1400/mo = $1.75 to $2.08/sf



1 bed / 1 bath



Studio



1 bed / 1 bath

Typical floor plan

Parking Data

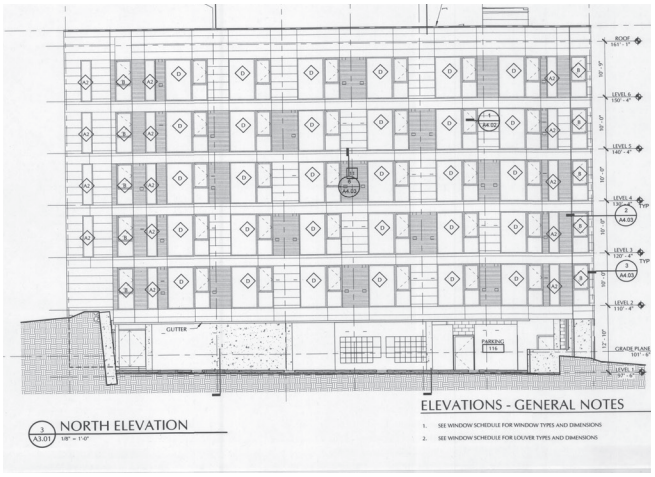
Parking Garage is located under the building

Residential

- 12 car spaces = each $125/month
- 91 bike spaces = each free

Commercial

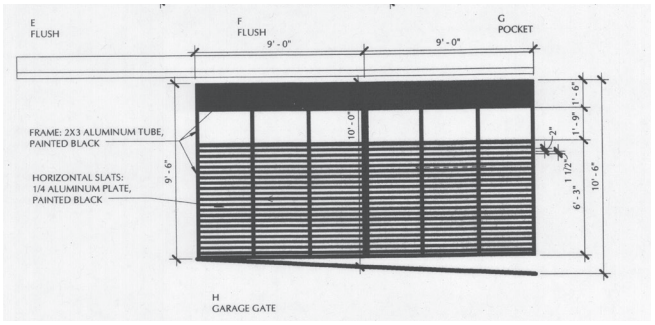
- N/A



Parking Garage is located under the building

Financing Tools

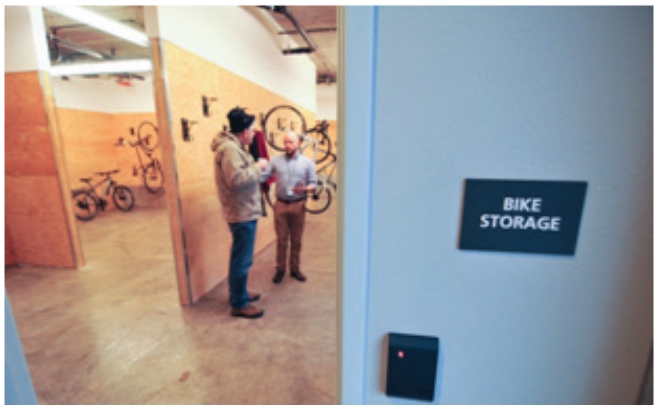
- The development of the Milano was aided by a $300,000 Metro grant which leveraged over $13 million in private investment.



Garage Gate

Highlights and Lessons Learned

- "The target market for the Milano are young professionals, interested more in access than space, a trend noted in the Urban Land Institute's, Emerging Trends in Real Estate 2013: 'Gen-Y career builders forsake suburban lifestyles and willingly move into 'shoebox'-sized city apartments; nearby public amenities like retail districts and parks can make up for the lack of personal space.' "
- It is 60 workforce housing units in a modern building oriented towards the young and active. As reported in the Oregonian and Bike Portland, the developer aims to keep the rents affordable and wants to target people who otherwise might not be able to rent in the city.
- "As for the "apartments with no parking debate, Developer Morford doesn't see what the big deal is. 'If your building is well served with transit and bike lanes, I don't see a problem with parking at all. We've already had a huge response from people and we want to do this in other places.'"
  - "When asked if there will ever be bike-oriented development funding, Metro's Collette said, 'TOD starts with the transit funding stream. Finding the dollars for bicycle specific projects is trickier.' In other words, TOD funds – which are doled out based on formula of how many new transit riders a development might create – exist because there is a big pot of federal dollars set aside for transit. The same pot of money, nor a formula like that exists for bicycling."
- "Bike repair stations and every once in a while bicycle repair seminars featuring local bike mechanics. It's also pet friendly." Contreras says, "The Milano's biggest asset is its address: It's only a quick pedal from downtown, and it also stands, literally, across the street from a transit center where you can catch the bus or MAX."
- Milano Apartment Website Advertisement:
  - The Milano offers the perfect location next to all public transportation including The Max Line, Portland Streetcar, Tri-met and the hub of all cycling lanes. Feel at home as you walk out your door on the East side, also known as the entertainment hub



Bike Parking

of Portland, hosts a variety of shows, art galleries, restaurants and shopping. The Milano offers BRAND NEW smart and efficient studios and one bedrooms with a loft feel. Expansive floor to ceiling windows offers Portland at its best. You will find fully equipped kitchens with energy efficient stainless steel appliances, custom cabinets, granite counter tops and engineered hardwood floors. Residents of The Milano will enjoy an artistic community lounge with a cafe like feel. The Milano offers generous bicycle storage room with repair station. Don't Miss out on being the first to experience living at The Milano.

- Residential reviews posted on-line:
  - "I moved into The Milano on November 16th and it has been a great experience. The property is 1/2 block from the Max station, a few hundred yards from the front entrance of the Rose Quarter, and about a one minute drive across the Steel Bridge into the Pearl District. I leased a studio which has really nice finishes, granite, stainless appliances, hardwood floors, taller ceilings, a huge window, nice modern cabinetry, and in-unit washer/dryer. You will not find a better equipped property for the price."
  - "I just was approved for my studio Apt. They have plenty of bike "parking" in a secured access room for those who choose to go by bike around the area. They have underground parking available for those of us that don't strictly use bikes. It is right next to the Rose Quarter and is seconds away from the Pearl District. The good thing is that you aren't paying 'Pearl' prices."

Precedent Study Comparisons to Uptown Transit Center - Milano

Chosen for low parking ratio and unique design attracting young, urban professionals

Uptown Transit Center - Phase I

- Lot Size: 1.45 acres
- Uses: Retail = 15,983 sq ft
  Residential = 91,230 sq ft; 122 DU
- Floor Area Ratio: 1.7
- Parking: Structured parking 196 spaces, on-street parking 11 spaces
- Walk Score: 83
- Transit Score: 41
- Bike Score: 89
- Resident Demographics: Work force Millennials
- Transit: Transit Center bus service on site

Milano

- Lot Size: .23 acres
- Uses: Retail = None
  Residential = 60 DU with lobby space for 91 wall hung bikes
- Floor Area Ratio: unknown
- Parking: Structured parking 12 spaces
- Walk Score: 78
- Transit Score: 84
- Bike Score: 96
- Resident Demographics: young, professional Milliennials
- Transit: bus service adjacent to site

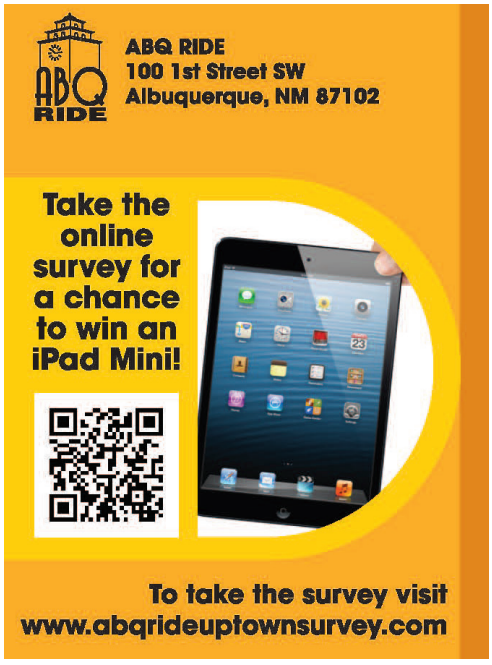
3 Market Analysis

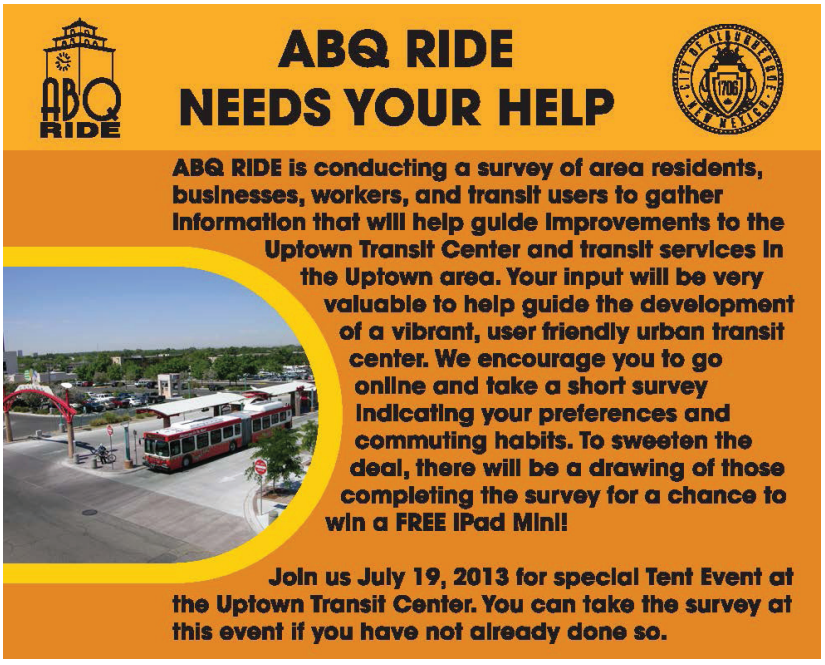
A Market Analysis was performed to determine the appropriate mix of uses in order to best meet market demand, and thereby facilitate a successful project. The analysis was accomplished in four parts:

1. a **Survey** of area residents, workers, and transit riders;
2. an evaluation of the **Precedent Studies** (see Section 2 of this report) to glean best practices for transit oriented projects;
3. a **Location/User Analysis** that explores the benefits of the UTC site's location and potential user demographics, and;
4. an analysis of the data by our development consultants for distillation into a **Site Program** of uses and their respective sizes.

The Survey

Survey questions were generated to gather feedback from area residents, workers, and transit riders on their preferences for retail, services, and residential amenities. The survey was conducted online through Survey Monkey, and promotion was performed with a postcard that was mailed to residents in the Uptown area and hand delivered to area businesses. A one day tent-event was held by ABQ Ride at the site to gather feedback from transit riders and nearby businesses. The survey ran for approximately thirty days, and results were processed to rank preferences.





The Survey

Below are the survey questions as they appeared on the Survey Monkey website.

ABQ Ride Uptown Transit Center Survey

1. What's your age group?

- ○ 0-4 years
- ○ 5-9 years
- ○ 10-14 years
- ○ 15-19 years
- ○ 20-24 years
- ○ 25-34 years
- ○ 35-44 years
- ○ 45-54 years
- ○ 55-64 years
- ○ 65-74 years
- ○ 75-84 years
- ○ 85+ years

2. What's your gender?

- ○ Female
- ○ Male

3. Enter your phone number or email address if you wish to enter the drawing for a chance to win a free I-Pad Mini!

4. What is the closest major street intersection and Zip Code where you live?

5. What is the closest major street intersection and Zip Code where you work?

6. What is your primary reason for going to Uptown?

7. How many times per month do you travel to Uptown?

- ○ 1-4 times per month
- ○ 5-9 times per month
- ○ 10-20 times per month
- ○ I live in Uptown
- ○ I work in Uptown

8. How do you typically get to work?

- ○ Transit Bus
- ○ Drive
- ○ Walk
- ○ Bike

Other (please specify)

9. What stops do you make on the way to work or during the day?

- ☐ Daycare
- ☐ Drop off Kids at School
- ☐ Drop off Family Member at Work
- ☐ Post Office
- ☐ Cleaners
- ☐ Coffee/Breakfast
- ☐ Convenience Store
- ☐ Healthcare provider
- ☐ Workout/Health Club

Other (please specify)

10. On the way home?

- ☐ Daycare
- ☐ Pick up Kids at School
- ☐ Pick up Family Member at Work
- ☐ Post Office
- ☐ Cleaners
- ☐ Supper/Restaurants
- ☐ Grocery Store
- ☐ Healthcare provider
- ☐ Workout/Health Club

Other (please specify)

11. What goods or services would you like to see at the Uptown Transit Center (UTC)?

- ☐ Housing
- ☐ Breakfast/Lunch Restaurants
- ☐ Lunch/Supper Restaurants
- ☐ Convenience Store
- ☐ Daycare
- ☐ Cleaners
- ☐ Healthcare provider
- ☐ Workout/Health Club
- ☐ Charter School
- ☐ Grocery Store
- ☐ Pre-school

Other (please specify)

12. What type of home do you live in?

- ○ Apartment
- ○ Condo
- ○ Single-Family Home
- ○ Mobile Home
- ○ Townhouse

Other (please specify)

13. What type of housing interests you most?

- ○ Apartment with 3 or Fewer Floors
- ○ A Single-Family House without a Yard
- ○ Apartment with 4 or More Floors
- ○ An Attached Townhouse
- ○ A Single-Family House with a Yard
- ○ An Urban-Style Apartment/Loft

Other (please specify)

14. Have you considered living in Uptown?

- ○ Yes
- ○ No
- ○ I already live in Uptown

15. What nearby amenities would entice you to live in Uptown?

- ☐ Breakfast/Lunch Restaurants
- ☐ Lunch/Supper Restaurants
- ☐ Convenience Store
- ☐ Daycare
- ☐ Cleaners
- ☐ Healthcare Provider
- ☐ Workout/Health Club
- ☐ Park
- ☐ Swimming Pool
- ☐ Grocery Store
- ☐ Pre-school

Other (please specify)

16. What one thing would you need to move to the Uptown area?

17. What's most important to you in purchasing a home or renting an apartment?

	Most Important	Not as Important	Not Important at All

	Most Important	Not as Important	Not Important at All
Safe Neighborhood	○	○	○
Price/Rent	○	○	○
Location/Area of Town	○	○	○
Schools	○	○	○
Size of Apartment or Home	○	○	○
Closeness or Proximity to Work	○	○	○
Closeness or Proximity to Transit	○	○	○
Sound/Good Construction	○	○	○
Size of Yard	○	○	○
Walkability of Neighborhood	○	○	○
People/Neighbors	○	○	○
Landscaping	○	○	○
Maintenance	○	○	○
Attractive Structure	○	○	○
Closeness or Proximity to Friends/Family	○	○	○
Closeness or Proximity to Parks	○	○	○
Resale Value	○	○	○
Privacy	○	○	○
Amenities in Home	○	○	○
Accepts Animals	○	○	○

Other (please specify)

18. If you could move to a new place with no increase in rent, what one thing would you have to have in a new home?

19. What is your total cost per month for your car, including: payment, insurance, maintenance, parking and gas?

20. If you didn't need a car, how would you choose to spend that money?

Survey Results

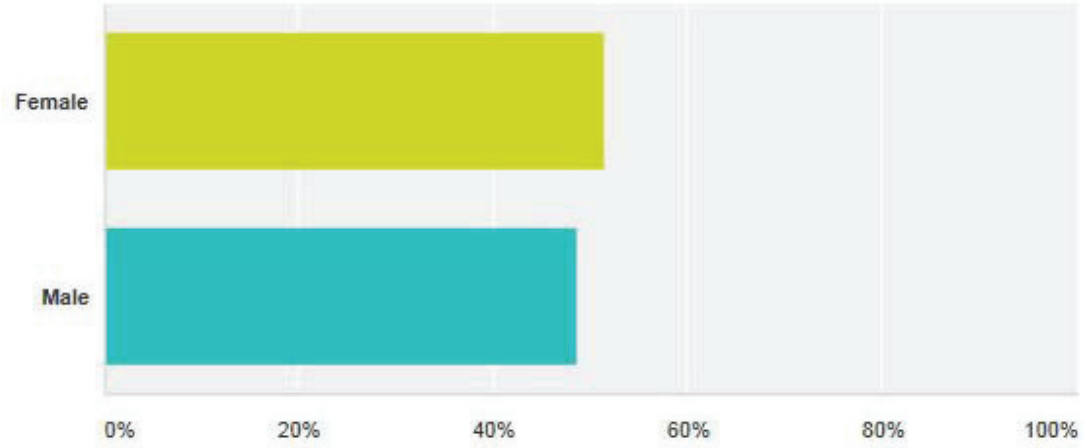
The survey was taken by 223 participants, and the results follow in graphic form . These survey results were distilled into the site program described earlier in this section.

Question 1:
WHAT'S YOUR AGE GROUP?

Answer Choices	Responses	
0-4 years	0%	0
5-9 years	0%	0
10-14 years	0%	0
15-19 years	3.62%	8
20-24 years	8.14%	18
25-34 years	25.34%	56
35-44 years	24.89%	55
45-54 years	19.91%	44
55-64 years	13.12%	29
65-74 years	3.62%	8
75-84 years	1.36%	3
85+ years	0%	0
Total		221

Question 2:
WHAT'S YOUR GENDER?

Answered: 214 Skipped: 9



Answer Choices	Responses	
Female	51.40%	110
Male	48.60%	104
Total		214

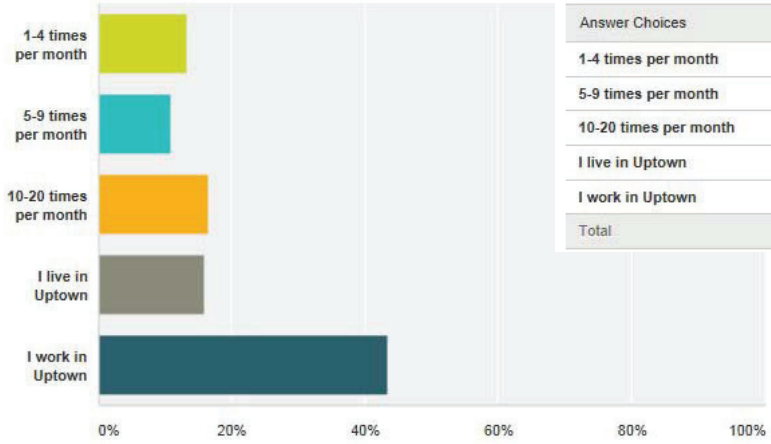
Question 3-4:
CONTACT AND LOCATION DEMOGRAPHICS

Various answers, no particular Trends

Question 5:
WHAT IS YOUR PRIMARY REASON FOR GOING TO UPTOWN?

- Work (107)
- Shopping (48)
- I live here
- Restaurants
- Food trucks

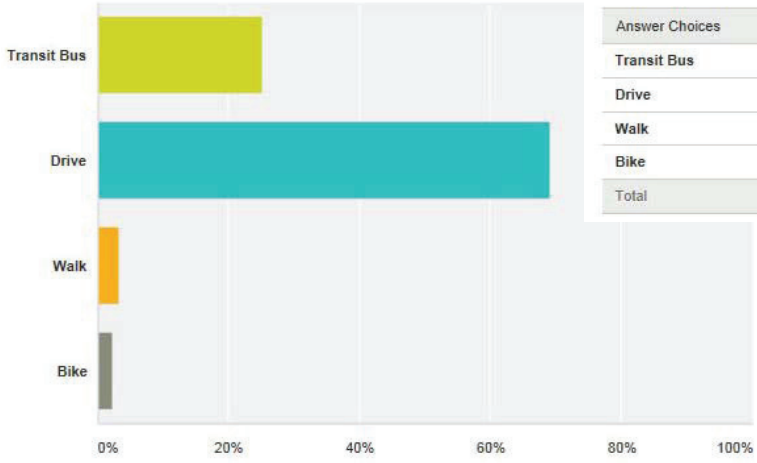
Question 7:
HOW MANY TIMES PER MONTH DO YOU TRAVEL TO UPTOWN?



Answer Choices	Responses	
1-4 times per month	13.24%	29
5-9 times per month	10.96%	24
10-20 times per month	16.44%	36
I live in Uptown	15.98%	35
I work in Uptown	43.38%	95
Total		219

Question 8:
HOW DO YOU TYPICALLY GET TO WORK?

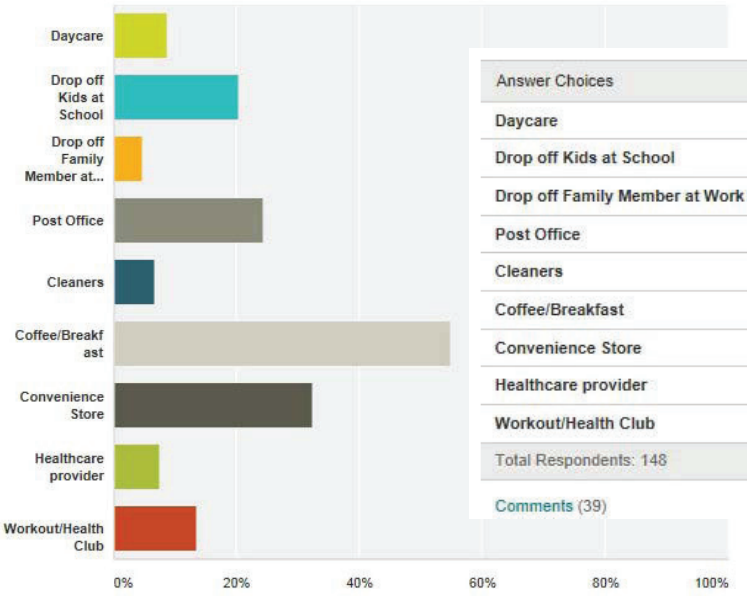
Answered: 210 Skipped: 13



Answer Choices	Responses	
Transit Bus	25.24%	53
Drive	69.05%	145
Walk	3.33%	7
Bike	2.38%	5
Total		210

Question 9:
WHAT STOPS DO YOU MAKE ON THE WAY TO WORK OR DURING THE DAY?

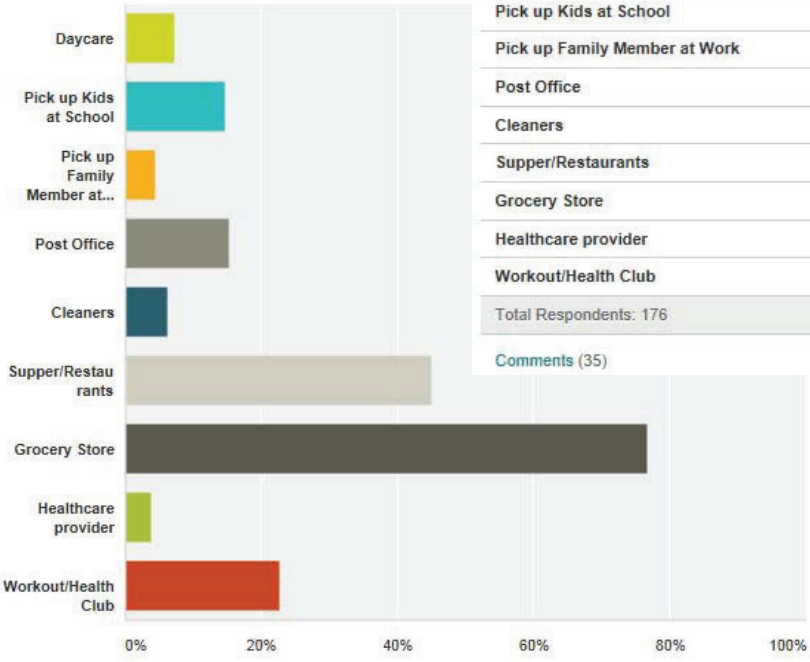
Answered: 148 Skipped: 75



Answer Choices	Responses	
Daycare	8.78%	13
Drop off Kids at School	20.27%	30
Drop off Family Member at Work	4.73%	7
Post Office	24.32%	36
Cleaners	6.76%	10
Coffee/Breakfast	54.73%	81
Convenience Store	32.43%	48
Healthcare provider	7.43%	11
Workout/Health Club	13.51%	20
Total Respondents: 148		

Comments (39)

Question 10:
ON THE WAY HOME?



Answer Choices	Responses	
Daycare	7.39%	13
Pick up Kids at School	14.77%	26
Pick up Family Member at Work	4.55%	8
Post Office	15.34%	27
Cleaners	6.25%	11
Supper/Restaurants	44.89%	79
Grocery Store	76.70%	135
Healthcare provider	3.98%	7
Workout/Health Club	22.73%	40
Total Respondents: 176		

Comments (35)

Question 11:
WHAT GOODS OR SERVICES WOULD YOU LIKE TO SEE AT THE UTC?

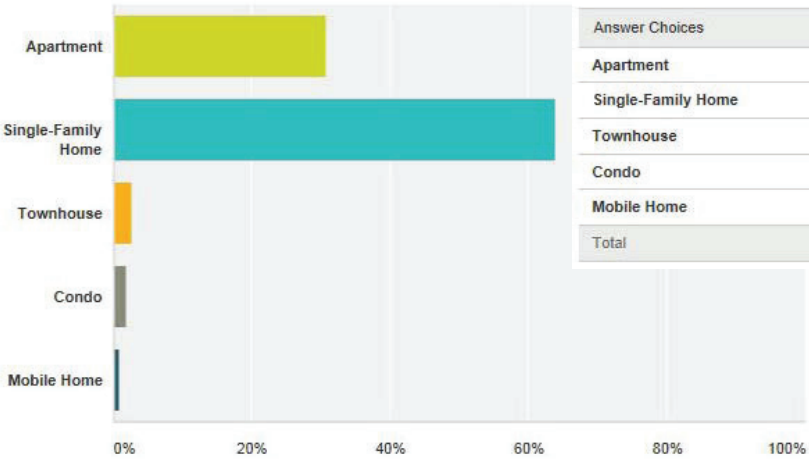
Answered: 191 Skipped: 32

Answer Choices	Responses	
Housing	13.09%	25
Breakfast/Lunch Restaurants	45.03%	86
Lunch/Supper Restaurants	36.13%	69
Convenience Store	49.74%	95
Daycare	7.33%	14
Cleaners	10.47%	20
Healthcare provider	8.38%	16
Workout/Health Club	32.46%	62
Charter School	5.76%	11
Grocery Store	36.65%	70
Pre-school	2.62%	5
Total Respondents: 191		

Comments (21)

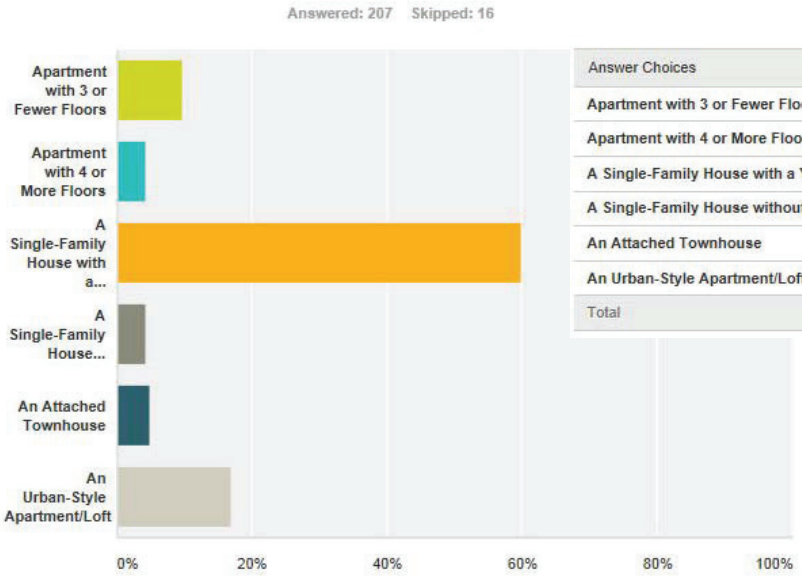
Question 12:
WHAT TYPE OF HOME DO YOU LIVE IN?

Answered: 218 Skipped: 5



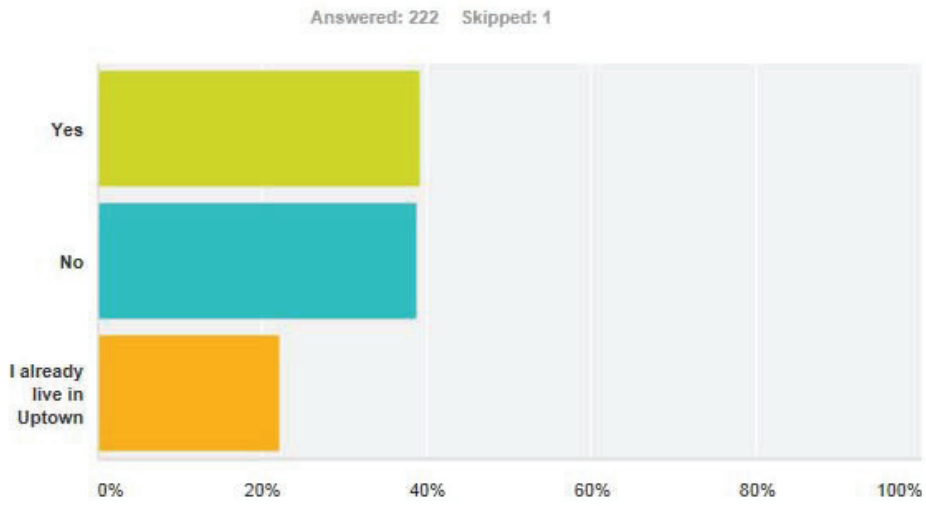
Answer Choices	Responses	
Apartment	30.73%	67
Single-Family Home	63.76%	139
Townhouse	2.75%	6
Condo	1.83%	4
Mobile Home	0.92%	2
Total		218

Question 13:
WHAT TYPE OF HOUSING INTERESTS YOU MOST?



Answer Choices	Responses	
Apartment with 3 or Fewer Floors	9.66%	20
Apartment with 4 or More Floors	4.35%	9
A Single-Family House with a Yard	59.90%	124
A Single-Family House without a Yard	4.35%	9
An Attached Townhouse	4.83%	10
An Urban-Style Apartment/Loft	16.91%	35
Total		207

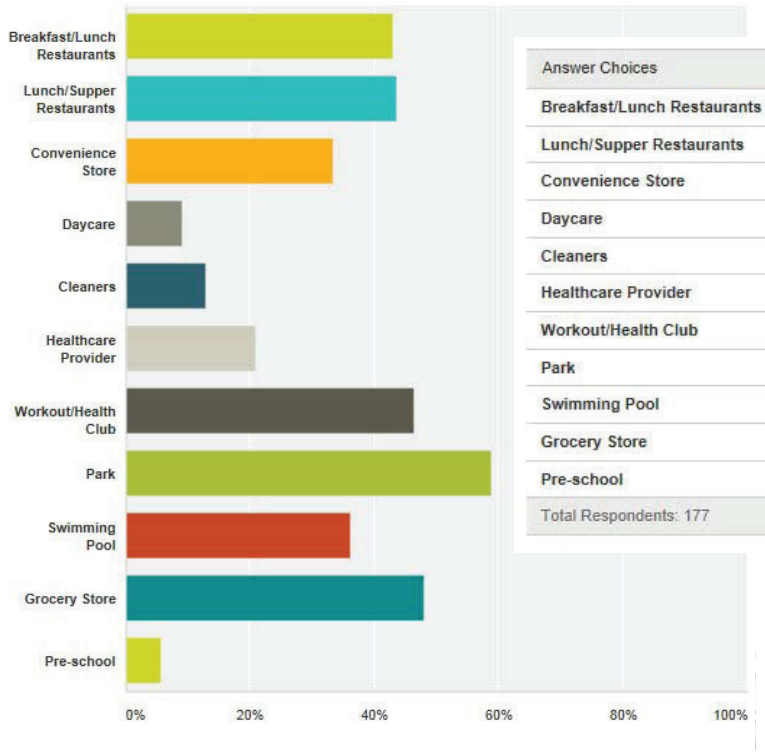
Question 14:
HAVE YOU CONSIDERED LIVING IN UPTOWN?



Answer Choices	Responses	
Yes	39.19%	87
No	38.74%	86
I already live in Uptown	22.07%	49
Total		222

Question 15:
WHAT NEARBY AMENITIES WOULD ENTICE YOU TO LIVE IN UPTOWN?

Answered: 177 Skipped: 46



Answer Choices	Responses	
Breakfast/Lunch Restaurants	42.94%	76
Lunch/Supper Restaurants	43.50%	77
Convenience Store	33.33%	59
Daycare	9.04%	16
Cleaners	12.99%	23
Healthcare Provider	20.90%	37
Workout/Health Club	46.33%	82
Park	58.76%	104
Swimming Pool	36.16%	64
Grocery Store	48.02%	85
Pre-school	5.65%	10
Total Respondents: 177		

Question 16:
WHAT ONE THING WOULD YOU NEED TO MOVE TO THE UPTOWN AREA?

Responses broken down into categories:

A. Employment
B. Housing
C. Neighborhood/Area
D. Nothing
E. Retail Amenities
F. Transportation
G. Uptown Fan
H. Not-so-serious answers

A. Employment

- A better paying job
- A job that would influence me to move there (4)
- Job in that area
- My spouse works on west side so we live on the west side
- Tax incentive dollars for small business
- Work

B. Housing

- Money (21)
- Affordability (18)
- Higher income? The last time I checked it cost a much to rent a 1 bedroom apartment as it does to rent a 3 bedroom house with a garage not far from uptown
- House/Housing (6)
- A historic neighborhood because my wife loves houses that are about a century old
- Bigger house, larger lot, and ability to have solar power, passive solar, and ability to raise chickens, maybe a goat too
- End of lease
- A great house
- A home
- House with a yard
- Land
- Large, new, single family homes for a decent price with less congestion
- Larger house
- Mid range priced condominiums
- Newer and better cost of housing
- Nice affordable decent sized housing
- Probably to be able to sell our home
- Quality loft/apt/townhouse w/ convenient parking
- Quite a few million dollars
- Retirement living
- Sell current home
- Selling my current home at a good profit
- Some updated living spaces, possibly a park or a pool
- Upgraded homes

C. Neighborhood/ Area

- A nice neighborhood
- A park/School
- A place to live for one. Those apartments by Trader Joe's don't count
- Better homes/neighborhoods
- Better sidewalks
- College
- Greenery
- More parking
- More places to bike and run
- Park
- School

D. Nothing

- I honestly don't think I would want to live in Uptown. We love our house and neighborhood in the heights and we both work in Uptown. I prefer Uptown to be a cool place to visit for shopping, eating, and other leisure activities
- Happy where I live
- I would not move. I love my house and where I live
- I WOULD NOT move here, or would leave if it became too congested. Freeway noise is a problem; put up more wall barriers
- No plans to move
- None- I prefer downtown
- Not interested in moving to Uptown
- Nothing, my house is just paid off
- Nothing. The valley is much more peaceful not the hustle and bustle of Uptown
- Nothing. I live in the location I love
- Wouldn't live in Uptown

E. Retail Amenities

- A better nightlife / bars (4)
- Bumblebees
- Convenient stores and services (2)
- Doggie day care
- Existing businesses to stay open later
- Stores
- Grocery (6) Decent grocery. Trader Joes is hard to shop at for everything. Target has one but a more focused store like Sprouts would be nice
- Gym (6) a great workout facility!
- Secure parking, extra storage, accept pets

F. Transportation

- A Car
- A higher income, late night/early Am transit to Nob Hill
- Better bus connections to all parts of ABQ, especially parts north of Paseo del Norte
- Better bus schedule on Menaul
- Better, more regular daytime and evening bus service throughout the city - especially areas that only have twice daily commuter service
- Get rid of the bums hanging out in the transit area
- I live near UNM to avoid the commute to school
- Longer running bus on weekends
- Not to have to wait for a bus to come that has a space or room on bus for my bike (2)
- Security
- The bus schedules could use some work. Some busses have very inconsistent route times for heavier human traffic, thus resulting in people being late, missing their next bus, or having to catch a ludicrously earlier bus to make it in time
- Transportation

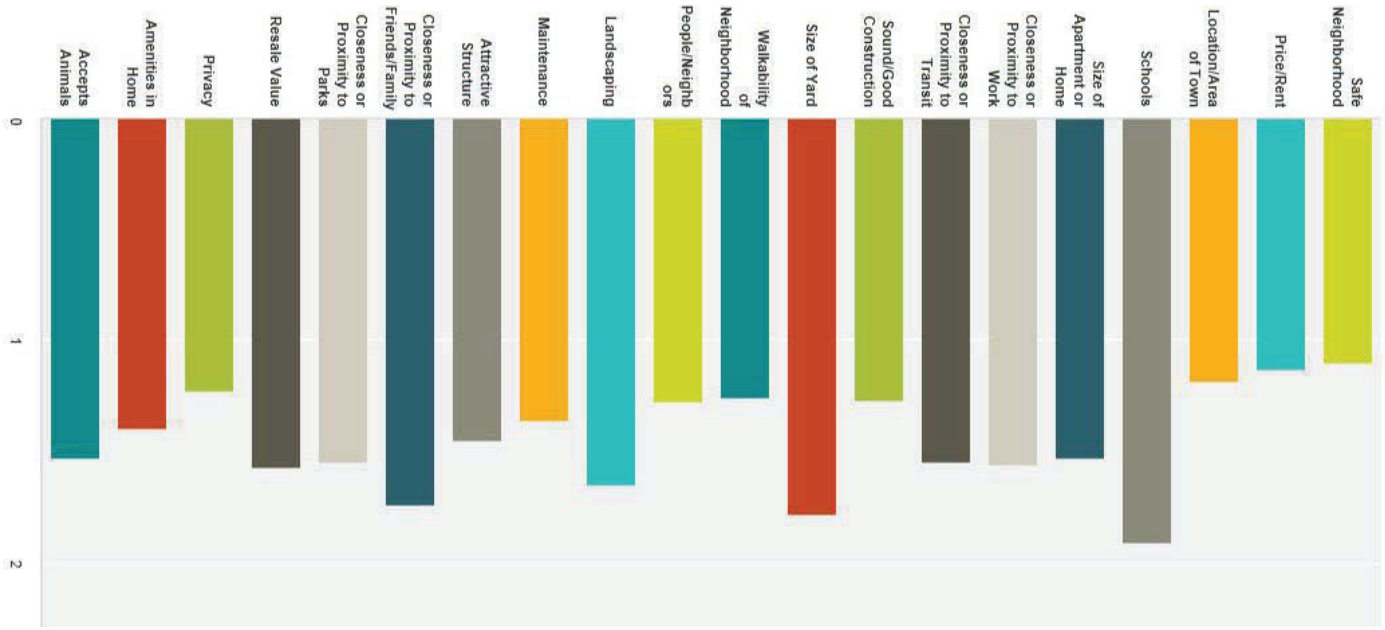
G. Uptown Fan

- Already in the area (12)
- Being in the midst of everything
- I love it
- Not much, I love the Uptown area already

H. Not-so-serious Answers

- A river or the mountains
- Big truck? Movers?
- Motivation
- Nothing your obvious public/private development will provide me. This project seems a massive land give away which clogs the area while benefitting a select few. I'm sure you've already got your plans drawn up.

Question 17:
WHAT'S MOST IMPORTANT TO YOU IN PURCHASING A HOME OR RENTING AN APARTMENT?



	Most Important	Not as Important	Not Important at All	Total	Average Rating
Safe Neighborhood	90.09% 191	9.43% 20	0.47% 1	212	1.10
Price/Rent	87.32% 186	12.68% 27	0% 0	213	1.13
Location/Area of Town	81.43% 171	18.10% 38	0.48% 1	210	1.19
Schools	40.70% 81	27.64% 55	31.66% 63	199	1.91
Size of Apartment or Home	53.17% 109	40.49% 83	6.34% 13	205	1.53
Closeness or Proximity to Work	50.24% 103	43.41% 89	6.34% 13	205	1.56
Closeness or Proximity to Transit	57.21% 115	30.35% 61	12.44% 25	201	1.55
Sound/Good Construction	78.05% 160	17.07% 35	4.88% 10	205	1.27
Size of Yard	38.81% 78	44.28% 89	16.92% 34	201	1.78
Walkability of Neighborhood	76.73% 155	20.30% 41	2.97% 6	202	1.26
People/Neighbors	74.26% 150	23.27% 47	2.48% 5	202	1.28

	Most Important	Not as Important	Not Important at All	Total	Average Rating
Landscaping	44% 88	47% 94	9% 18	200	1.65
Maintenance	67.82% 137	28.71% 58	3.47% 7	202	1.36
Attractive Structure	60.89% 123	33.17% 67	5.94% 12	202	1.45
Closeness or Proximity to Friends/Family	42.79% 86	40.80% 82	16.42% 33	201	1.74
Closeness or Proximity to Parks	51.76% 103	41.21% 82	7.04% 14	199	1.55
Resale Value	58.21% 117	26.37% 53	15.42% 31	201	1.57
Privacy	79.21% 160	18.81% 38	1.98% 4	202	1.23
Amenities in Home	63.37% 128	33.66% 68	2.97% 6	202	1.40
Accepts Animals	64.68% 130	17.91% 36	17.41% 35	201	1.53

Question 18:

IF YOU COULD MOVE TO A NEW PLACE WITH NO INCREASE IN RENT, WHAT ONE THING WOULD YOU HAVE TO HAVE IN A NEW HOME?

- Swimming pool (7)
- Walkability to retail, nightlife, dog park
- Washer and Dryer (18)
- Security
- Patio
- Modern/New Appliances
- Yard
- Patio
- Gym
- Large bedroom
- Large kitchen
- Pet friendly

Question 19:

WHAT'S YOUR TOTAL COST PER MONTH FOR YOUR CAR, INCLUDING: PAYMENT, INSURANCE, MAINTENANCE, PARKING, AND GAS?

- Various answers, no particular trend

Question 20:

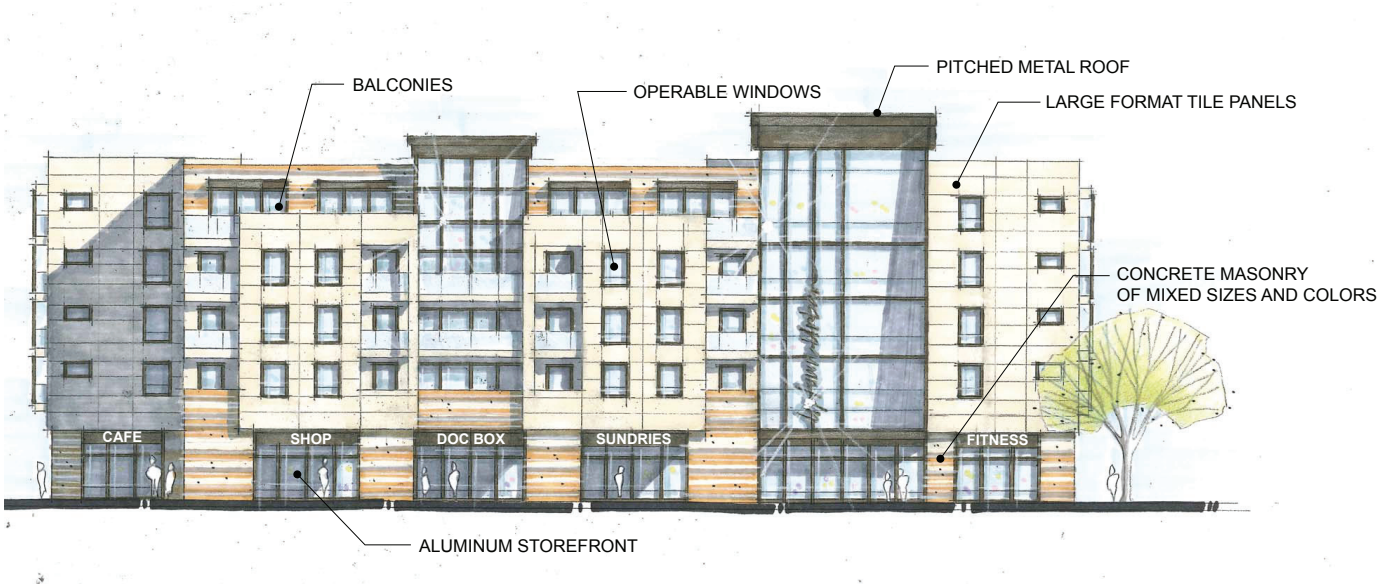
IF YOU DIDN'T NEED A CAR, HOW WOULD YOU CHOOSE TO SPEND THAT MONEY?

- Travel
- Savings
- Pay off debt
- Home improvements
- Patio
- Food & Entertainment

Precedent Study Evaluation

Housing types within comparable TOD projects were primarily smaller unit sizes geared toward those who typically use transit services. These groups can be categorized as Millennials (18 to 35 year olds) and Baby Boomers (55+). This scale of housing works well in multi-story, urban contexts such as the Uptown area.

Commercial users within comparable TOD projects tend to be oriented toward transit riders and area residents and workers. The tenants are generally smaller in size and include daily services such as convenience grocers, cafés, cleaners, daycare, small healthcare users, and miscellaneous retail. They are supported primarily by foot traffic, and require less front door parking than suburban shopping centers. They are also more tolerant of the building infrastructure limitations inherent in multi-story TOD buildings. Larger anchor type tenants are rare and are usually located in freestanding retail shopping centers. TOD commercial space is typically Class B or C type space, which is appropriate to the UTC's location.



Location & User Analysis

Our development consultants researched the site location and potential user demographics to confirm the appropriateness of the site and determine the best target demographic for the housing component. The following summary documents their findings.

Location Analysis

The subject property is located in the epicenter of over 2,000,000 square feet of retail and office space, including New Mexico's only lifestyle center, ABQ Uptown.

This submarket, Uptown, was the first major retail/ office center after the downtown migration. Uptown is Albuquerque's third largest submarket in terms of total employment.

The development team performed a location analysis for multifamily housing for subject site as well as four competing sites in other Albuquerque submarkets. The Uptown location of the subject site scored second highest, just behind a downtown location.

Height's Business Men's Association

The current work program of the Heights Business Men's Association is to:

Promote the establishment of a department store in the Heights.

Promote the establishment of an Office Building in the Heights.

Continue to push "Shop the Heights on Tuesday Nights."

Develop a slogan and program to improve every day shopping, such as "The Friendly Mile."

Improvement of Police and Fire protection, streets, traffic control, parking, lighting, zoning, parks, and playgrounds.

Encourage tourist development by informing the people who meet the tourist "face to face" points of interest in the vicinity.

Initiate Round Tables on Retail Selling for Retail People.

Cooperate in city-county consolidation effort

ACT AS SPOKESMAN FOR THE HEIGHTS.

Plan and carry out an expanded Christmas Program.

Monthly membership forum luncheons.

* * * *

Memberships are $9.00 quarterly or $36.00 per year. Your immediate financial support is needed as well as your direct participation in the affairs of your Association.

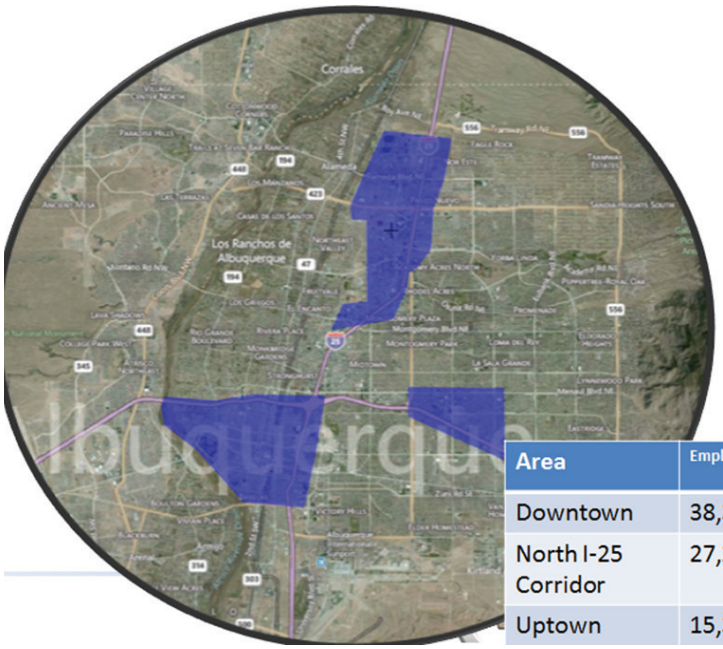
Further information may be obtained at 390 Central Avenue, East, or phoning 6-1902, Albuquerque, New Mexico.

It's up to each and every one of us to combine our efforts and to coordinate them in making the Heights and Albuquerque a bigger and better place to live.

Albuquerque's 110 motels include many of the most modern type with deluxe furnishings and facilities. It is estimated there are 2,400

Franklin Jones
President

Area's biggest growth was 1950's to 1970's - set the character for surrounding development



Uptown area:

- 3rd highest area in employment
- 1st in p/e Ratio (= less commuting)

p/e Ratio = population / employment

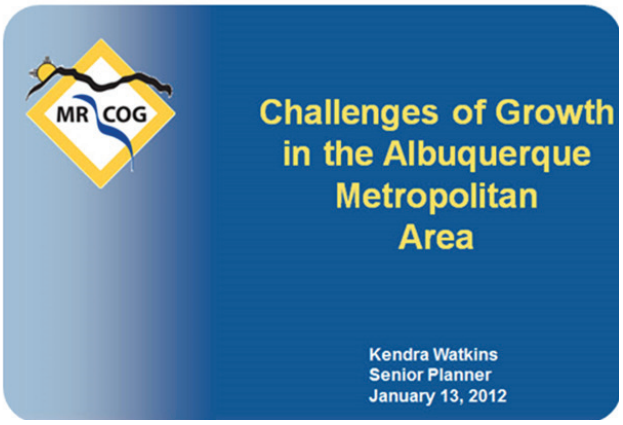
Area	Employment	Population	P/E Ratio
Downtown	38,305	24,617	.64
North I-25 Corridor	27,260	4,434	.16
Uptown	15,350	11,420	.74

Name		Subject	Location 2	Location 3	Location 4	Location 5
Address		Indiana / Indian School Blvd.	34th/Broadmoor	City Center	6th/Central	Montano & Coors
Submarket		Uptown	Rio Rancho	Mesa del Sol	Downtown	Cottonwood
General Criteria	**Weight**	**Rate**	**Rate**	**Rate**	**Rate**	**Rate**
Proxmity to Employment Centers	10	10	7	8	10	5
Proximity to Public Transportation	9	8	2	2	10	8
Proximity to Retail Centers	8	10	3	1	4	8
Proximity to Grocery Store	10	9	3	1	4	10
Proximity Quality Educational Facilities	10	7	8	6	8	8
Proximity Healthcare Facilities	6	7	7	4	10	3
Recreational/Entertainment Facilities	5	9	6	5	8	3
Proximity to Cultural Amenities	7	4	3	1	8	2
Proximity Restaurants	8	10	3	2	10	6
Proximity to Nightlife	4	7	3	1	10	2
Low. Average Travel Time to Work	8	10	4	1	10	5
Flood Zone (low chance of flooding)	3	2	8	9	4	2
Low Crime Rating	10	3	9	10	4	4
Low Impact Fee's	1	10	5	5	10	2
Proximity to Activity Center's	8	10	7	7	10	7
Walkable community	7	6	4	7	9	9
Nature Trails	6	4	2	6	8	10
Neighborhood Support for apartments	7	5	8	9	10	2
Walkability Score	8	8	1	1	10	5
Sector Plan/Zoning friendly to MF development	8	9	6	6	10	2
Proximity to Quality Public / Private Schools	7	7	8	6	7	7
Perception of Crime	8	3	2	2	8	5
Location Weighted Rating by Use		**52.25**	**35.55**	**32.27**	**58.82**	**40.68**

Location Analysis - Housing, Competitive scoring to competing apartment development sites in ABQ MSA

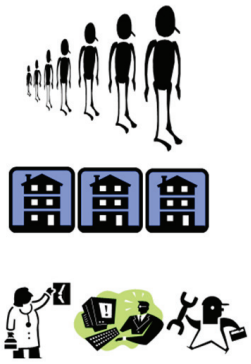
User Analysis

MRCOG (Mid-Region Council of Governments) recently completed their demographics forecast for the Albuquerque Metro area to 2035. The forecast projects growth in population, jobs, and supporting infrastructure such as housing. The following graphics are from MRCOG's 2012 presentation and findings.



Middle Rio Grande Council of Governments
Planning Forecast
2035 Summary Findings

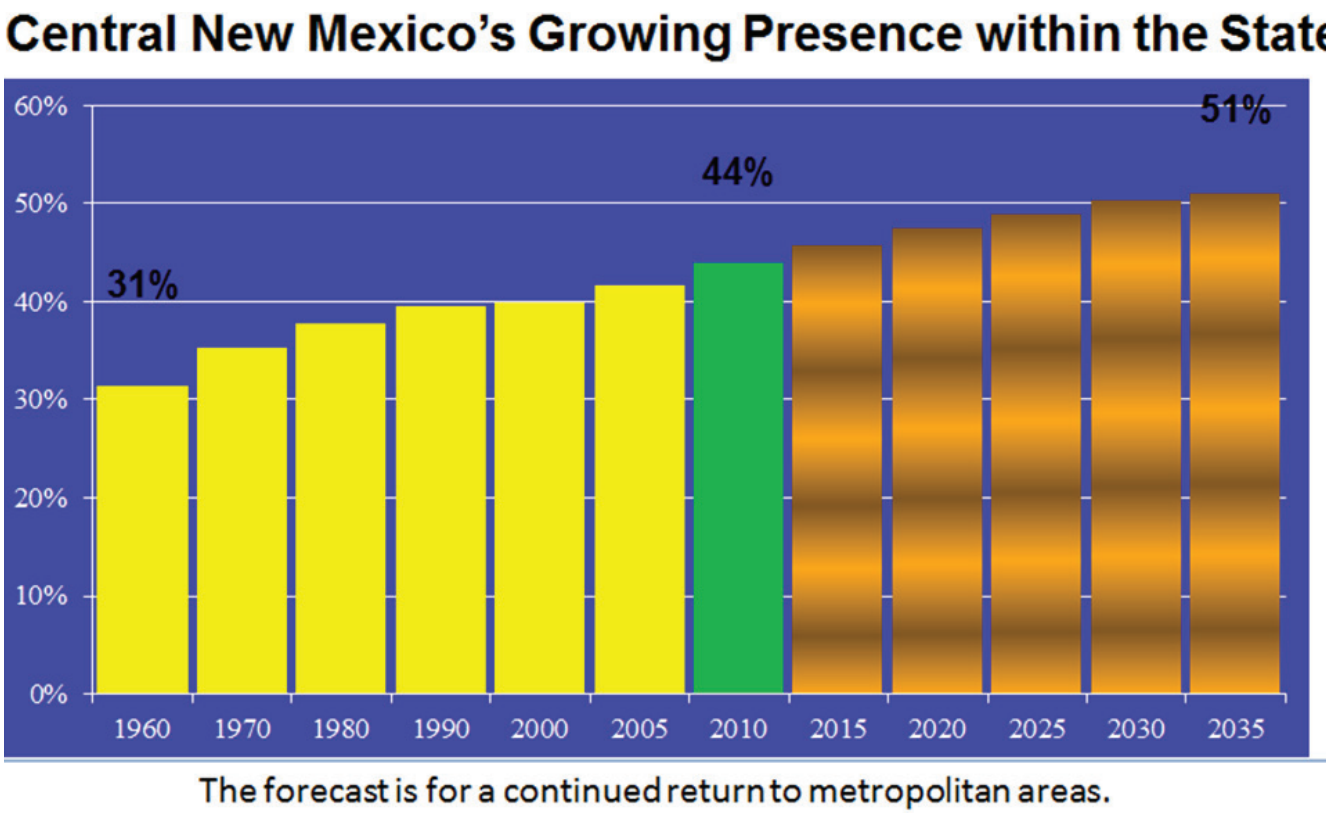
- 668,000 new people
- 310,000 new homes
- 210,000 new jobs



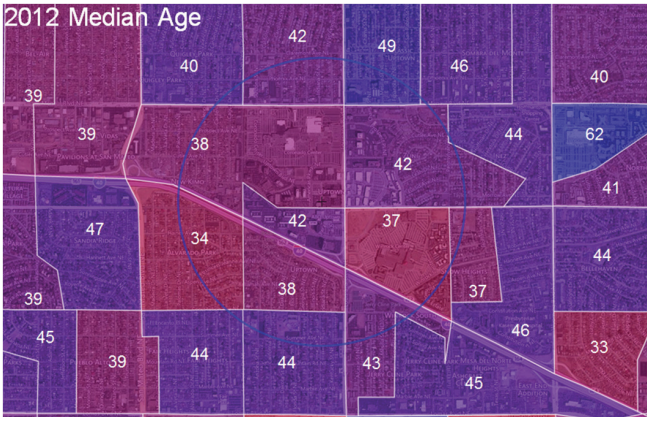
	2008 Population	2035 Population	Numeric Growth	Pace of Growth
MRCOG Region	883,901	1,552,125	668,224	75.6%
Bernalillo County	649,916	1,037,719	387,803	59.7%
Sandoval County	127,928	309,356	181,428	141.8%
Torrance County	17,923	27,836	9,913	55.3%
Valencia County	77,545	160,532	82,987	107.0%
Southern Santa Fe	10,589	16,682	6,093	57.5%

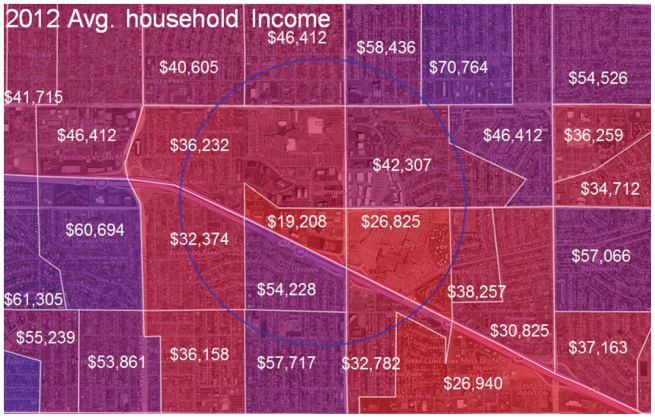
Region level forecast developed by UNM-GPS. County level forecast by MRCOG based on land use constraints, plans, and policies.

The data indicates strong population growth in the Albuquerque metropolitan area. Millennials' tendency to locate in walkable, urban areas suggests that much of this growth will occur in the Uptown area.



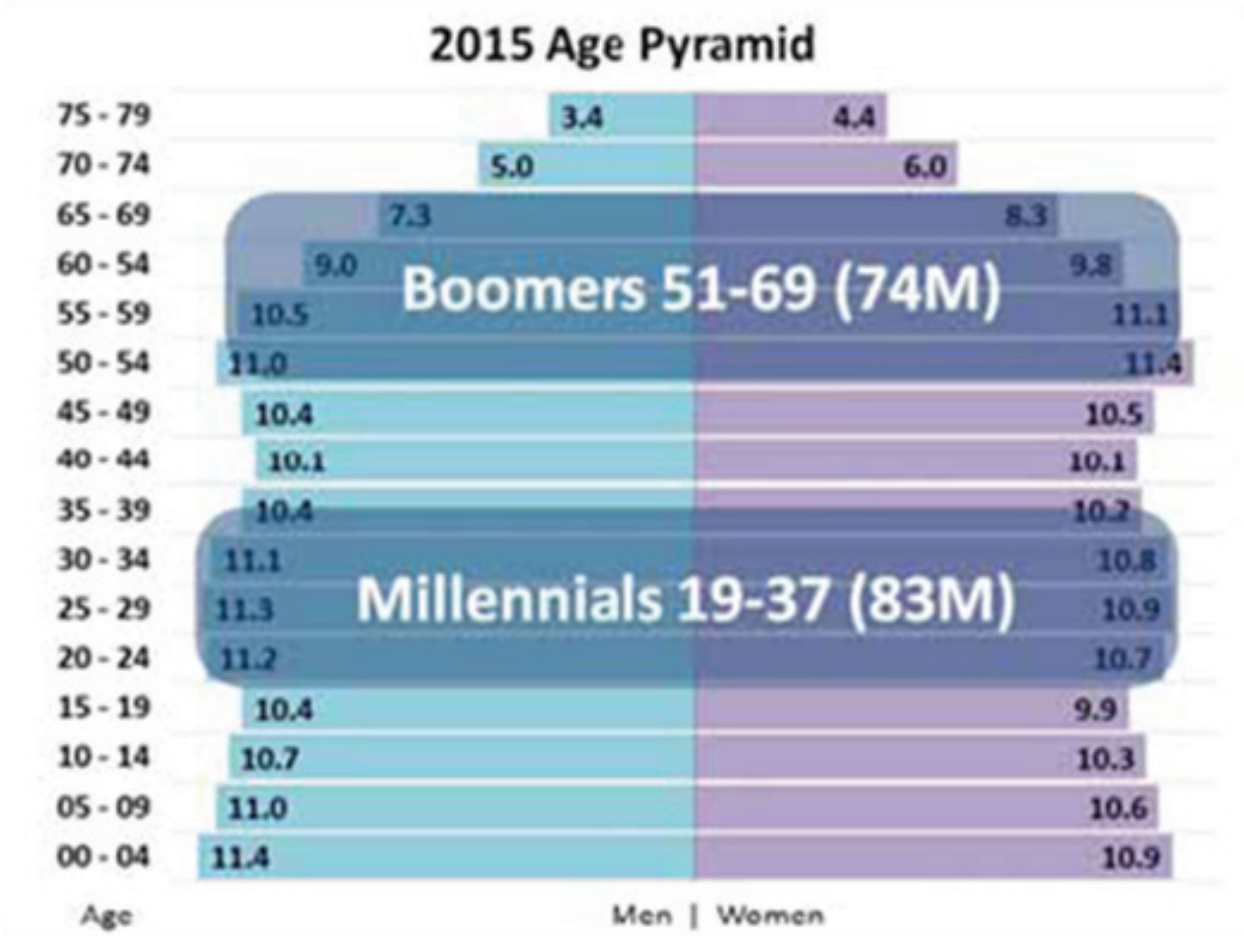
Median age and incomes in the Uptown area indicate a relatively younger age group, with lower incomes. This data may be skewed by the lack of housing in Uptown within or near the Loop Road.





Apartment Demographic Drivers

This decade's two biggest renter demographics are the Millennial and Baby Boomer generations. Totaling over 150 million people, and almost 50% of the American population, their consumption and housing patterns are a driving force in the market. Both demographics are a large part of the creative class, which is focused on the four T's: talent, tolerance, transportation, and technology .



Talent and Tolerance:

The fastest growing segment of American's employment segment is the creative class: a talented, tolerant demographic that seeks ad-hoc assignments on a global level. A majority of these creative class workers can be found in either the Millennial or Baby Boomer generations

UTC should be designed to cater to both demographics, with the focus on Millennials.

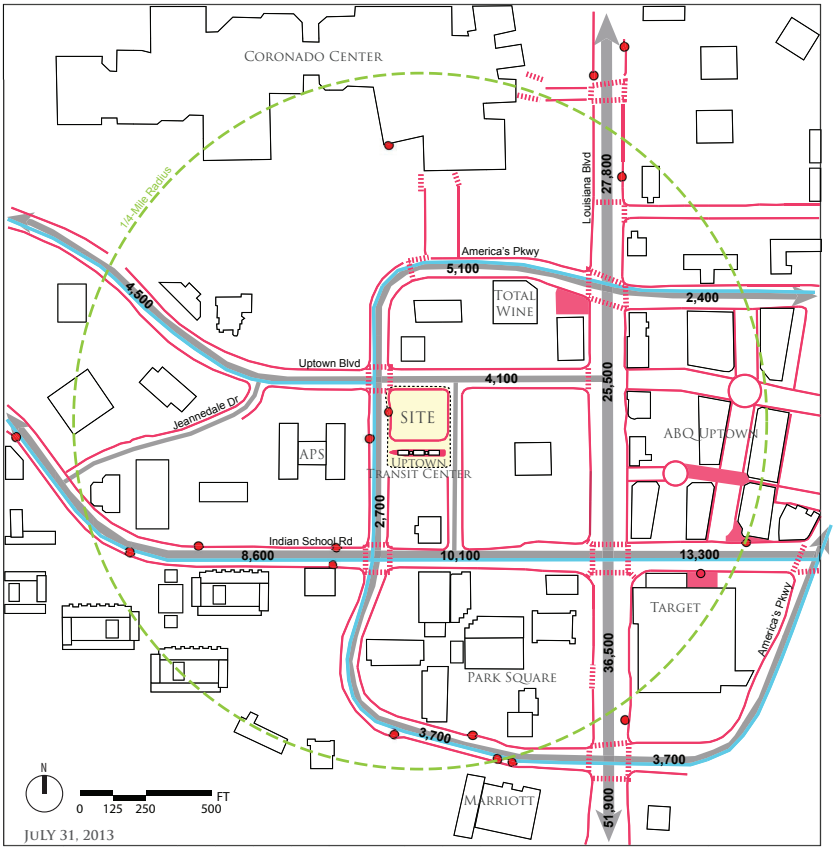
Site Program

The information obtained through the Survey, Location/ User Analysis, and the Precedent Study was distilled into a Site Program based on the experience of our retail and housing development consultants. The resulting Site Program consists of ground level commercial space with storefront visibility along the street frontages and a common service area, and housing above tailored to the Millennial age group. Amenities for the housing component include a ground level street entry with common areas for use by residents. The number of housing units is limited only by the construction cost which supports estimated rental rates based on the project coming online by 2018. Parking for all uses, including ABQ Ride's park and ride needs, is provided in a parking structure and by available on-street parking.

4 Site Analysis

The context, adjacent land use, and immediate area of the site were studied and documented in the form of site analysis graphics for use during the Conceptual Design phase. The Site Context graphic includes Uptown area amenities such as pedestrian and bicycle pathways, vehicular access, nearby bus stops and public open spaces, and walkability scores. The Land Use graphic indicates the uses of surrounding sites in Uptown, which are primarily commercial and office with a lack of housing in the immediate area. The Site graphic documents the environmental influences on the site such as solar angles, predominant wind direction, utility easements, pedestrian and vehicular connectivity, and views.

Site Aerial



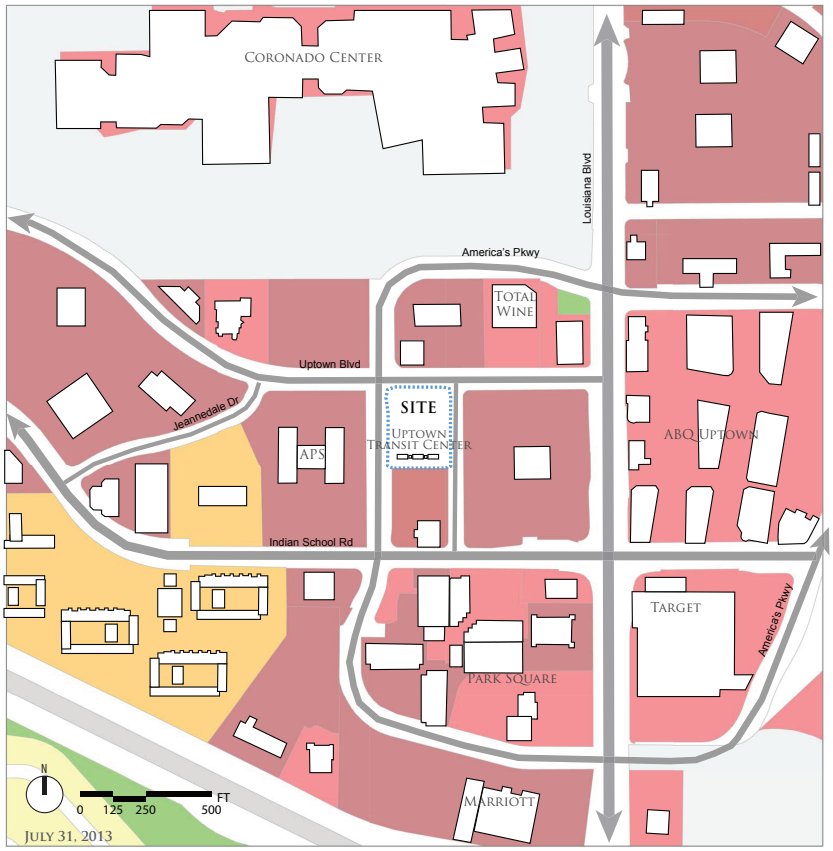
SITE CONTEXT

LEGEND

- Site
- Structures
- Auto Circulation
- #,### Traffic Counts (MRCOG, 2011)
- Bicycle Circulation
- Pedestrian Circulation
- Urban Public Space
- Crosswalks
- Bus Stops
- Quarter-Mile Radius

83 Walkscore - Site
48 Walkscore - Citywide Avg.
89 BikeScore - Site
61 BikeScore - Citywide Avg.

ABQ Ride Uptown Transit Center
Joint Development Site Analysis

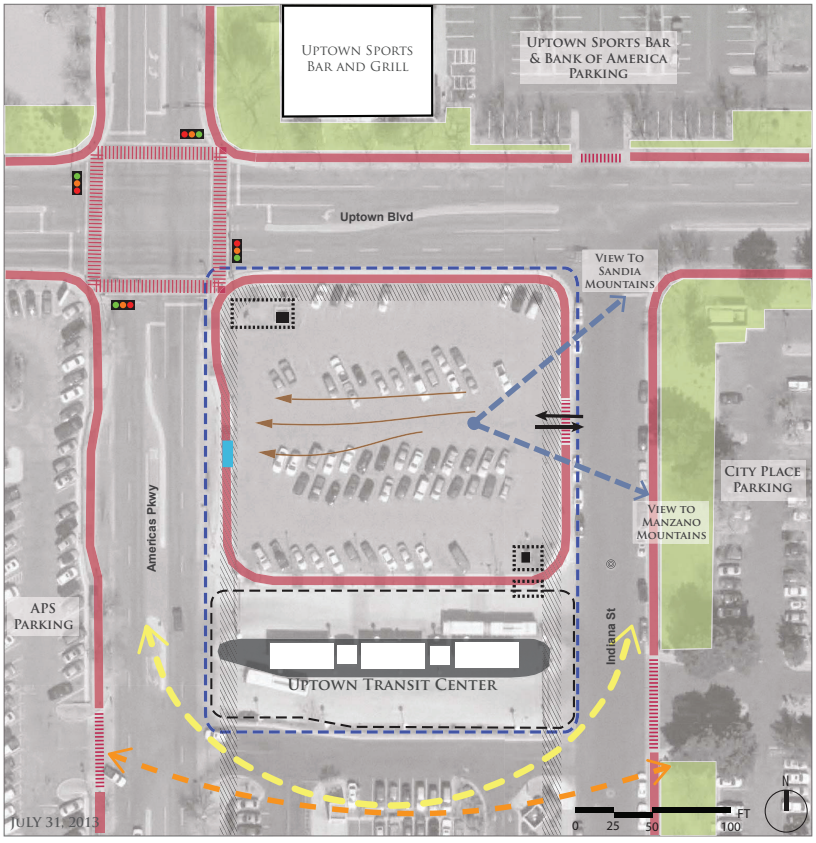


Land Use

LEGEND

- Site
- Structures
- Auto Circulation
- Retail
- Commercial
- Multifamily Residential
- Single Family Residential
- Park

ABQ Ride Uptown Transit Center
Joint Development Site Analysis



SITE

LEGEND

- Site
- Slope
- Views
- 10' Public Utility Easement
- Summer Sun Path
- Winter Sun Path
- Transit Center
- Crosswalks
- Sidewalks
- Traffic Signal
- Landscape Buffer
- Ingress/Egress
- Bus Shelter
- Easement Field
- Electrical Transformer
- Manhole Cover

ABQ Ride Uptown Transit Center
Joint Development Site Analysis

5 Conceptual Design

Architecture and Overall Design

The Conceptual Design phase is the culmination of the research efforts of the Due Diligence, Precedent Study, Market Analysis, and Site Analysis phases. Yield Plan #4 was used as a basis for the Conceptual Design based on the construction economies of this approach. It consists of a ground floor with commercial space, an entry lobby and amenities for the housing, the ABQ Ride Transfer Island, and access to the parking structure via a "speed ramp." Upper floors consist of the residential units of the housing use and an amenities courtyard for use by residents. On-street parking should be expanded to include spaces along all sides acceptable to the Albuquerque Planning Department's Transportation Development section. This could include conversion of the parallel parking on Indiana Street to angled parking to increase the number of spaces for commercial space patrons.

The site is adjacent to an existing New Mexico Educators Federal Credit Union facility, which is not a part of this project. There is an existing access easement which straddles the common property line between the two lots, and this easement will need to be modified or removed to allow the proposed parking structure to be built to the property line.

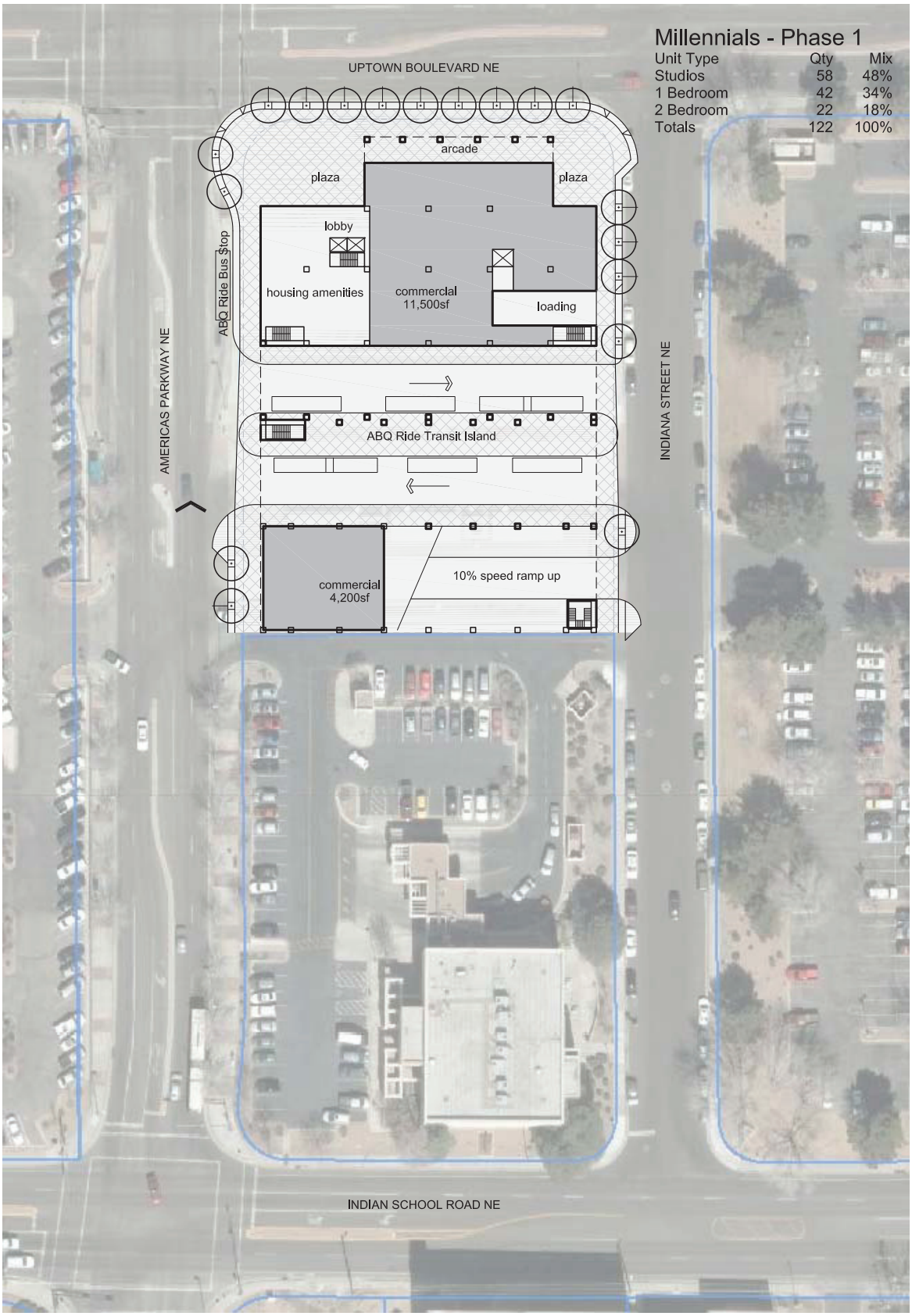
Proposed construction consists of steel or concrete frame construction of the ground floor podium, with wood frame construction above for the residential units. The façade of the building will step back 12' at or near 52' above grade on the primary street frontage in accordance with the USDP. The parking structure is envisioned as a precast concrete structure with aesthetic cladding to be coordinated with the architecture of the commercial and residential portions.

Commercial spaces are to be finished to a warm shell level of finish, with tenant improvements to be completed based on tenant input. All commercial spaces will have storefront to provide visibility and accessibility from the public sidewalks. Service areas for the commercial space are common to a loading area that is accessible from Indiana Street.

Residential amenities spaces are to be fully finished with everything including furnishings. Amenities spaces planned include:

- A distinct lobby with elevator and stair access to upper floors
- Resident mailroom and business center
- A common living room / lounge / coffee bar area
- Leasing office
- Fitness Center, which will most likely be an independent business within the commercial rental space

Residential units are to be fully finished with the exception of furniture, which is to be provided by the tenants.



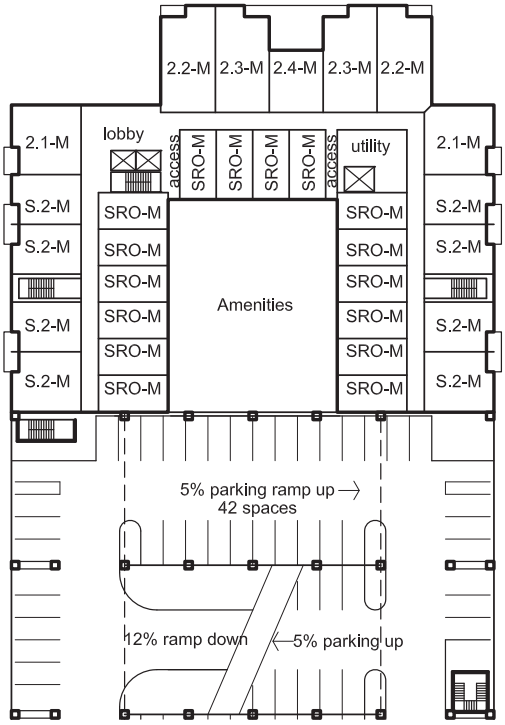
Level 1
Uptown Transit Center - Option 4c

Albuquerque, NM 13-0038 3/31/2014

N

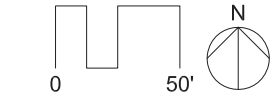
0 50'

Dekker / Perich / Sabatini



Level 2
Uptown Transit Center - Option 4c

Albuquerque, NM 13-0038 3/31/2014



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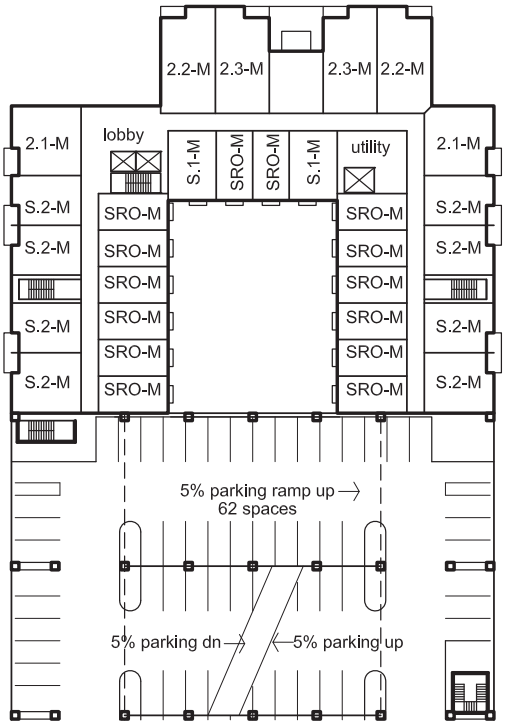
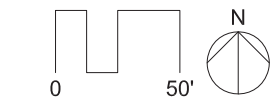
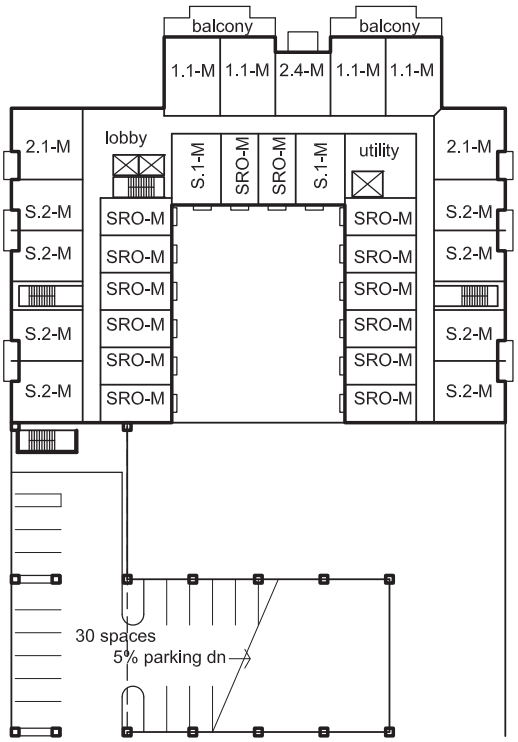


Level 3 and 4
Uptown Transit Center - Option 4c

Albuquerque, NM 13-0038 3/31/2014

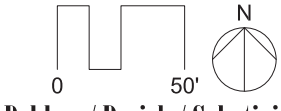


Dekker / Perich / Sabatini

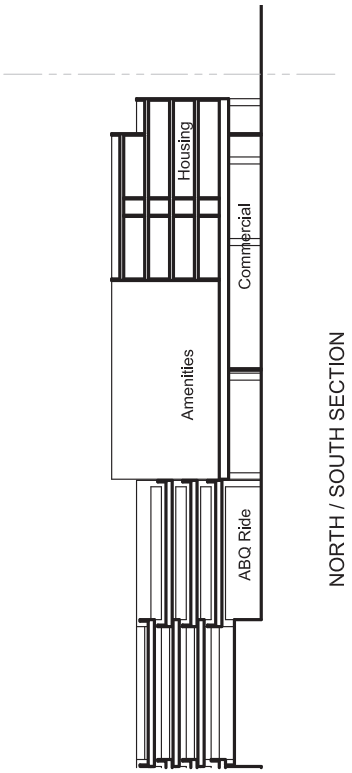


Level 5
Uptown Transit Center - Option 4c

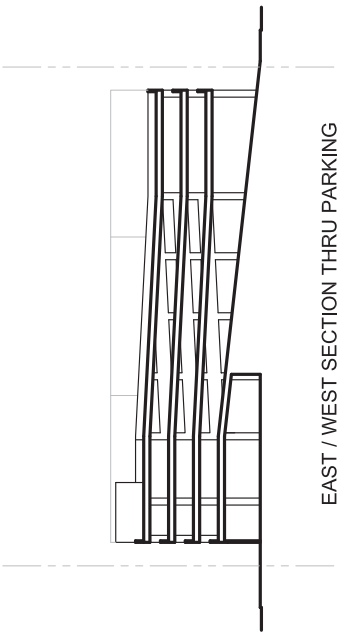
Albuquerque, NM 13-0038 3/31/2014



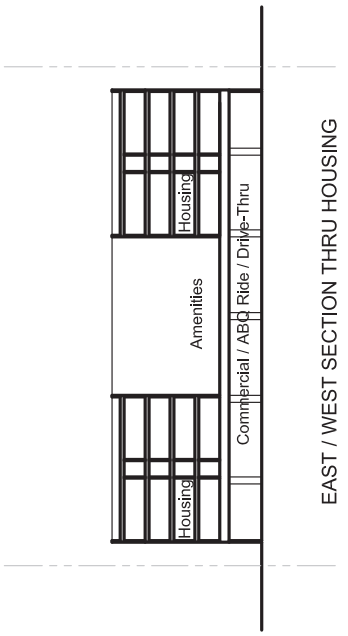
Dekker / Perich / Sabatini



NORTH / SOUTH SECTION



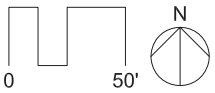
EAST / WEST SECTION THRU PARKING



EAST / WEST SECTION THRU HOUSING

Sections
Uptown Transit Center - Option 4c

Albuquerque, NM 13-0038 3/31/2014



Dekker / Perich / Sabatini

Conceptual Model Views
Uptown Transit Center - Option 4c

Albuquerque, NM 13-0038 3/31/2014

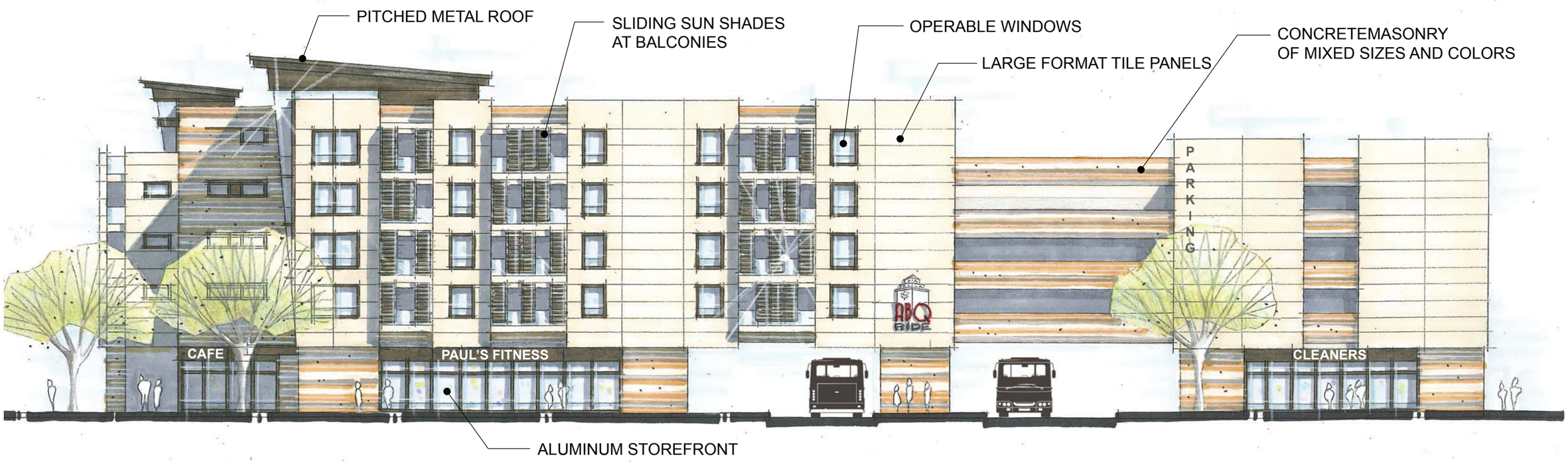
N

0 50'

Dekker / Perich / Sabatini

Conceptual North Elevation

Conceptual West Elevation



Residential Unit Design

The overall design for the various unit plans is focused toward an open-plan concept to take advantage of or give the impression of a larger volume of living space. Large picture windows and balcony doors are strategically placed within the perimeter walls to flood the interior with natural daylight and take advantage of the view outdoors. Interior glass is incorporated within interior partitions of the smaller studio units as a measure to capture borrowed light where possible.

The open plans allow for flexibility within the living areas – how the spaces may be used as well as how they may be furnished. Design details such as wall-mount sliding doors, interior glass and efficient kitchen configurations present an urban aesthetic in context with the building's environment.

Mandated by the Mortgage Finance Authority (MFA), each unit is designed to meet the standard requirement set forth to obtain MFA financing, with the exception of Type A accessible units (as described in the ANSI A117.1 standard). The unit plans meet Type B requirements (as described in the ANSI A117.1 standard), and that listed below. Minimal revisions will be required to update 5% of the total unit designs to meet accessible design standards (Type A accessible units).

GENERAL DESIGN

- Visitability standards are met
  - At least 50% of the units meet the One Zero Step Entrance
  - The same 50% have 32" clear passage at main floor doors
  - The same 50% have a main floor bathroom with a minimum area of 30" x 48" area beyond the swing of the door
- The amenities proposed on the ground level do reflect the desires of the target market:
  - Lounge and Kitchenette
  - Exercise Room
  - Bike Maintenance

ABQ Uptown Apartments - Albuquerque, NM

INTERIOR DESIGN

- Minimum unit size requirements are met:
  - Single Room Occupancy
    min. 140 gross heated sf required
    SRO-M proposed 396 sf
  - Efficiency
    min. 425 gross heated sf required
    S.1-M proposed 540 sf
    S.2-M proposed 540 sf
  - 1 Bedroom
    min. 575 gross heated sf required
    1.3-M proposed 725 sf
  - 2 Bedroom
    min. 750 gross heated sf required
    2.1-M proposed 760 sf
    2.2-M proposed 880 sf
    2.3-M proposed 872 sf
    2.4-M proposed 1056 sf
- Primary bedrooms are 120 s.f. minimum; secondary bedrooms are 100 s.f. minimum
- Kitchens are equipped with pantries
- Linen closets are located outside of bathrooms
- Bulk storage closets are provided

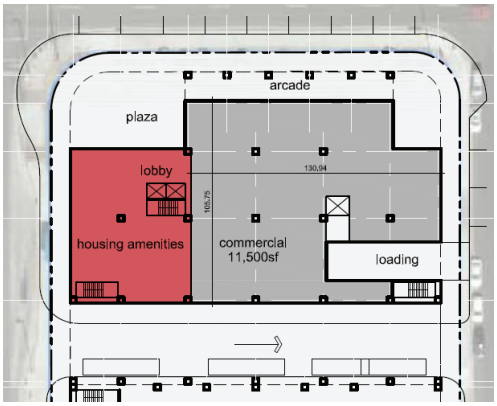
The following items are building design standards set forth by the MFA which have been incorporated within the design:

COMMON AREA FACILITIES

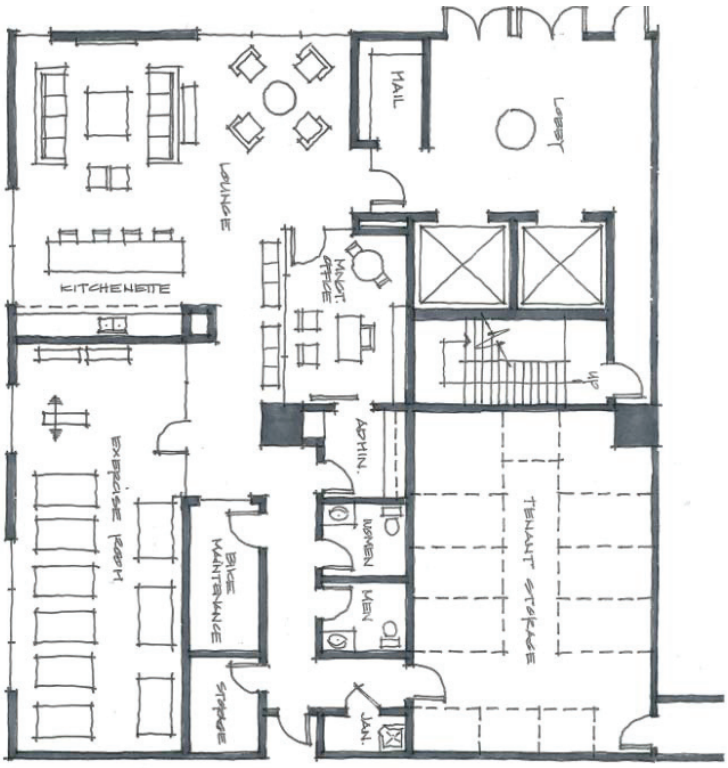
- Community / Office Space
  - Site Office (and accessible toilet facility)
    min. 200 sf required
  - Maintenance Room
    min. 100 sf required

ABQ Uptown Apartments - Albuquerque, NM

COMMON AREAS - MILLENNIALS

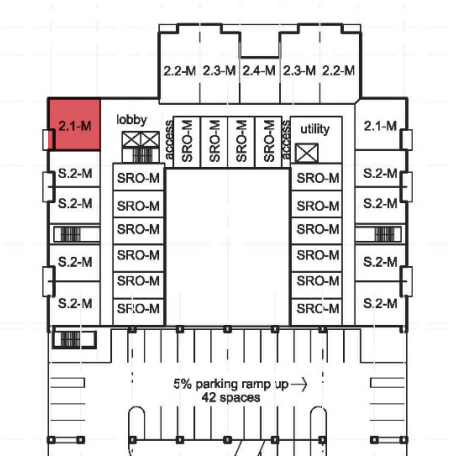


LEVEL 1



COMMONS AREA TOTAL 2,475 SF | STORAGE 743 SF | LOBBY 428 SF

UNIT TYPES - MILLENNIALS



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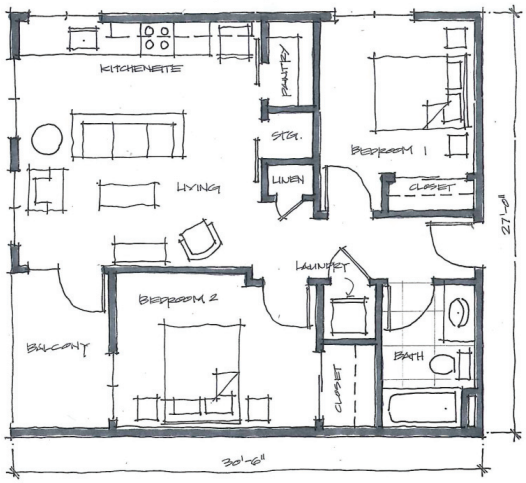
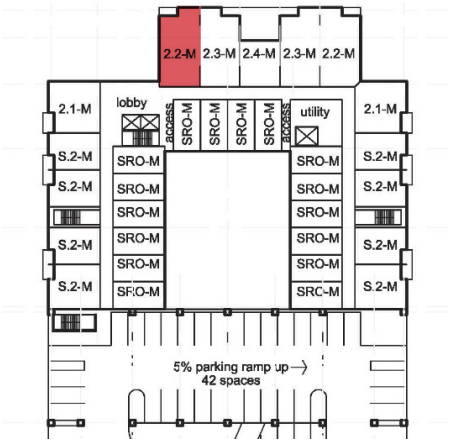


UNIT 2.1 | 2 BED/1 BATH | 760 SF



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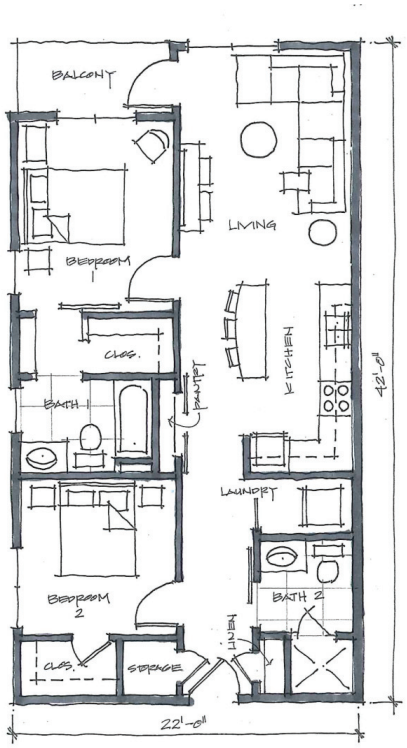
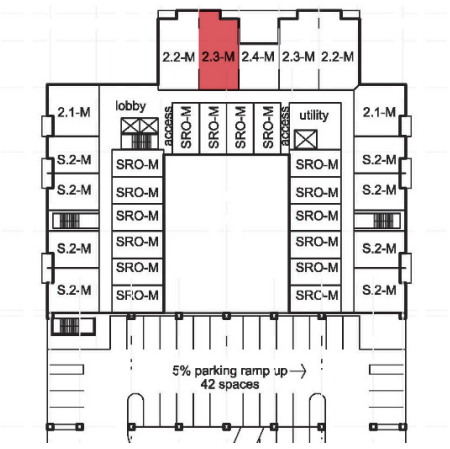


UNIT 2.2 | 2 BED/2 BATH | 880 SF

UNIT TYPES - MILLENNIALS



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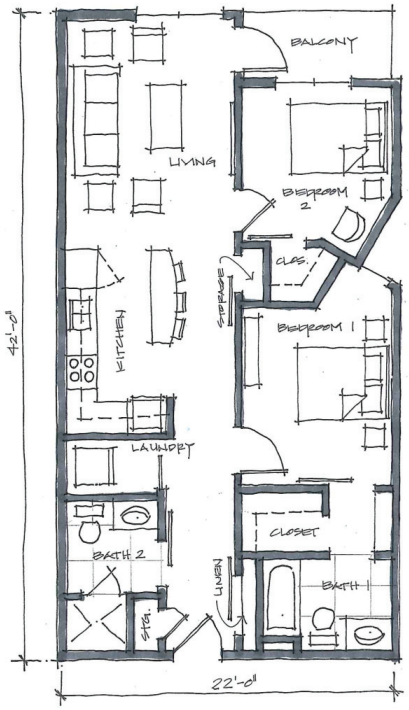
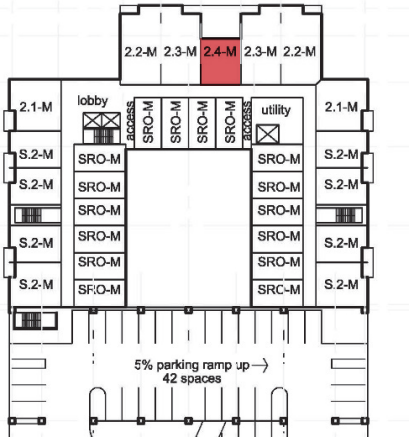
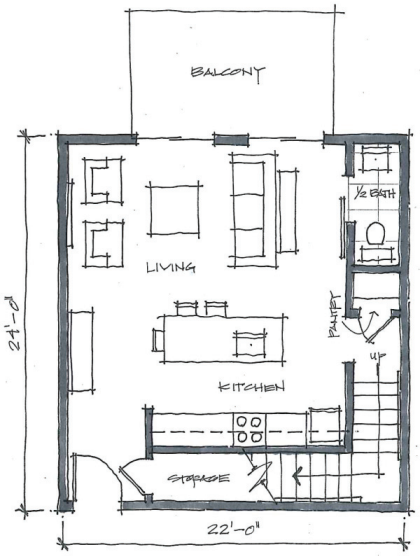


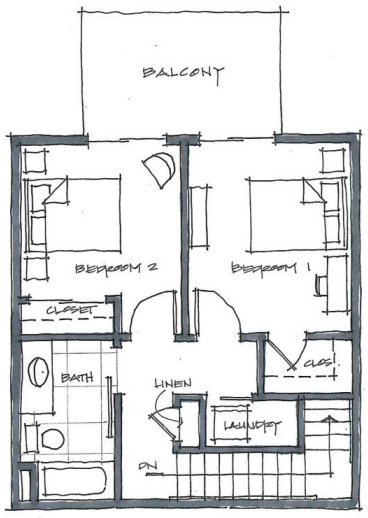
UNIT 2.3 | 2 BED/2 BATH | 872 SF



LEVEL 2 & 4



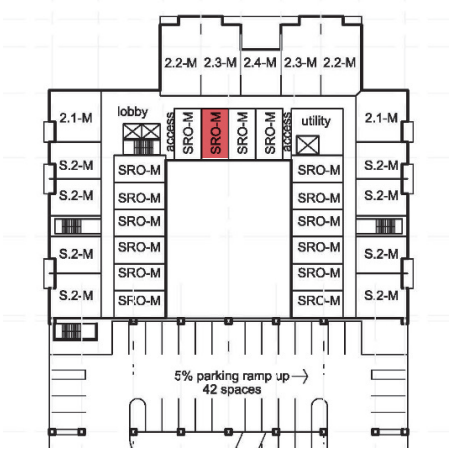
Entry Level



Upper Level

UNIT 2.4 | 2 BED/1-1/2 BATH | 1,056 SF

UNIT TYPES - MILLENNIALS



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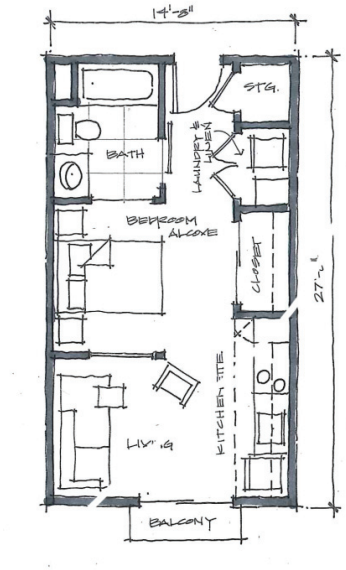
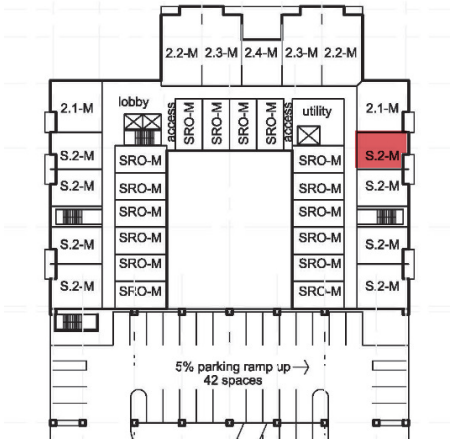
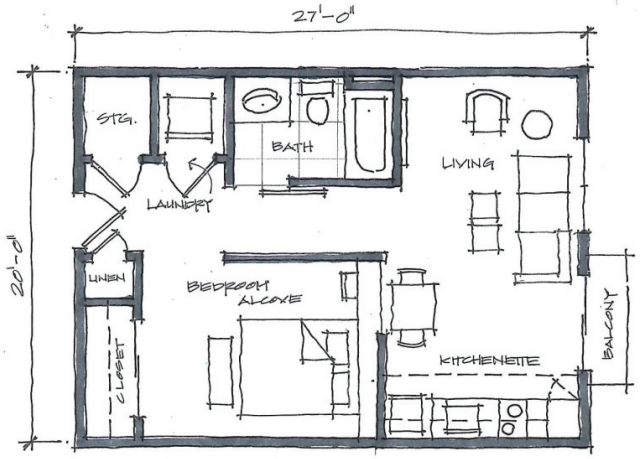


UNIT SRO - SRO | 396 SF

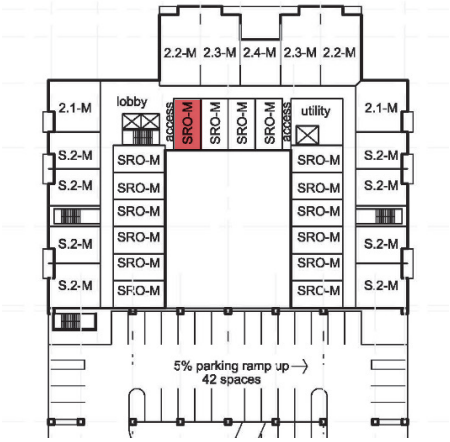


LEVEL 2 THRU 5

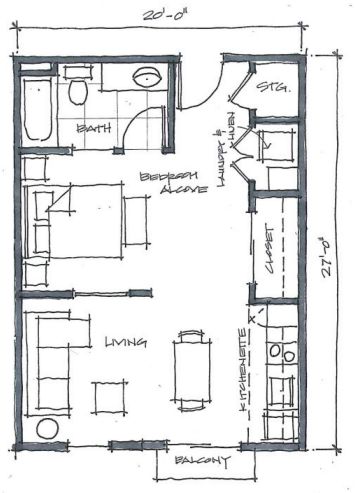


UNIT S.2 | 1 BED/1 BATH | 540 SF

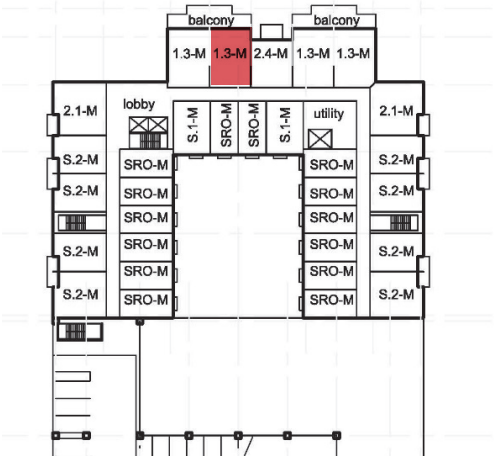
UNIT TYPES - MILLENNIALS



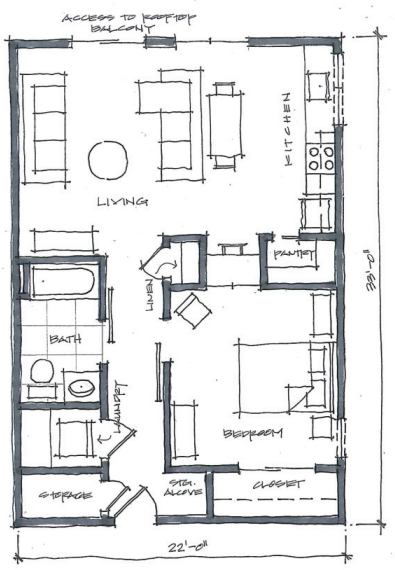
LEVEL 3 THRU 5



UNIT S.1 | 1 BED/1 BATH | 540 SF



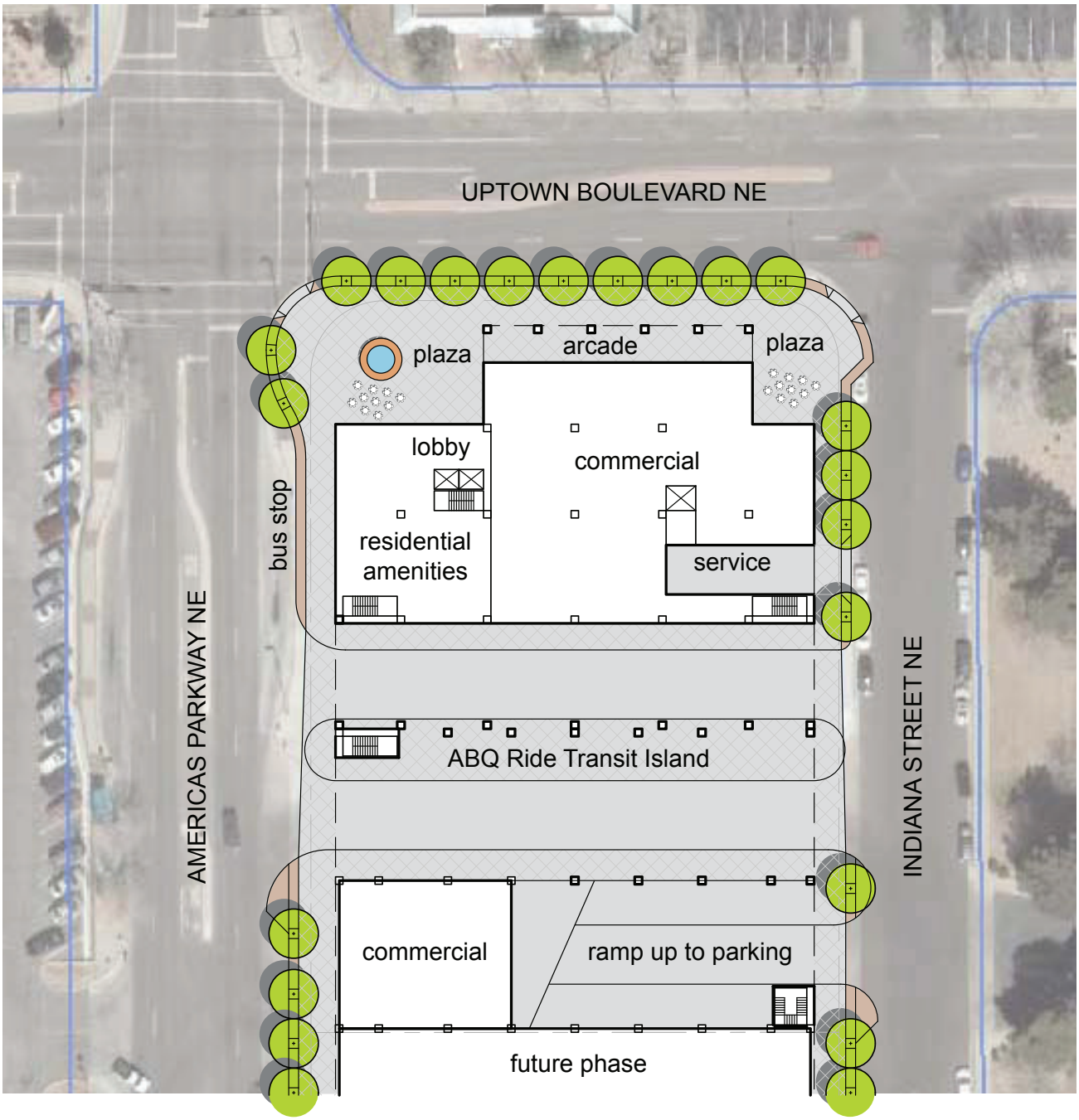
LEVEL 5



UNIT 1.1 | 1 BED/1 BATH | 725 SF

Landscape Design

The project is in an urban context, and therefore will have urban landscape amenities. Sidewalks will be extra wide and will include the ROW area as well as the ten foot wide utility easement which surrounds the site on three sides. Street trees will be provided in a zone between the back of curb and sidewalk. The sidewalk will consist of a circulation zone with any remaining space adjacent to the building for use as display or outdoor dining space. A public plaza of approximately 2,300 square feet is provided at the northwest corner of the site as a fore court for the residential building entry. An arcade is included along Uptown Boulevard for visual interest and shelter from the elements. The second level amenities courtyard that serves the residential use will be finished with pavers and will contain elements such as a water play feature, trees and other landscape in above grade planters, and outdoor lounge furniture.



Structural Design

CODES AND DESIGN CRITERIA

The building structure on this project will be designed to satisfy all of the applicable criteria and parameters contained within the 2009 International Building Code and applicable local provisions. The following design loads and criteria shall apply:

Occupancy Category:	II
Basic Wind Speed:	90 mph
Wind Exposure:	B
Importance Factor (wind):	1.00
Location:	Lat. = 35.103 Long. = -106.571
Seismic Design Category:	C or D (TBD)
Importance Factor (seismic):	1.00
Soil Site Class:	D
Frost Depth:	16"
Roof Live Load (snow):	20 psf (non-reducible)
Suspended Equipment:	10 psf allowance plus actual weight of major equipment
Allowable Soil Bearing:	Drilled Piers
Minimum Live Loads:	Parking – 40 psf Ground Floor Roadway – AASHTO HL93 Exit Stairs & Corridors– 100 psf Residential – 40 psf

DESCRIPTION OF STRUCTURES

This project will consist of three separated structural segments comprising a single building. The configuration of the structure is a centralized, five level parking structure flanked by a pair of multi-story mixed use buildings with commercial space on the ground floor and 4 floors of residential apartments above. It will be all new construction and may be constructed in a phased manner.

Parking Structure

The parking structure is envisioned to have five levels consisting of four framed levels of parking over a slab on grade ground floor. The first story will have sufficient height to serve as a transit bus loading platform and will have truck drive-through capability. The ground floor will be reinforced concrete slab on grade construction over a layer of engineered fill.

The garage superstructure is anticipated to be a reinforced concrete structure, either precast or cast-in-place, with a regular grid of support columns. Resistance to wind and seismic lateral forces will be provided by a system of concrete shearwalls.

Foundations will be either augercast or conventional drilled concrete piers with pier caps and grade beams.

Mixed Use Buildings

These buildings are anticipated to be constructed with a fire-resistant second floor podium structure supporting four floors of wood-framed residential construction. The podium level construction is expected to be a structural steel, braced frame structure with a framed metal deck and concrete second floor.

Mechanical / Plumbing Design

MECHANICAL HVAC SYSTEM

The following is one possible option for the mechanical systems for this project. There are many system types available that can vary based on project budget, comfort, energy efficiency goals and project phasing. As this facility combines a mix of residential and commercial uses, discrete systems that allow both individual unit temperature control and the ability to bill individual users is recommended.

For this project we would recommend a VRV Heat pump system be considered. This system allows for individual heating and cooling systems in each unit with the major equipment somewhat centralized to ease maintenance and allow for energy efficiency. This system is also easily scalable allowing for growth as the building phases progress, without incurring significant first costs at the beginning of the project to support future phases. As a heat pump system, VRV systems primarily use electricity for heating and cooling which limits the amount of metering required for individual units or users.

With a Variable Refrigerant Volume (VRV) air to air heat pump system, space heating and cooling will be provided by fan coil units located in ceiling plenums or spaces. These fan coil units are piped by refrigerant piping to shared outdoor Heat Recovery/Heat Pump units located on the roof. Low velocity duct work will connect the fan coil units to the diffusers in the space. Return air will recirculate to the fan coil units through the open ceiling plenum.

Ventilation air can be provided by dedicated outside air handling units, by operable windows, or both as desired. The air handling units would typically be packaged heat recovery units located on the roof of the building. The heat recovery units will use the general building exhaust air to pre-heat and cool the incoming outside air using a rotating heat wheel. The ventilation air will be ducted to the individual space ceiling plenums where it will be mixed with the air recirculating to the fan coil units.

FIRE PROTECTION SYSTEM

An Automatic fire sprinkler system will be designed to protect all interior spaces based upon the requirements of the National Fire Protection Association (NFPA). It is likely that the building and parking will require automatic or manual standpipes, and a fire pump to provide the necessary water pressure and flows to the various building components.

PLUMBING SYSTEM

Plumbing Fixtures

All plumbing fixtures will be specified using commercial quality materials and trim and will be fully compliant with all applicable accessibility requirements and conservation standards. All fixtures will be selected to reduce the building's potable water consumption.

Sanitary Sewer

All plumbing fixtures will be connected to a conventional gravity-type sanitary sewer and vent system utilizing cast iron materials and will connect to the main utility systems. No-hub or hub and spigot cast iron pipe will be used within the building below grade and PVC only allowed outside the building. Cast iron no-hub pipe and fittings will be utilized above grade. All system connections will be trapped and vented with vents routed to termination at the roof level. Any grease-laden waste from cooking areas in the commercial occupancies will flow through an exterior grease interceptor.

Storm Sewer

Storm water collection systems including primary and secondary drains, will be designed for roof and deck areas. The primary drains will be piped to grade via downspout nozzles or to a piped storm system below grade as determined by the project. The overflow drains will discharge water to grade via downspout nozzles.

Domestic Water

Domestic cold water will be designed to outside the building and from main systems with backflow preventors provided as required. Domestic hot water supply will be provided by gas fired, electronic ignition water heaters located in mechanical spaces. Domestic cold, hot, and hot water recirculation mains will be routed through the building. The use of central or individual water heaters should be evaluated based on the tenant needs of the spaces.

Electrical Design

Service Distribution

The building will be connected to the primary distribution utility system by an oil-filled transformer, main service disconnect and electrical switchboard located on the site and main electrical room. Secondary 480v distribution will be to each part of the building through feeders to sub electrical rooms. From the Sub electrical rooms power will be distributed to the various equipment and loads in the building. This should be carefully planned as it is

anticipated that individual electrical usage would likely be metered to individual tenants. Lower voltages for lighting, receptacles and other equipment will be provided by dry type transformers located in the electrical rooms.

Branch Circuits

Individual circuits will be used for general lighting and receptacle loads. NMEC device quantities will be adhered to on a branch circuit. Generally, loading on lighting circuits will be limited to 75% or less of the branch breaker rating. A minimum of 20% spare breakers / space will be allowed in all branch circuit panel boards. Minimum wire size for branch circuits is no. 12 AWG copper, except that no. 10 AWG copper will be used on 120 volt circuits longer than 100 feet. An equipment grounding conductor will be run in each branch circuit.

Emergency Power

Emergency battery packs integral to the light fixtures will be used. The need for a generator should be determined as the project moves forward.

Grounding System

The grounding electrode system will consist of a connection to structural steel in each building, ground rods, and cold-water electrodes. All of these electrodes will be joined together at the building's main grounding bar, adjacent to the main electrical service. All feeders and branch circuits will contain insulated, copper, equipment ground conductors.

IT, Communications, Television, Security, Fire Alarm System

It is anticipated that the building will contain all of these systems which are currently not defined.

Lighting

Lighting design will consider ease of maintenance, energy efficiency and suitability for the environment. Fluorescent lamps will be at least T8 or compact fluorescent with a color temperature of 3500 Kelvin, with energy saving, high frequency electronic ballasts to minimize energy use. Illumination levels will be in accordance with IESNA recommendations. Lighting control design will consider ease of maintenance, energy efficiency and suitability for the environment based on the space use.

Civil Design

On-site civil work is minimal due to the urban nature of the site. Perimeter sidewalks, service areas, and ABQ Ride Transit Island grades will be designed to shed storm water to the ROW for conveyance to existing storm sewer locations. Off-site improvements include municipal and private utilities upgrades to serve the project, and roadway improvements to create new driveways and ROW curbs. Some modifications to existing medians in Americas Parkway may also be required to allow access to the ABQ Ride Transit Island.

The proposed ABQ Uptown Transit Center, including Phase 1 and the Future Phase, will sit on two tracts (Jeannedale Addition E-2A1 & E-2A2). At the ground level, the proposed development includes three building foot prints with 2 through ways running east west between each foot print. The middle building foot print will straddle the existing property line, but is designed to be constructed in two phases.

Phase 1 fits on the existing ABQ Ride property, and when the Future Phase moves forward, these two tracts may need to be re-platted into one lot through the City of Albuquerque Development Review Board (DRB) process. This re-platting effort is assumed to be a minor action at DRB with a one week turnaround from submittal to hearing. In addition to this effort, a number of existing public and private easements will need to be vacated as they are no longer needed or will be relocated to fit with the site plan. This includes a number of private utility easements, and access easements along with the public sidewalk easements and utility easements. The vacation of the pubic easements, if any, is a Major action at DRB and will require a public hearing resulting in a 4 week turnaround from submittal to hearing. The timing of the platting submittal and the vacation action should be coordinated such that the scheduled hearings occur on the same date.

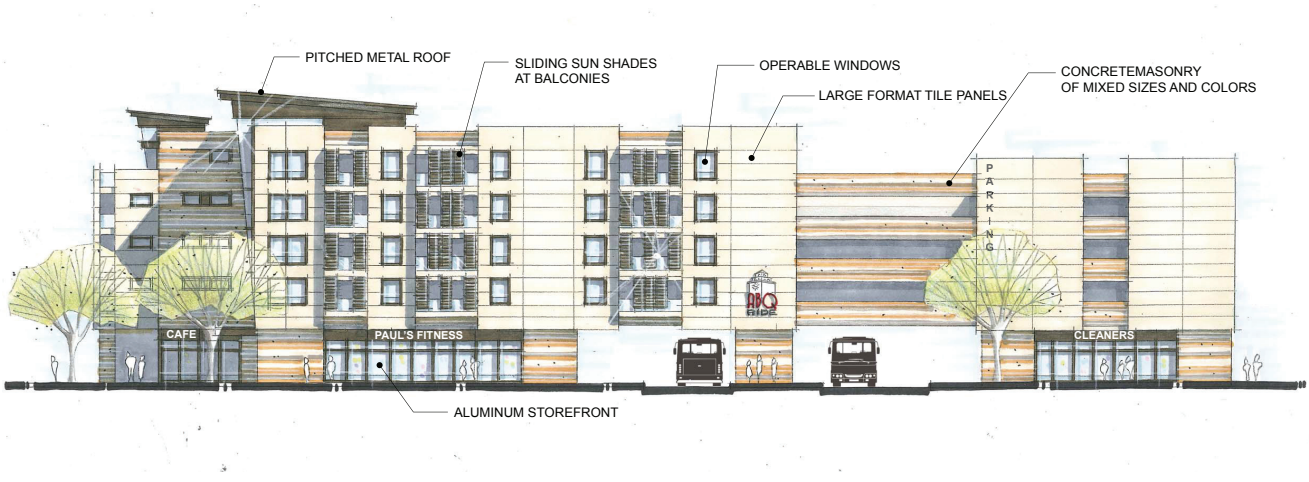
Further coordination with the DRB staff will need to occur pertaining to the determination of required infrastructure. If public improvements are deemed necessary, this project will have an infrastructure list and Subdivision Improvement Agreement (SIA) with Financial Guarantee. Final approval of the plat will not occur until after the SIA is recorded. Representatives from the Albuquerque Bernalillo County Water Utility Authority (ABCWUA) have already suggested improvements based on estimate fire flows. Additional information is given in the Water and Sanitary Sewer Availability Statement in the Due Diligence section of the report.

6 Pro-Forma

Two pro-formas were created, one a **Market Rate** scenario and the other an **LIHTC** (low income housing tax credit) scenario, to test project costs against potential revenue in order to explore different approaches for project financing. Project costs were determined through a preliminary construction cost estimate based on the Conceptual Design, projected soft costs based on recent development consultant experience, and current rental rates in the Albuquerque area.

The **Market Rate** scenario has lower project soft costs and developer fees due to the lower complexity factor. However, the cost of the parking garage burdens the overall pro-forma thus driving rents for the residential portion above what the Albuquerque market will bear. If this scenario were used alternative financing such as City of Albuquerque funds, FTA funds, or other public financing would be necessary to bring the rental rates back down to market levels. The pro-forma documents which follow ***do not include the cost of the parking structure*** in order to identify rental rates which meet the current market. However, the parking structure is an integral part of the project and will be required to meet both market and zoning requirements. The cost of the parking structure is estimated to be approximately $5,800,000 including soft costs, which is the amount that would need alternative/public financing to make this scenario work.

The **LIHTC** scenario was pursued due to the very large number of retail and clerical jobs in Uptown that are at the low end of the wage scale and would qualify for LIHTC housing. Typically in Albuquerque, housing represents about 33% of the household budget, and transportation cost represents about 17%. The ability to be transit dependent and save that 17% that would otherwise be spent on a car is a strong motivator. Therefore, the ability to be transit dependent would be very appealing to this demographic and fulfills one of the major goals of this project of creating new transit users. One of the other major motivators to use LIHTC is that most if not all of the parking garage could be financed with LIHTC proceeds. The limiting factor in pursuing this scenario is that the site is located in an area that is not currently a Qualified Census Tract (QCT), which is a requirement to obtain LIHTC financing. Designation as a QCT would be required in order to pursue this scenario.



Market Rate Pro-Forma

The Market Rate pro-forma is based upon the construction, soft, and financing costs of the housing and commercial spaces balanced against the projected income. The cost of the parking structure is not included in the pro-forma, and must be acquired and accounted for separately through public or other alternative financing sources. The input data is based upon recent, similar mixed use commercial/housing projects in the Albuquerque market. The following forms summarize the Development Model, Development Budget, Income and Expenses, and Unit Mix. Also included are graphic representations of a "Back Door" approach which derives the maximum equity and debt from available rents, and a "Front Door" approach which derives the rental rate from land acquisition, and development expenses.

Multifamily Rental Development Model - UTC Phase 1

Community Name :	UTC Phase I	
Developer :		
Prepared by :	Todd Clarke	
Firm Name :	Cantera Consultants & Advisors Inc.	
Community Address :	Albuquerque	
City :	Albuquerque	
State :	NM	
Zip :		
Phone :		
Fax :		
Email :		
Website :		
Site Size:	1.45	acres
Date of Analysis :	10/4/13	
Version :	v3	
Project Start Date :	2/1/15	
Construction Start Date :	2/1/15	
Est. Stabilized Occupancy :		not used as of yet
Est. Cost	$ 17,458,424	not used as of yet
Market Value (Year 1)	$ 12,695,185	Est.
Year 1 Equity	$ 3,173,792	
Construction Costs $/sf:	$110.00	hard

Value & Investor Assumptions

Reversion CAP Rate:	6.50%
Costs of sale:	1.5%
Equity Partner desired Yield:	15.0%
max LTV :	75.0%
max DCR :	1.25

Income Assumptions

Vacancy	5.00%	
Loss to Lease	0.00%	
Collection Losses	0.00%	included in vacancy
Concessions		
Models		
Employee Units		

Growth Assumptions

Market Rent Growth	2.50%
Long Term Vacancy	5.00%
Other Income Growth	2.00%
Expense Growth	1.00%

Reserve for Replacement $ 225 /unit

Sale Assumptions

Cost of sale	1.50%

Lease-Up Assumptions

24	units per month
Leaseup begins	6 month

Monthly Income Expense calculated on:
(Enter Y in only one of the three below)

% of units completed:	
Annual expenses/12	
Manual	Y
Manual Overide	

Financial Analysis - Development Budget: UTC Phase I

Acquisition Costs	Cost	Cost/sf (bldg)	Cost/ Unit	Cost/% of Total	
Land	$1,220,000	$ 13.36	$ 9,919	7.0%	
Existing Structures	$0				
Demolition	$0				
Other (legal, title, due dilligence)	$0				
Subtotal	$1,220,000				
Development Hard Costs					
New Construction	$10,048,500	$ 110.00	$ 81,695	57.6%	in
8' to 9' ceilings	$118,755				$1
Club house	$437,500				
Internet/Wifi	$15,000				es
Landscaping	$55,000				
Parking Lot	$0				es
Bike Area	$100,000				
Finish upgrades	$470,000	$ 5.15	$ 3,821	2.7%	
Common Areas (3,000 sf)	$240,000	$ 2.63	$ 1,951	1.4%	
Lead Based Paint Interim Controls or Abatement					
Lead Based Paint Clearance Testing					
Soil Testing					
Construction Loan Origination Fee					
On Site improvements	$15,000	$ 0.16	$ 122	0.1%	
General Requirements					
Site Construction	$537,125	$ 5.88	$ 4,367	3.1%	
Excise Tax					
Land Fill Fee					
Builders Risk					
Carport Construction	$0				
Garage	$0				
Other					
Other					
Subtotal	$12,036,880	$ 131.77	$ 97,861	68.9%	
Related Soft Costs					
Phase I Environmental Site Assessment	$1,350	$ 0.01	$ 11	0.0%	
Architectural - Design	$885,000	$ 9.69	$ 7,195	5.1%	D
Architectural - Supervision	$45,000	$ 0.49	$ 366	0.3%	es
Initial Flood Insurance Premium	$0				
Permanent Loan Origination Fee	$25,000	$ 0.27	$ 203	0.1%	fr
Title Insurance	$20,000	$ 0.22	$ 163	0.1%	
Recording & Legal Fee's	$50,000	$ 0.55	$ 407	0.3%	
Building Permit Fee	$20,000	$ 0.22	$ 163	0.1%	
Attorney's Fees	$15,000	$ 0.16	$ 122	0.1%	
Property Appraisal	$5,000	$ 0.05	$ 41	0.0%	
Market Study	$25,000	$ 0.27	$ 203	0.1%	
Cost Estimating Fee					
BSPRA/SPRA (Identify of Interest)					
Impact Fee's	$430,500	hookups @ $3,500/unit			
Developer's Management Fee	$50,000	$ 0.55	$ 407	0.3%	
Builder's Profit		see sources and uses			
Zoning Consultant Fee's	$15,000	$ 0.16	$ 122	0.1%	
Audit Fee	$4,000	$ 0.04	$ 33	0.0%	
Finance Fee to Lender	$85,000				es
Interest Carry (8%, 9 months, 75% LTV, on hard costs)	$541,660				
LIHTC Interest					
Less Lease Up Income (avg. rent x 25% occ x 12 months)	-$362,973				
Affirmative Marketing Fee					
Sales tax on hard costs	$842,582	$ 9.22	$ 6,850	4.8%	
Insurance during construction	$60,000	$ 0.66	$ 488	0.3%	
Subtotal	$2,757,119	$ 30.18	$ 22,416	15.8%	
Relocation Costs / Contigency / Developer's fee					
Temporary Relocation Expenses					
Permanent Relocation Expenses					
Contigency	$722,213	$ 7.91	$ 5,872	4.1%	
Developer Fee's	$722,213	$ 7.91	$ 5,872	4.1%	
Subtotal	$1,444,426	$ 15.81	$ 11,743	8.3%	
Total Total	$17,458,424	$ 191.12	$ 141,938	100.0%	

Financial Analysis - Income & Expenses: UTC Phase I

Income Items

Line		Income Item	Annual	Monthly	$/unit	$/sf	Notes
1		**Market Rents**	**$ 1,451,890**	**$ 120,991**	**$ 11,804**	**$ 15.89**	
2	+	Scheduled Market Rent Increases					
3	=	**Projected Market Rents**	**$ 1,451,890**	**$ 120,991**	**$ 11,804**	**$ 15.89**	
4	-	Leases Below Market	$ -				
5	=	**Projected Rental Income (PRI)**	**$ 1,451,890**	**$ 120,991**	**$ 11,804**	**$ 15.89**	
6	-	Vacancy	$ (72,595)	$ (6,050)	$ (590)	$ (0.79)	
7	-	Collection Losses	$ -	$ -	$ -	$ -	
8	-	Concessions	-	$ -	$ -	$ -	
9	-	Models	$ -	$ -	$ -	$ -	
10	-	Employee Units	$ -	$ -	$ -	$ -	
11	=	**Effective Rental Income (ERI)**	**$ 1,379,296**	**$ 114,941**	**$ 11,214**	**$ 15.10**	
12	+	Utility Reimbursement					bill back water? Complete survey
13	+	Laundry Income	$ -				
14	+	Vending Income	$ -				bill back wi-fi as future rent increase
15	+	RUBS Income (water/sewer)	$ 66,420	$ 5,535	$ 540	$ 0.73	
16	+	Garage Income	$ -				
17	+	Pet Rent					
18	+	Late Payments	$ 4,200	$ 350	$ 34	$ 0.05	
19	+	Misc.	$ 27,586	$ 2,299	$ 224	$ 0.30	Est @ 2%
20	=	**Effective Gross Income (EGI)**	**$ 1,477,501**	**$ 123,125**	**$ 12,012**	**$ 16.17**	

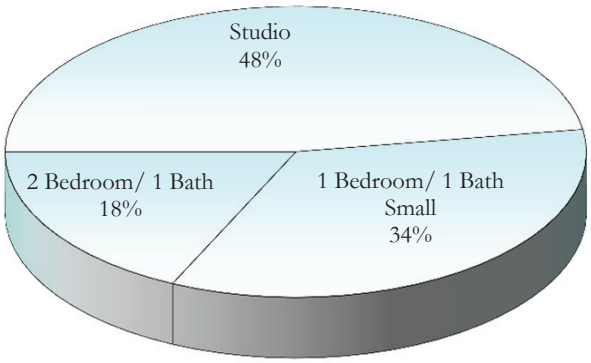
Expenses Items

Line		Expense Item	Annual	Monthly	$/unit	$/sf	% of EGI	Notes
21	-	Real Estate Taxes	$ 116,389	$ 9,699	$ 946	$ 1.27	7.88%	50% of development costs - 40 mills
22	-	Personal Property Taxes						
23	-	Property Insurance	$ 24,665	$ 2,055	$ 201	$ 0.27	1.67%	Estimated at $.27/sf
24	-	Property Management:						
25	-	Off Site Management	$ 63,237	$ 5,270	$ 514	$ 0.69	4.28%	4% of Gross Income + NMGRT
26	-	Payroll-Onsite Personnel	$ 75,000	$ 6,250	$ 610	$ 0.82	5.08%	Est. FT & PT staff
27	-	Expenses/Benefits	$ 9,000	$ 750	$ 73	$ 0.10	0.61%	
28	-	Taxes/Workman's Compensation	$ 20,000	$ 1,667	$ 163	$ 0.22	1.35%	
29	-	Repairs and Maintenance	$ 59,100	$ 4,925	$ 480	$ 0.65	4.00%	R&M + Unit Turn + reserves = 8 to 1
30	-	Utilities						
31	-	Water, Sewer, & Garbage	$ 66,420	$ 5,535	$ 540	$ 0.73	4.50%	Est @ $45 per unit per month
32	-	Gas	$ 2,400	$ 200	$ 20	$ 0.03	0.16%	clubhouse / common area/ office
33	-	Electric	$ 3,000	$ 250	$ 24	$ 0.03	0.20%	clubhouse / common area/ office
34	-	Landlord Standby						landlord standby
35	-	Accounting and Legal	$ 6,150	$ 513	$ 50	$ 0.07	0.42%	
36	-	Real Estate Leasing Commissions						
37	-	Advertising/Licenses/Permits	$ 14,775	$ 1,231	$ 120	$ 0.16	1.00%	Est. @ 1%
38	-	Supplies	$ 14,775	$ 1,231	$ 120	$ 0.16	1.00%	Est. @ 1%
39	-	Miscellaneous	$ 14,775	$ 1,231	$ 120	$ 0.16	1.00%	Est. @ 1%
40	-	Contract Services:						
41	-	Janitorial						
42	-	Pest Control	$ 1,500	$ 125	$ 12	$ 0.02	0.10%	est
43	-	Unit Turnover	$ 10,000	$ 833	$ 81	$ 0.11	0.68%	
44	-	Internet (hi speed wi-fi)	$ 5,904	$ 492	$ 48	$ 0.06	0.40%	$4/unit @ SWCP
45	-	Landscaping	$ 5,000	$ 417	$ 41	$ 0.05	0.34%	
46	-	Reserve for replacement	$ 27,675	$ 2,306	$ 225	$ 0.30	1.87%	$225/unit
47	=	TOTAL OPERATING EXPENSES	$ 539,765	$ 44,980	$ 4,388	$ 5.91	36.53%	
48	=	**NET OPERATING INCOME**	$ 937,736	$ 78,145	$ 7,624	$ 10.27	63.47%	
49	-	Total Annual Debt Service	$ (513,064)	$ 42,755	$ 4,171	$ 5.62	34.73%	
50	=	**CASH FLOW BEFORE TAXES**	$ 424,673	$ 35,389	$ 3,453	$ 4.65	28.74%	

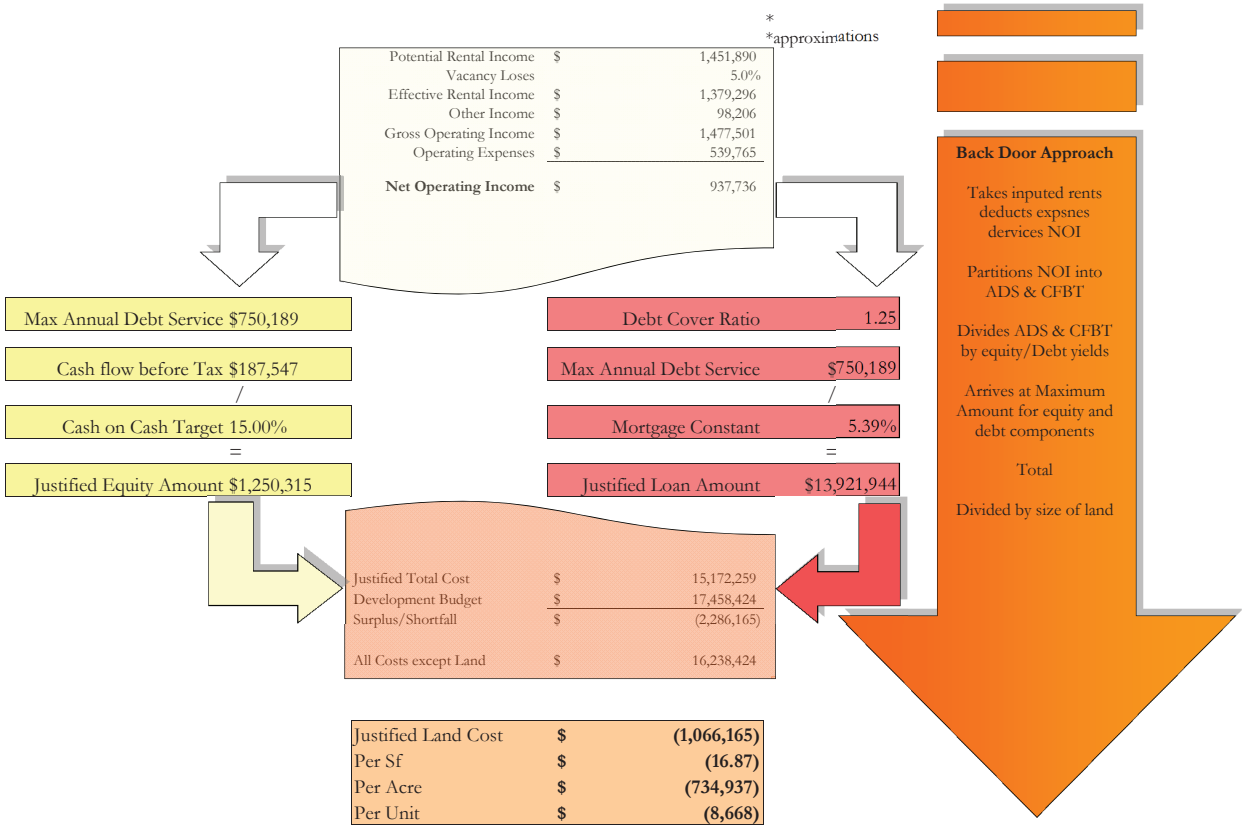
Financial Analysis - Unit Mix: UTC Phase I

Unit ID	Unit Type	Style	# of Units	Square Feet	Rent	Rent/ SF	Total Square Feet		Total Monthly Rent	Total Annual Rent
A1	Studio		58	375	$619	$1.65	21,750	sf	$35,888	$430,650
B1	1 Bedroom/ 1 Bath Small		42	550	$798	$1.45	23,100	sf	$33,495	$401,940
D1	2 Bedroom/ 1 Bath		22	750	$1,013	$1.35	16,500	sf	$22,275	$267,300
D2	2 Bedroom/ 2 Bath		0	-						
E1	3 Bedroom/ 2 Bath		0	-						
COM	Commercial space		1	16,000	$29,333	$1.83	30,000	sf	$29,333	$352,000
		Totals	123	Avg. =	$984		91,350	sf	$120,991	$1,451,890
		Averages		Avg. $/sf =		$1.32	743	sf	$984	

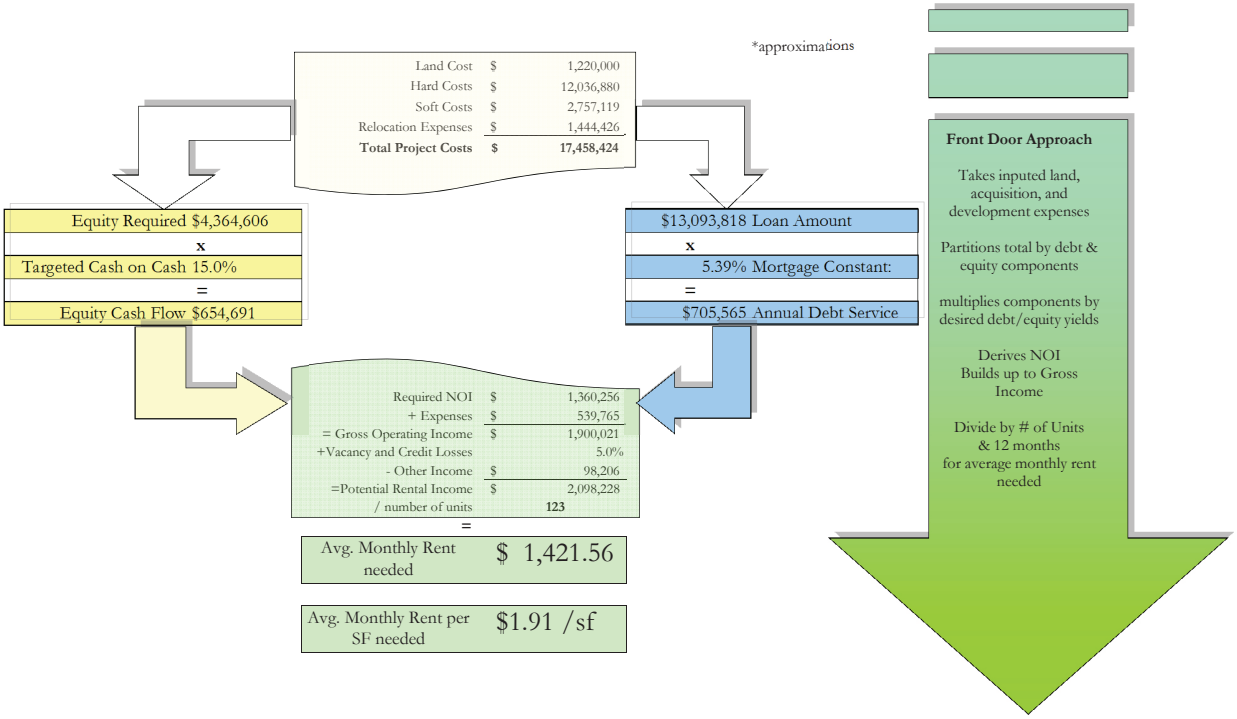
Unit Mix Summary



Back Door Approach - UTC Phase I



Front Door Approach - UTC Phase I



LIHTC (Tax Credit) Pro-Forma

The LIHTC pro-forma is based upon construction, soft, and financing costs of the housing, commercial, and parking structure spaces balanced against the projected income. The pro-forma is presented in the form of an MFA Multifamily Project Application, which includes a Development Cost Budget, Source of Funds, Unit Type and Rent Summary, Operating Expense Budget, and Evidence of HTC Allocation Amount. Costs and financing sources are based upon a recent MFA project application in Downtown Albuquerque. Use of this scenario is contingent upon designation of the site as a Qualified Census Tract.

MFA Multifamily Project Application - Development Cost Budget

***Round figures to nearest dollar amount**

				Federal HTC REQUESTS ONLY RESIDENTIAL COSTS ONLY	
	TOTAL ACTUAL COST	COMMERCIAL	RESIDENTIAL	30% HTC BASIS	70% HTC BASIS
ACQUISITION COSTS					
Land Acquisition	1,220,000		1,220,000		
Building Acquisition					
Other					
SUBTOTAL	1,220,000		1,220,000		
TOTALS FROM SCHEDULE "D" CONTRACTOR'S AND MORTGAGOR'S COST BREAKDOWN					
Demolition (1)					
Accessory Structures (2)	4,140,000		4,140,000		
Site Construction (3)	631,912	94,787	537,125	537,125	
Buildings and Structures (4)	12,865,560	1,917,960	10,947,600	10,947,600	
Off-Site Improvements (5)					
Other Costs (6)					
SUBTOTAL (7)	17,637,472	2,012,747	15,624,725	11,484,725	
OTHER CONSTRUCTION COSTS					
Contractor Profit and Overhead				0	
General Conditions				0	
Construction Contingency	1,763,747	201,275	1,562,472	1,562,472	
SUBTOTAL	1,763,747	201,275	1,562,472	1,562,472	
PROFESSIONAL SERVICES/FEES					
Architect (Design)	1,000,067	114,125	885,942	885,942	
Architect (Supervision)				0	
Legal (LAND/LEASE/CONS/PERM/LEND)	200,000	22,824	177,176	177,176	
Engineer/Survey	32,287	3,685	28,602	28,602	
Signage allowance	15,000	1,712	13,288	13,288	
Marketing (signs,broc/prom/adv)	30,000	3,424	26,576	26,576	
Brokerage Commissions	69,336	69,336			
SUBTOTAL	1,346,690	215,105	1,131,585	1,131,585	
CONSTRUCTION FINANCING					
Builders Risk and Liability Insurance	100,000	11,412	88,588	88,588	
SWPP/Fugitive	6,000	685	5,315	5,315	
Bldg Permit Fee	35,000	3,994	31,006	31,006	
Bldg Plan Check Fee	22,000	2,511	19,489	19,489	
Testing/Inspect (Slump/Compac/Steel)	2,500	285	2,215	2,215	
Performance Bond	120,000	13,694	106,306	106,306	
Interest	1,600,000	182,588	1,417,412	1,063,059	
Origination\Discount Points	80,000	9,129	70,871	70,871	
Residential Impact Fees	20,000		20,000	20,000	
Inspection Fees (lender)	10,000	1,141	8,859	8,859	
Title and Recording	80,000	9,129	70,871	70,871	
Trustee Fee	8,000	913	7,087	7,087	
SUBTOTAL	2,083,500	235,482	1,848,018	1,493,665	

--CONTINUED ON NEXT PAGE--

FOOTNOTES

1) Subtotal from Section I. Schedule "D"
2) Subtotal from Section II. Schedule "D"
3) Subtotal from Section III. Schedule "D"
4) Subtotal from Section IV. Schedule "D"
5) Subtotal from Section V. Schedule "D"
6) Subtotal from Section VI. Schedule "D"
7) Subtotal from Section VII. Schedule "D"

MFA Multifamily Project Application - Development Cost Budget

***Round figures to nearest dollar amount**

	TOTAL ACTUAL COST	COMMERCIAL	RESIDENTIAL	Federal HTC REQUESTS ONLY RESIDENTIAL COSTS ONLY 30% HTC BASIS	70% HTC BASIS
PERMANENT FINANCING COSTS					
SBOF Fee	3,000		3,000		
Bernco Application Fee	8,000		8,000		
Bernco Administrative Fee	20,000		20,000		
Credit Enhancement					
Title and Recording					
Legal					
Pre-Paid MIP					
Other					
Reserves and Escrows					
SUBTOTAL	31,000		31,000		
SOFT COSTS					
Market Study	5,500	628	4,872	4,872	
Enviromental	3,000		3,000	3,000	
Tax Credit Fees	14,000		14,000		
Soft Contingency	50,000	5,566	35,786	35,786	
Bank Inspection and Appraisal	7,500	856	6,644	6,644	
Accounting/Cost Certification	10,000		10,000	10,000	
SUBTOTAL	90,000	7,050	74,302	60,302	
SYNDICATION					
Organization	40,000		40,000		
Bridge Loan					
Tax Opinion					
Other					
SUBTOTAL	40,000		40,000		
RESERVES					
Rent Up					
Operating	400,000	108,000	292,000		
Replacement					
Escrows/Working Capital					
SUBTOTAL	400,000	108,000	292,000		
DEVELOPER/SPONSOR FEES					
DEVELOPER/SPONSOR FEES	2,905,489	331,568	2,573,922	2,573,922	
Consultant Fee					
SUBTOTAL	2,905,489	331,568	2,573,922	2,573,922	
Total Development Cost	27,517,898	3,111,225	24,398,025	18,306,672	

MFA Multifamily Project Application - Source of Funds

Financing Sources	Lender/Program	Contact Person Name/Telephone No.	Construction Amount	Permanent Amount	Interest Rate	Payment Amount	Payment Frequency	Term Amort. Yrs.	Term Loan Yrs.
First Mortgage	Risk Share or Fed loan			11,250,000	6.50%	309,121	annual	40	42
Second Mortgage	MFA Trust Fund		1,500,000	500,000	3.00%	25,296	annual	30	32
Construction Loan			10,157,193						
Land	City of Albuquerque		1,600,000	1,600,000					
Family &Community Services Grant	City of Albuquerque		1,137,384	1,137,384					
Deferred Developer Fee			1,500,000	788,880	DS	334,417			
Reserves			400,000						
		Subtotal:	16,294,577	15,276,264					
LIHTC Tax Credit Proceeds			1,263,934	12,639,343	90 cents				
		Total:	17,558,512	27,915,607					

Note: Total of Permanent Amount Column **Must** Equal Total Development Cost in Schedule A.

Are you willing to defer your developer fee without interest, if MFA's evaluation results in a need to do so?

☑ Yes ☐ No

TDC	27,517,898
Developer fee	2,905,489

Equity Installment Schedule

	Date	Amount
Intial Installment		
2nd Installment		
3rd Install ment		
4th Installment		
5th Installment		

reserves	
operating expenses	361,111
DS	334,417
total	695,528
6 months	347,764
DSR	1.61
gap	(397,709)

MFA Multifamily Project Application - Unit Type & Rent Summary

Section A	Restricted Units at 60% of Median						
Number BR/Unit Type	Studio	1-BR	2-BR	2-BR	2-BR	Totals	
Sq, Ft./Unit	375	550	750				
Number of Units	17	12	7			36	18,225
Gross Monthly Rent/Unit[1]	550	589	708				
Minus: Utility Allowance	40	54	54				
Net Monthly Rent/Unit	510	535	654				
Annual Rental Income (All Units	104,040	77,040	54,936			236,016	
Vacancy Allowance (%)	7.00%						

Section B	Restricted Units at __50__ % of Median						
Number BR/Unit Type	Studio	1-BR	2-BR	2-BR	2-BR	Totals	
Sq, Ft./Unit	375	550	750				
Number of Units	16	12	6			34	17100
Gross Monthly Rent/Unit[1]	458	491	590				
Minus: Utility Allowance	40	54	54				
Net Monthly Rent/Unit	418	437	536				
Annual Rental Income (All Units	80,256	62,928	38,592			181,776	
Vacancy Allowance	7.00%						

Section C	Restricted Units at 30% of Median						
Number BR/Unit Type	Studio	1-BR	2-BR	2-BR	2-BR	Totals	
Sq, Ft./Unit	375	550	750				
Number of Units	16	12	6			34	17,100
Gross Monthly Rent/Unit[1]	275	254	354				
Minus: Utility Allowance	40	54	54				
Net Monthly Rent/Unit	235	200	300				
Annual Rental Income (All Units	45,120	28,800	21,600			95,520	
Vacancy Allowance	7.00%						

Section D	Restricted Units at 120% of Median [542(c) only]						
Number BR/Unit Type	Efficiency	1-BR	2-BR	3-BR	-BR	Totals	
Sq, Ft./Unit							
Number of Units							
Gross Monthly Rent/Unit[1]							
Minus: Utility Allowance							
Net Monthly Rent/Unit							
Annual Rental Income (All Units							
Vacancy Allowance	7.00%						

Section E	Market Rate / Unrestricted Units							
Number BR/Unit Type	Studio	1-BR	1-BR	2-BR	2-BR	Totals		
Sq, Ft./Unit	375	550	750					
Number of Units	9	6	3			18	8,925	
Gross Monthly Rent/Unit[1]	619	798	1,013					
Minus: Utility Allowance								
Net Monthly Rent/Unit	685	785	785					
Annual Rental Income (All Units	73,980	56,520	28,260			158,760	total	52,425
Vacancy Allowance	7.00%							

Section F	**Total All Units**(Total Section A-E)						
Number BR/Unit Type	Studio	1-BR	1-BR	2-BR	2-BR	Totals	
Sq, Ft./Unit	375	550	750				
Number of Units	58	42	22			122	61,350
Gross Monthly Rent/Unit[1]							
Minus: Utility Allowance							
Net Monthly Rent/Unit							
Annual Rental Income (All Units	303,396	225,288	143,388			672,072	
Units Receiving Rental Assistance (To be included in Sections A-E)							
Non-Revenue Generating Units[2]							
Vacancy Allowance	7.00%						

[1]Not to exceed rent limits for program applied fc

[2]Non-Revenue Generating Units (Not to be included in Sections A-E) Specify Us

MFA Multifamily Project Application - Operating Expense Budget

Total Units MUST be entered/Round to nearest dollar

Project Name: Uptown Transit Center

	Total Units: 122		Total Budget	Per Unit Cost
INCOME				
1	Annual Rental Income Per Schedule B/Section F		672,072	5,509
2	Less Vacancy @	7.00%	-47,045	-386
3	Parking Income			
4	Less Vacancy @	7.00%		
5	Commercial Space Income		320,000	2,623
6	Less Vacancy @	20.00%	-64,000	-525
7	Commercial Space NNN Expense Income			0
8	Less Vacancy @	7.00%		0
9	Other Residenital Income application fees, late fees		18,300	150
10	Less Vacancy @	7.00%	-1,281	-11
11	***TOTAL INCOME***		***898,046***	***7,361***
EXPENSES	**ADMINISTRATIVE EXPENSES**			
12	Accounting and Audit		20,000	164
13	Advertising		14,560	119
14	Legal		5,000	41
15	Property Management Fee @	5.00%	32,102	263
16	Management Salaries/Taxes		76,384	626
17	Office Supplies and Postage		10,000	82
18	Telephone		3,250	27
19	Annual Compliance Fees		5,490	45
20	Security		9,439	77
20	Other (Specify):			
21	***SUB-TOTAL***		***176,226***	***1,444***
	OPERATING EXPENSES			
22	Fuel (Heat and Water)			
23	Electricity		3,900	32
24	Water and Sewer		32,500	266
23	Gas			
24	Garbage/Trash		5,850	48
25	Other (Specify):			
26	***SUB-TOTAL***		***42,250***	***346***
	MAINTENANCE EXPENSES			
27	Elevator		26,000	213
28	Exterminating		1,200	10
29	Grounds		500	4
30	Repairs		25,000	205
31	Common Area Maintenance-Commercial		33,765	277
32	Maintenance Supplies		15,000	123
33	Pool			
34	Snow Removal			
35	Decorating		15,000	123
36	***SUB-TOTAL***		***116,465***	***955***
	FIXED EXPENSES			
37	Real Estate Taxes			
38	In Lieu of Taxes			
39	Offset to Commercial Costs		-38,729	-317
40	Insurance For Res		20,420	167
41	Insurance for Commercial Space		7,879	65
42	***SUB-TOTAL***		***-10,430***	-85
	RESERVE FOR REPLACEMENT/OTHER			
43	Reserve for Replacement (Annual) (1)		36,600	300
44	Other (Specify):			
45	Other (Specify):			
46	Other (Specify):			
47	Other (Specify):			
48	***SUB-TOTAL***		***36,600***	***300***
49	TOTAL EXPENSES		361,111	2,960
50	NET OPERATING INCOME (Line 11 Minus Line 49)		536,935	4,401

2,636

3,300 per

(1) Tax Credit and 542(c) reserves per unit per year: **$250/unit/year** for Senior Housing (new construction only), and **$300/unit/year** for all other new construction and rehabilitation projects.

Management Agent/Applicant Certification: The operating budget provided above is that which will serve as the project's operating budget for its first year of operations, pursuant to agreement by the following parties:

MFA Multifamily Project Application - Estimate of HTC Allocation Amount

		30% HTC Basis	70% HTC Basis	For MFA Use
	Total Eligible Basis (From Schedule A)	18,306,672		
Less:	Federal grant used to finance qualifying development costs (specify source)			
Less:	Non-qualified non-recourse financing / federal subsidy (specify source)			
Less:	Non-qualifying excess portion of higher quality market rate units			
Less:	Historic Tax Credit (Residential Portion Only)			
Equals:	***Eligible Basis***	18,306,672		
Multiplied by:	Adjustment for Qualified Census Tract or Difficult to Develop Area[1]	100%		
Equals:	***Eligible Basis***	18,306,672		
Multiplied by:	Applicable Fraction (Insert the lesser of the fractions calculated below.) Multiply line above by this fraction to obtain Total Qualified Basis below.	85.25%		
Equals:	***Total Qualified Basis***	15,605,688		
Multiplied by:	Applicable Tax Credit Percentage	9.00%		
Equals:	***Total Tax Credit Request***	1,404,512	max allowed	
	fees	49,158	1,150,000	

Applicable Fraction Calculation:

Floor Space Fraction		Unit Fraction	
Total Residential Rental Floor Space	61,350	Total Units	122
Low-Income Units Floor Space	52,425	Low-Income Units	104
Percent Low-Income	85.452%	Percent Low-Income	85.246%

(1) If site lies in either of these types of areas, insert 130%, otherwise insert 100%.

7 Conclusion

The results of this study show that the site is well suited for a mixed use transit oriented or joint development project. Based on the information available, there are a few site related items that need to be explored further.

- There is a 30' wide access easement along the south property line, as well as utility easements at the southeast and northwest corners that will need to be removed or modified to allow the site to be fully developed according to the Conceptual Design.
- A traffic study may be required, and this topic should be pursued further with City Transportation Development staff.
- The public water line in Indiana Street may need to be improved to provide the level of service required in the new development.

Other conclusions reached through the development of this study include:

- The site location is well positioned to competing sites in the market.
- The market feasibility exists to support additional housing focused on the Millennial demographic.
- Housing over commercial with an adjacent parking structure is best suited for the site based on the Precedent Study and site conditions.
- Approval through the City's Uptown Sector Development Plan should be a relatively smooth process since the project meets or exceeds its requirements.
- Financing through a Low Income Housing Tax Credit process is the best approach, unless public financing can be obtained to build the parking structure.
- If the LIHTC program is used, the project can be financially feasible.
- This project is contingent upon the developer, ABQ Ride, and FTA entering into Joint Development Agreement per FTA requirements.

Next Steps:

- This report can be used as the basis for a Request for Proposals from developers to complete design and construction.
- The RFP should be flexible enough to allow interested developers the opportunity to propose alternative solutions to design and financing.

ABQ Uptown - Albuquerque, NM

8 Multi-Gen Addendum

Overview

On March 27, 2014, a public meeting was held at Inez Elementary School Cafeteria with area neighborhood associations, local businesses, and other interested parties to review the contents of the project draft report. During the meeting, participants inquired about the possibility of incorporating into the project a City of Albuquerque community center. Subsequent to the public meeting, ABQ RIDE met with the City of Albuquerque's Family and Community Services and Senior Affairs, the departments that run such facilities, to evaluate the potential of this concept. Both departments were enthusiastic about the potential of such a facility, and it was determined to be in the best interest of the project to explore incorporation of a Multi-Generational Community Center (Multi-Gen). The location of such a facility at a major transit hub encourages both use of transit and healthy lifestyles. Collocating a Multi-Gen with transit and housing adds to the synergy of a joint development project.

This addendum describes how a Multi-Gen could be incorporated into the design described in the report. Included are precedent studies for lessons learned, a conceptual design on how the Multi-Gen could be incorporated, and a revised pro-forma that includes the added costs of construction. Operating costs are not included. Further discussion between the project developer and the City of Albuquerque are needed to test the viability of incorporating the Multi-Gen concept.

Precedent Studies

The following projects were selected to examine how Multi-Gen or community centers can be incorporated into transit oriented, joint development projects.

Goodman Community Center

Madison, WI | *www.goodmancenter.org*

- 25% of the $4 million budget comes from community contributions and gifts
- Partially funded by the City of Madison, CDGB and the United Way
- 501(c)(3) tax-exempt status
- 6 month or 1 year membership fee + activity fees
- Suburban location

Programs:

- Fitness Center
- Gym equipped for volleyball, basketball, rope climbing, batting practice, and more
- Wellness programs for older adults
- Preschool, 4K, Elementary afterschool, middle school, high school, parent and older adult programs
- Teen center
- Admin offices
- Room rentals
- Meeting spaces
- Serves older adults with a regular calendar of activities and resources for living well. Gentle exercise, meals, games, college DVD lectures. No reservations or registrations are required for meals and program
- Food pantry for the community
- Community gardens
- Catering services by Teen Education and Employment Network program

"The community resources we offer help us fulfill our mission of strengthening lives in our community. Whether you're renting the large Evjue Community Room to celebrate your son or daughter's marriage, taking an art class, working out in our fitness center or gym, or advertising in our EastsideNews newspaper, we hope your life is enhanced and strengthened because of either our facility or our programs…or maybe both!"


MADISON COMMUNITY
FOUNDATION
OPPORTUNITY WING

Sephardic Community Center

Brooklyn, NY | *www.scclive.org*

- Beneficiary of the UJF of New York
- 501(c)(3) tax-exempt status
- 8 month membership fee + activity fees
- Urban location

Programs:

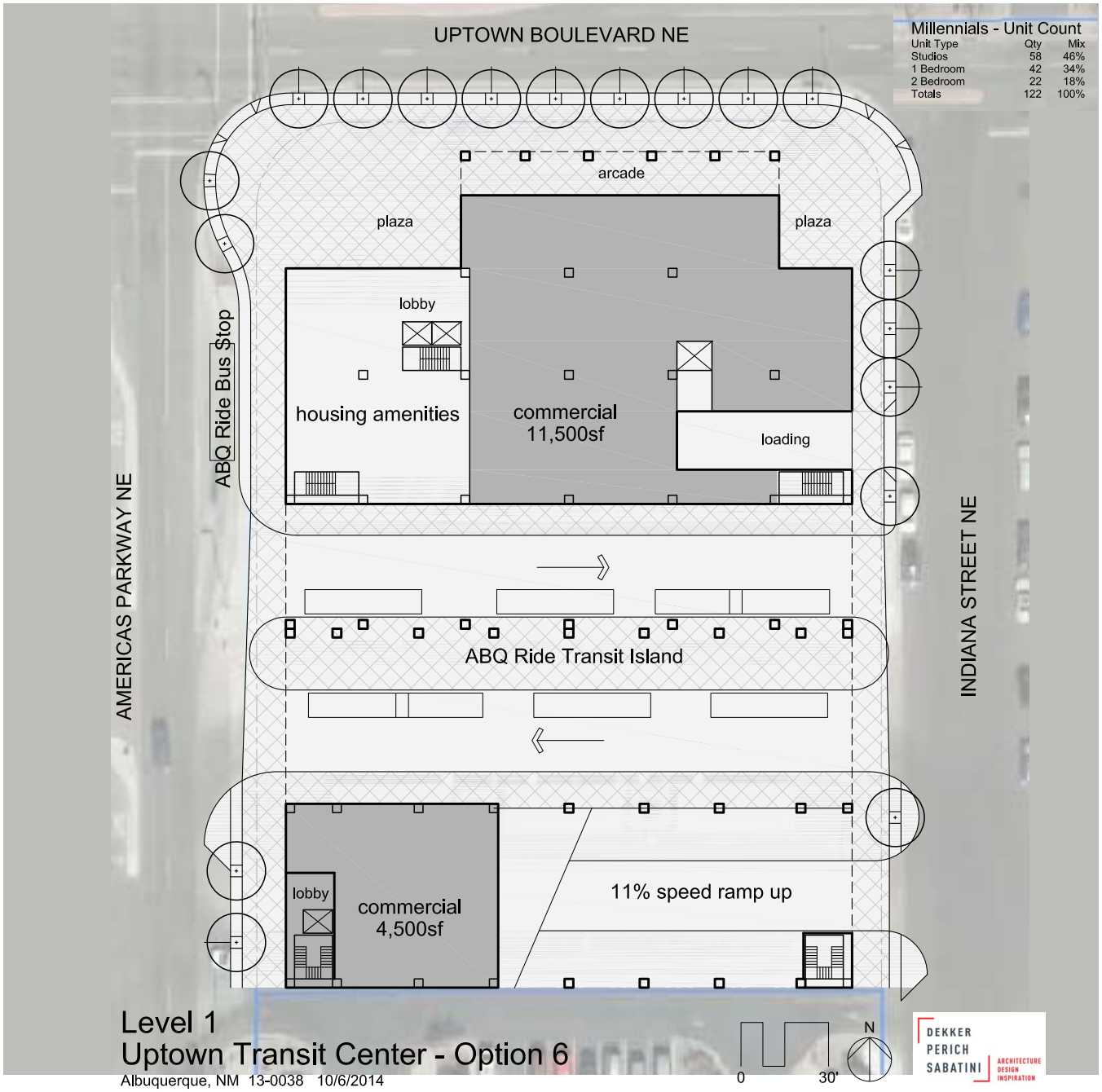
- State-of-the-art Fitness Center
- Two roof-top racquetball courts
- Two gymnasiums
- Swimming pool
- Early Childhood Facility with 13 classrooms
- Specialized teen, adult and senior lounges
- Admin offices
- Meeting spaces
- Room rentals
- Classes for all ages
- Garden program

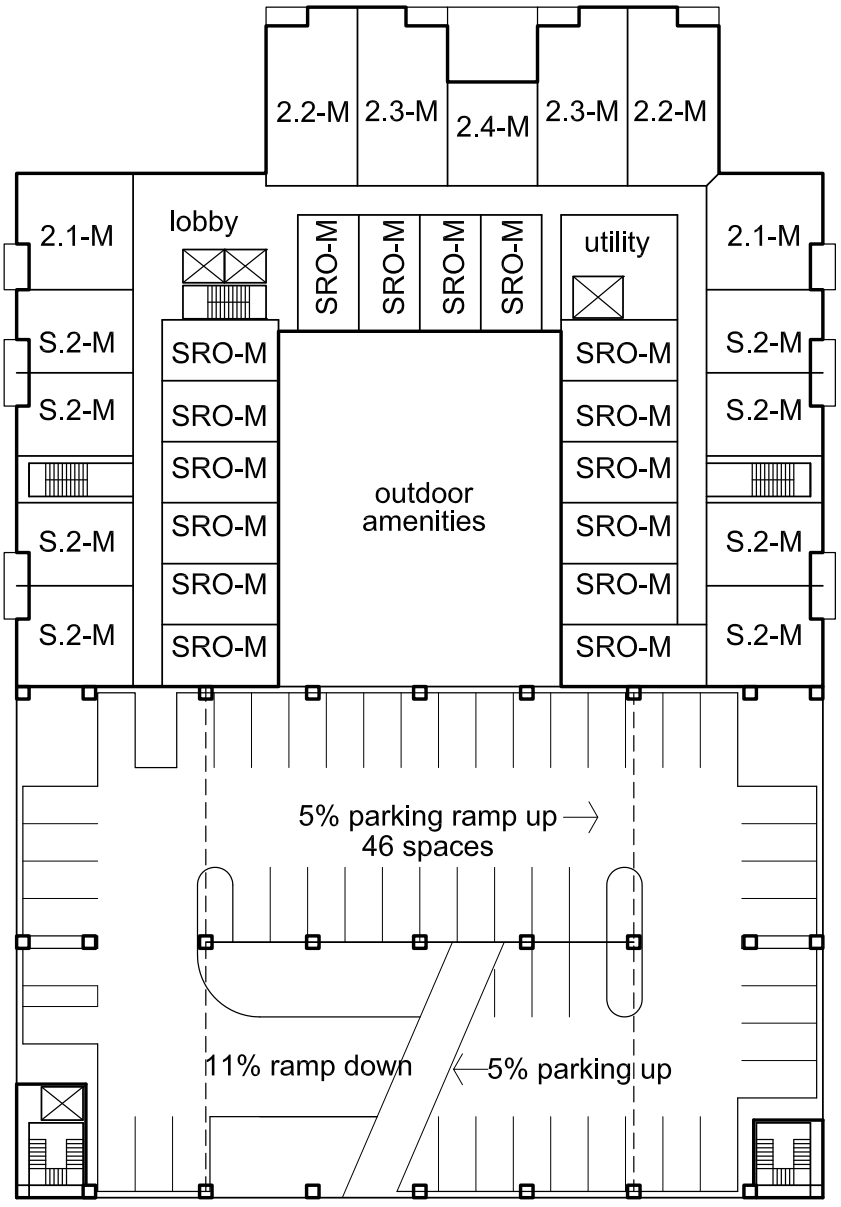
Won the Center for Active Design Excellence Award for 'Active Design Principles'. "The building extends a clear invitation to all for participation in community events. The circulation system is anchored by an architecturally distinctive open stair which funnels natural light into the core of the building, strengthens the building's wayfinding system and fosters opportunities for social engagement."


TEAM 1
TEAM 2
TEAM 3
TEAM 4

Conceptual Design

Several options were explored for incorporation of the Multi-Gen, including locating it on the second level of the housing portion of the project. Due to the limitations of what the code allows for wood frame construction (Type V), it was determined that the Multi-Gen should be located elsewhere in order to preserve the largest possible number of housing units. Ultimately, it was decided the Multi-Gen should be placed on top of the parking structure. This location allows continuation of the heavier construction (Type II) required for the parking structure, and remains within the allowable height and number of stories. The parking structure was modified slightly to accommodate the exit requirements of the Multi-Gen, and fire sprinklers were added to the parking garage itself due to the occupied space above.



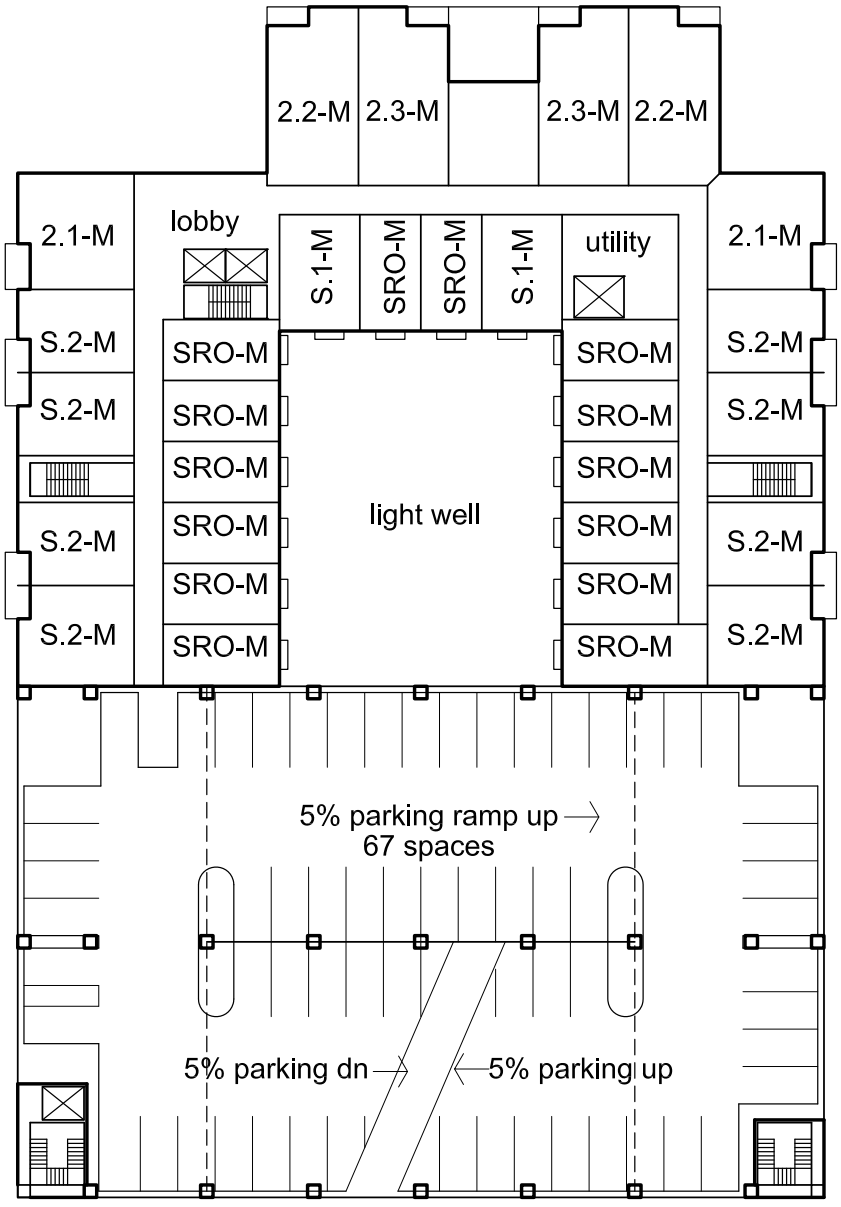


Level 2
Uptown Transit Center - Option 6

Albuquerque, NM 13-0038 10/6/2014

0 30' N

DEKKER PERICH SABATINI ARCHITECTURE DESIGN INSPIRATION



Level 3
Uptown Transit Center - Option 6

Albuquerque, NM 13-0038 10/6/2014

0 30' N

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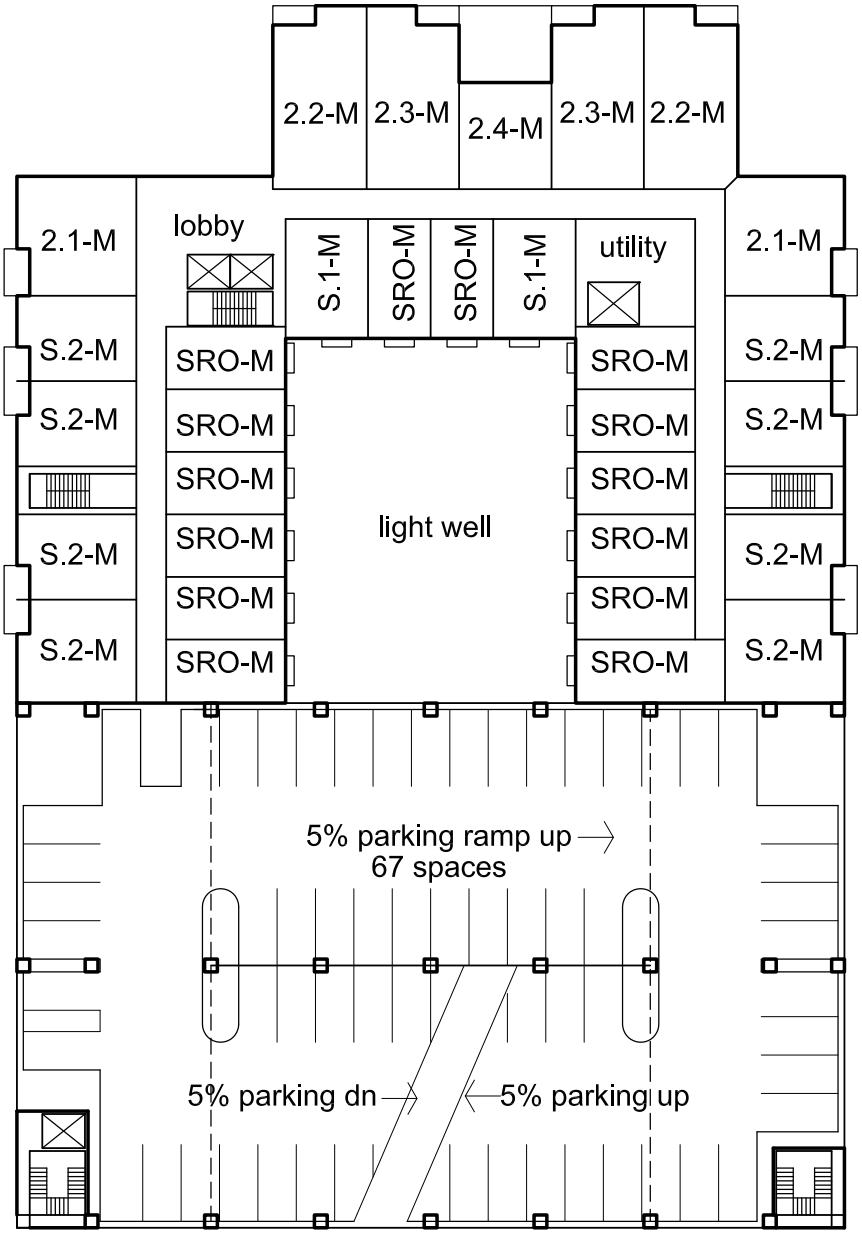
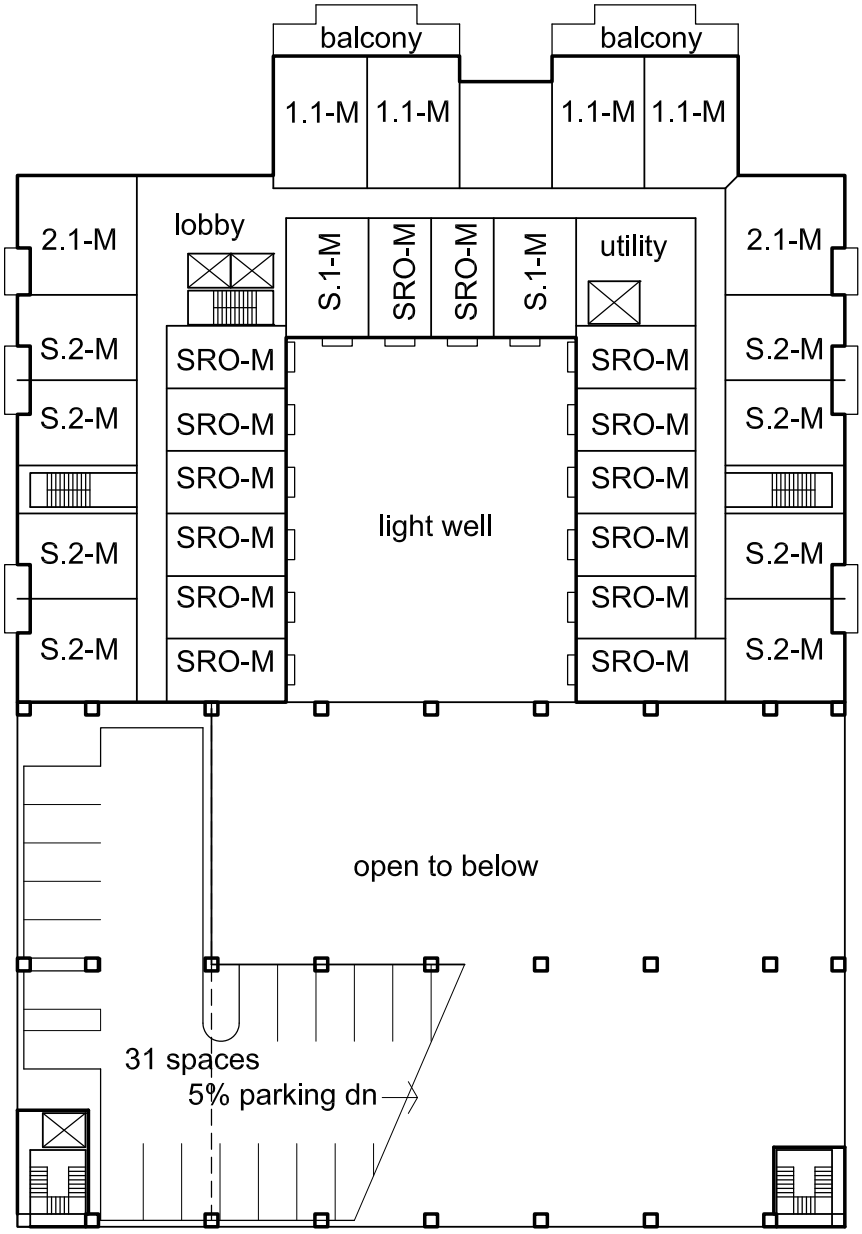


Level 4
Uptown Transit Center - Option 6

Albuquerque, NM 13-0038 10/6/2014

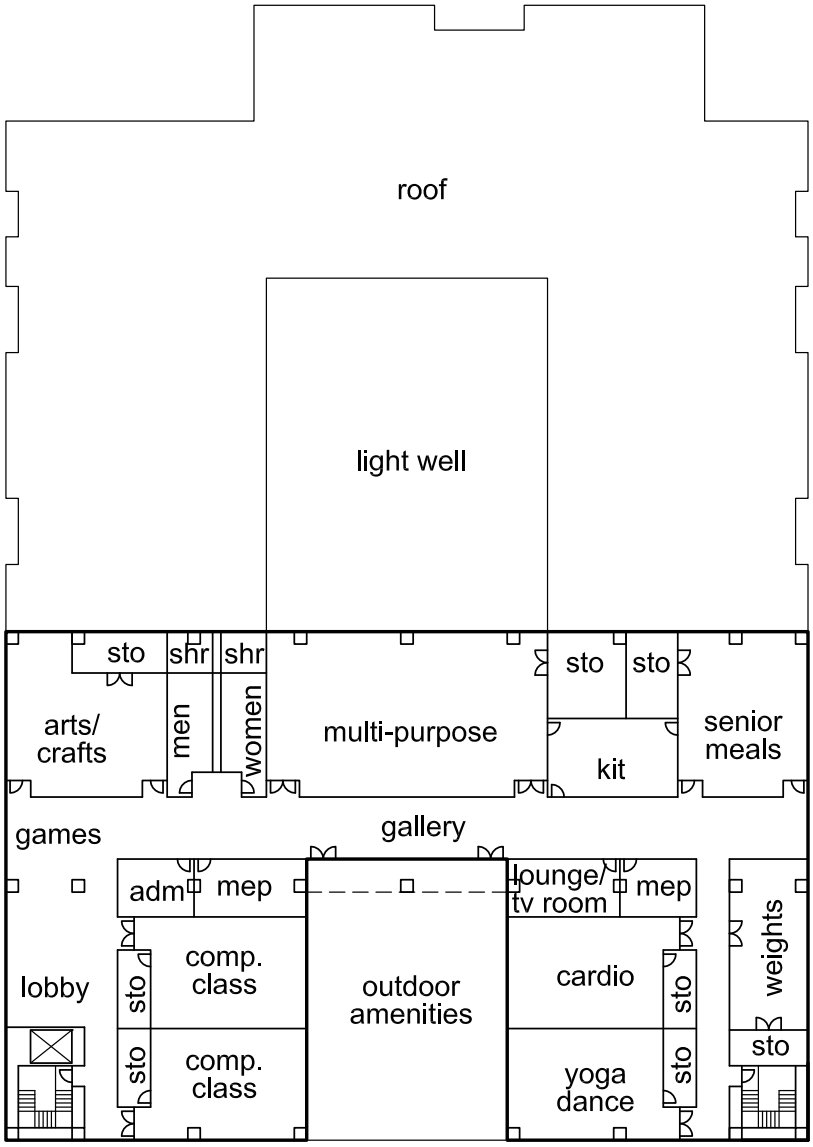


Level 5
Uptown Transit Center - Option 6

Albuquerque, NM 13-0038 10/6/2014

0 30' N

DEKKER PERICH SABATINI ARCHITECTURE DESIGN INSPIRATION



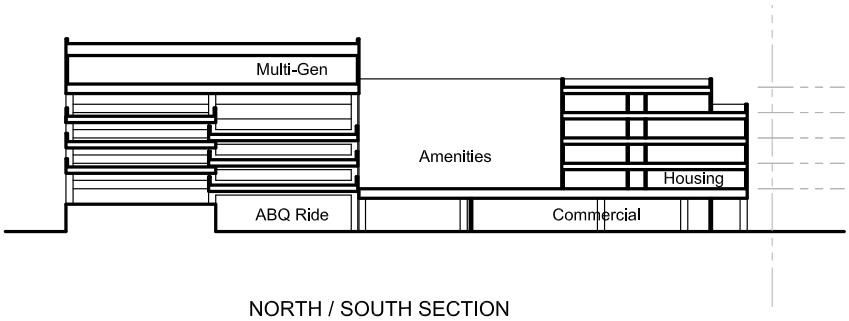
City of Albuquerque Multi-Gen

Level 6
Uptown Transit Center - Option 6

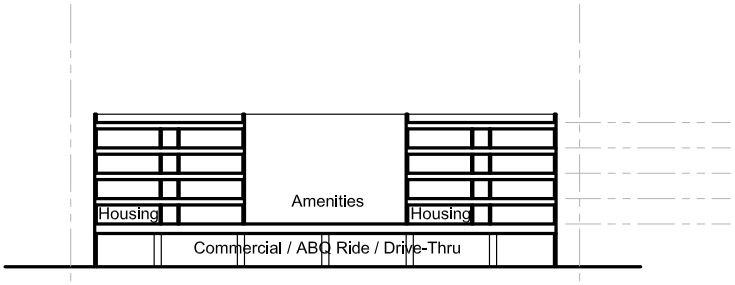
Albuquerque, NM 13-0038 10/6/2014

0 30' N

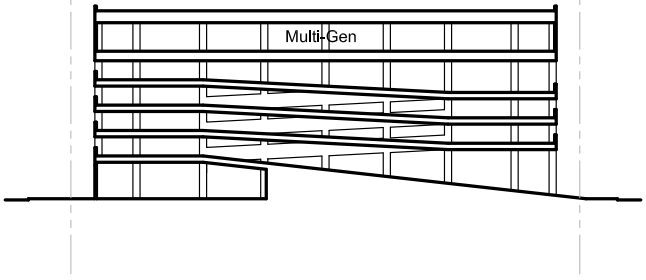
DEKKER PERICH SABATINI ARCHITECTURE DESIGN INSPIRATION



NORTH / SOUTH SECTION



EAST / WEST SECTION THRU HOUSING



EAST / WEST SECTION THRU PARKING

Sections
Uptown Transit Center - Option 6

Albuquerque, NM 13-0038 10/6/2014

0 50'

DEKKER PERICH SABATINI ARCHITECTURE DESIGN INSPIRATION

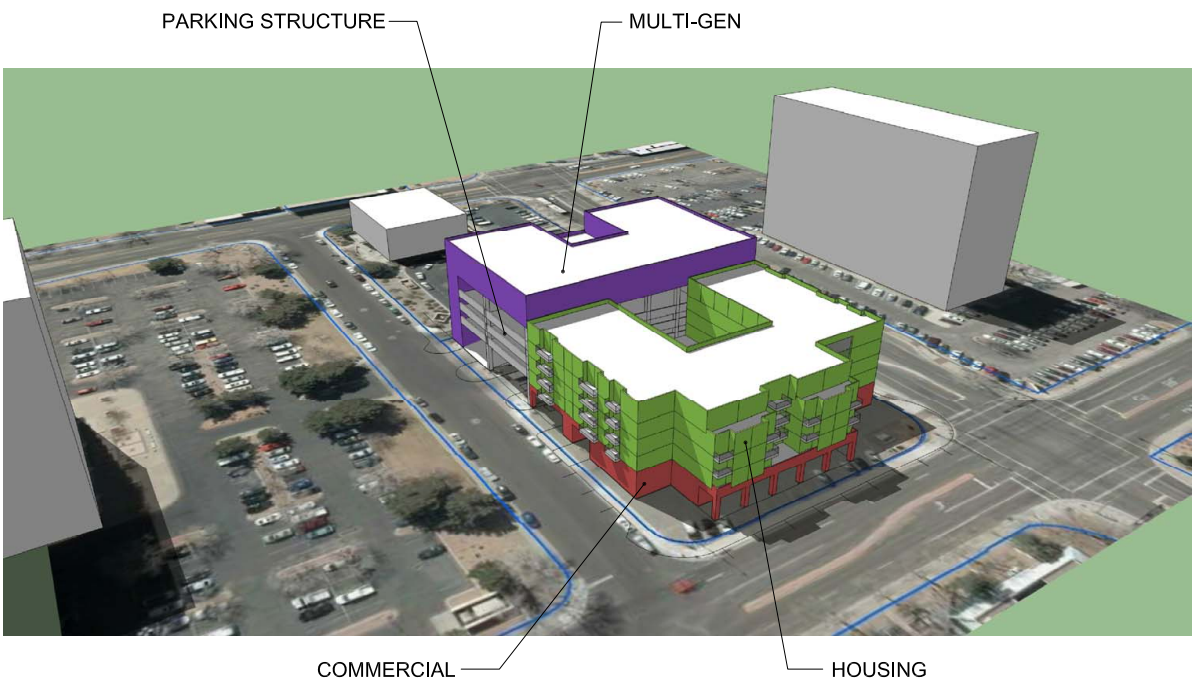
North Elevation

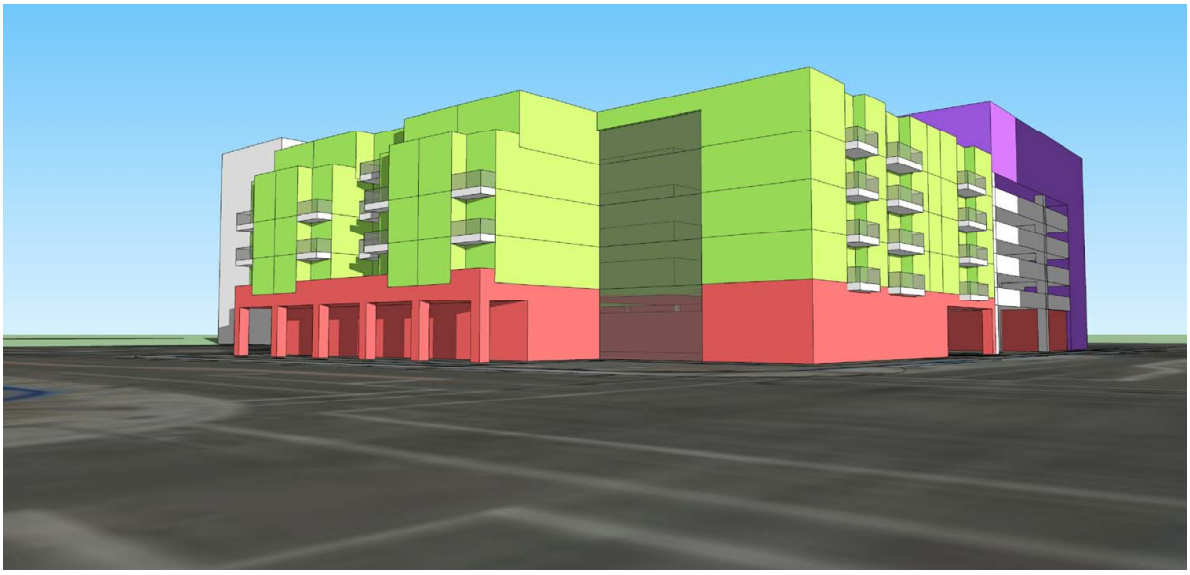
West Elevation

Conceptual Exterior Elevations
Uptown Transit Center - Option 6

Albuquerque, NM 13-0038 10/6/2014

DEKKER PERICH SABATINI ARCHITECTURE DESIGN INSPIRATION





Conceptual Model Views
Uptown Transit Center - Option 6

Albuquerque, NM 13-0038 10/6/2014

DEKKER PERICH SABATINI ARCHITECTURE DESIGN INSPIRATION

Site Data

UTC Joint Development - Concept 6 Developed

DPS

10/6/2014 Site: Phase1 63191.15 1.4507 ac

Phase 1 Level	Commercial	Multi-Gen	Residential	Total	Parking On-Street	Parking Surface	Parking Structured	Parking Total	Parking Required	
1	16000	0	5390	21390 sf	11	0	0	11		
2	0	0	21677	21677 sf	0	0	46	46		
3	0	0	21677	21677 sf	0	0	67	67		
4	0	0	21677	21677 sf	0	0	67	67		
5	0	0	20809	20809 sf	0	0	31	31		
6	0	20000	0	20000 sf	0	0	0	0		
Totals	16000	20000	91230	127230 sf	11	0	211	222	254	2/1000gsf

a variance will be required

DU/acre **Unit Sizes and Counts**

Phase 1 Level	DU's		Target	46% Studio	38% 1BR	16% 2BR	100%
		701 gsf avg		375	550	750 sf	
1	0						
2	31			16	8	7	31
3	31			14	10	6	30
4	31			14	10	7	31
5	30			14	14	2	30
Totals	122	84	DU/ac	58	42	22	122
			net sf	21750	23100	16500	61350
					Gross/Net Ratio		1.49
			Actual	48%	34%	18%	100%

Pro-forma

The LIHTC pro-forma has been updated to incorporate the Multi-Generational Center costs, as well as increased cost to the parking structure to include fire sprinklers. The commercial and housing costs remain the same as those in the original report.

The pro-forma is provided for comparison purposes only. Alternative ideas for design and financing structure will be considered. This project remains contingent upon the developer, ABQ RIDE, and FTA entering into a Joint Development Agreement per FTA requirements.

MFA Multifamily Project Application - Development Cost Budget

***Round figures to nearest dollar amount**

				Federal HTC REQUESTS ONLY	
				RESIDENTIAL COSTS ONLY	
	TOTAL ACTUAL COST	COMMERCIAL	RESIDENTIAL	30% HTC BASIS	70% HTC BASIS
ACQUISITION COSTS					
Land Acquisition	1,220,000		1,220,000		
Building Acquisition					
Other					
SUBTOTAL	1,220,000		1,220,000		
TOTALS FROM SCHEDULE "D" CONTRACTOR'S AND MORTGAGOR'S COST BREAKDOWN					
Demolition (1)					
Accessory Structures (2)	9,275,000	4,000,000	5,275,000		
Site Construction (3)	631,912	94,787	537,125	537,125	
Buildings and Structures (4)	12,867,600	1,920,000	10,947,600	10,947,600	
Off-Site Improvements (5)					
Other Costs (6)	4,017,813				
SUBTOTAL (7)	26,792,325	6,014,787	16,759,725	11,484,725	
OTHER CONSTRUCTION COSTS					
Contractor Profit and Overhead				0	
General Conditions				0	
Construction Contingency	1,763,747	395,955	1,103,298	1,103,298	
SUBTOTAL	1,763,747	395,955	1,103,298	1,103,298	
PROFESSIONAL SERVICES/FEES					
Architect (Design)	1,000,067	224,512	625,584	625,584	
Architect (Supervision)				0	
Legal (LAND/LEASE/CONS/PERM/LEND)	200,000	44,899	125,108	125,108	
Engineer/Survey	32,287	7,248	20,197	20,197	
Signage allowance	15,000	3,367	9,383	9,383	
Marketing (signs,broc/prom/adv)	30,000	6,735	18,766	18,766	
Brokerage Commissions	69,336	69,336			
SUBTOTAL	1,346,690	356,098	799,039	799,039	
CONSTRUCTION FINANCING					
Builders Risk and Liability Insurance	100,000	22,450	62,554	62,554	
SWPP/Fugitive	6,000	1,347	3,753	3,753	
Bldg Permit Fee	35,000	7,857	21,894	21,894	
Bldg Plan Check Fee	22,000	4,939	13,762	13,762	
Testing/Inspect (Slump/Compac/Steel)	2,500	561	1,564	1,564	
Performance Bond	120,000	26,940	75,065	75,065	
Interest	1,600,000	359,195	1,000,867	750,650	
Origination\Discount Points	80,000	17,960	50,043	50,043	
Residential Impact Fees	20,000		20,000	20,000	
Inspection Fees (lender)	10,000	2,245	6,255	6,255	
Title and Recording	80,000	17,960	50,043	50,043	
Trustee Fee	8,000	1,796	5,004	5,004	
SUBTOTAL	2,083,500	463,249	1,310,806	1,060,589	

--CONTINUED ON NEXT PAGE--

FOOTNOTES

1) Subtotal from Section I. Schedule "D"
2) Subtotal from Section II. Schedule "D"
3) Subtotal from Section III. Schedule "D"
4) Subtotal from Section IV. Schedule "D"
5) Subtotal from Section V. Schedule "D"
6) Subtotal from Section VI. Schedule "D"
7) Subtotal from Section VII. Schedule "D"

MFA Multifamily Project Application - Development Cost Budget

***Round figures to nearest dollar amount**

	TOTAL ACTUAL COST	COMMERCIAL	RESIDENTIAL	Federal HTC REQUESTS ONLY RESIDENTIAL COSTS ONLY 30% HTC BASIS	Federal HTC REQUESTS ONLY RESIDENTIAL COSTS ONLY 70% HTC BASIS
PERMANENT FINANCING COSTS					
SBOF Fee	3,000		3,000		
Bernco Application Fee	8,000		8,000		
Bernco Administrative Fee	20,000		20,000		
Credit Enhancement					
Title and Recording					
Legal					
Pre-Paid MIP					
Other					
Reserves and Escrows					
SUBTOTAL	31,000		31,000		
SOFT COSTS					
Market Study	5,500	1,235	3,440	3,440	
Environmental	3,000		3,000	3,000	
Tax Credit Fees	14,000		14,000		
Soft Contingency	50,000	5,566	35,786	35,786	
Bank Inspection and Appraisal	7,500	1,684	4,692	4,692	
Accounting/Cost Certification	10,000		10,000	10,000	
SUBTOTAL	90,000	8,484	70,918	56,918	
SYNDICATION					
Organization	40,000		40,000		
Bridge Loan					
Tax Opinion					
Other					
SUBTOTAL	40,000		40,000		
RESERVES					
Rent Up					
Operating	400,000	108,000	292,000		
Replacement					
Escrows/Working Capital					
SUBTOTAL	400,000	108,000	292,000		
DEVELOPER/SPONSOR FEES					
DEVELOPER/SPONSOR FEES	4,004,071	898,901	2,504,715	2,504,715	
Consultant Fee					
SUBTOTAL	4,004,071	898,901	2,504,715	2,504,715	
Total Development Cost	37,771,333	8,245,474	24,131,501	17,009,284	

MFA Multifamily Project Application - Source of Funds

MFA MULTIFAMILY PROJECT APPLICATION
Schedule A-1: Sources of Funds

Project Name: Uptown Transit Center

Date: 11/21/2014

Financing Sources	Lender/Program	Contact Person Name/Telephone No.	Construction Amount	Permanent Amount	Interest Rate	Payment Amount	Payment Frequency	Term Amort. Yrs.	Term Loan Yrs.
First Mortgage	Risk Share or Fed loan			11,250,000	6.50%	309,121	annual	40	42
Second Mortgage	MFA Trust Fund		1,500,000	500,000	3.00%	25,296	annual	30	32
Construction Loan			10,157,193						
Land	City of Albuquerque		1,220,000	1,220,000					
Family &Community Services Grant	City of Albuquerque		1,137,384	1,137,384					
Deferred Developer Fee			1,500,000	788,880	DS	334,417			
Reserves			400,000						
		Subtotal:	15,914,577	14,896,264					
LIHTC Tax Credit Proceeds			1,174,360	11,743,597	90 cents				
		Total:	17,088,937	26,639,861					

Note: Total of Permanent Amount Column **Must** Equal Total Development Cost in Schedule A.

Are you willing to defer your developer fee without interest, if MFA's evaluation results in a need to do so?

☑ Yes ☐ No

TDC	37,771,333
Developer fee	4,004,071

Equity Installment Schedule

	Date	Amount
Intial Installment		
2nd Installment		
3rd Install ment		
4th Installment		
5th Installment		

reserves		
operating expenses		361,111
DS		334,417
total		695,528
6 months		347,764
DSR	1.61	
gap	11,131,473	

MFA Multifamily Project Application - Unit Type & Rent Summary

Section A	Restricted Units at 60% of Median					
Number BR/Unit Type	Studio	1-BR	2-BR	2-BR	2-BR	Totals
Sq, Ft./Unit	375	550	750			
Number of Units	17	12	7			36
Gross Monthly Rent/Unit[1]	550	589	708			
Minus: Utility Allowance	40	54	54			
Net Monthly Rent/Unit	510	535	654			
Annual Rental Income (All Units)	104,040	77,040	54,936			236,016
Vacancy Allowance (%):	7.00%					

Section B	Restricted Units at __50__% of Median					
Number BR/Unit Type	Studio	1-BR	2-BR	2-BR	2-BR	Totals
Sq, Ft./Unit	375	550	750			
Number of Units	16	12	6			34
Gross Monthly Rent/Unit[1]	458	491	590			
Minus: Utility Allowance	40	54	54			
Net Monthly Rent/Unit	418	437	536			
Annual Rental Income (All Units)	80,256	62,928	38,592			181,776
Vacancy Allowance:	7.00%					

Section C	Restricted Units at 30% of Median					
Number BR/Unit Type	Studio	1-BR	2-BR	2-BR	2-BR	Totals
Sq, Ft./Unit	375	550	750			
Number of Units	16	12	6			34
Gross Monthly Rent/Unit[1]	275	254	354			
Minus: Utility Allowance	40	54	54			
Net Monthly Rent/Unit	235	200	300			
Annual Rental Income (All Units)	45,120	28,800	21,600			95,520
Vacancy Allowance:	7.00%					

Section D	Restricted Units at 120% of Median [542(c) only]					
Number BR/Unit Type	Efficiency	1-BR	2-BR	3-BR	-BR	Totals
Sq, Ft./Unit						
Number of Units						
Gross Monthly Rent/Unit[1]						
Minus: Utility Allowance						
Net Monthly Rent/Unit						
Annual Rental Income (All Units)						
Vacancy Allowance:	7.00%					

Section E	Market Rate / Unrestricted Units					
Number BR/Unit Type	Studio	1-BR	1-BR	2-BR	2-BR	Totals
Sq, Ft./Unit	375	550	750			
Number of Units	9	6	3			18
Gross Monthly Rent/Unit[1]	619	798	1,013			
Minus: Utility Allowance						
Net Monthly Rent/Unit	685	785	785			
Annual Rental Income (All Units)	73,980	56,520	28,260			158,760
Vacancy Allowance:	7.00%					

Section F	**Total All Units** (Total Section A-E)					
Number BR/Unit Type	Studio	1-BR	1-BR	2-BR	2-BR	Totals
Sq, Ft./Unit	375	550	750			
Number of Units	58	42	22			122
Gross Monthly Rent/Unit[1]						
Minus: Utility Allowance						
Net Monthly Rent/Unit						
Annual Rental Income (All Units)	303,396	225,288	143,388			672,072
Units Receiving Rental Assistance (To be included in Sections A-E)						
Non-Revenue Generating Units[2]						
Vacancy Allowance:	7.00%					

[1]Not to exceed rent limits for program applied for.

[2]Non-Revenue Generating Units (Not to be included in Sections A-E) Specify Use:

MFA Multifamily Project Application - Operating Expense Budget

MFA MULTIFAMILY PROJECT APPLICATION
SCHEDULE C: OPERATING EXPENSE BUDGET

Total Units MUST be entered/Round to nearest dollar

Project Name: Uptown Transit Center

	Total Units: 122		Total Budget	Per Unit Cost	
INCOME					
1	Annual Rental Income Per Schedule B/Section F		672,072	5,509	
2	Less Vacancy @	7.00%	-47,045	-386	
3	Parking Income				
4	Less Vacancy @	7.00%			
5	Commercial Space Income		320,000	2,623	
6	Less Vacancy @	20.00%	-64,000	-525	
7	Commercial Space NNN Expense Income			0	
8	Less Vacancy @	7.00%		0	
9	Other Residenital Income application fees, late fees		18,300	150	
10	Less Vacancy @	7.00%	-1,281	-11	
11	***TOTAL INCOME***		***898,046***	***7,361***	
EXPENSES	**ADMINISTRATIVE EXPENSES**				
12	Accounting and Audit		20,000	164	
13	Advertising		14,560	119	
14	Legal		5,000	41	
15	Property Management Fee @	5.00%	32,102	263	
16	Management Salaries/Taxes		76,384	626	
17	Office Supplies and Postage		10,000	82	
18	Telephone		3,250	27	
19	Annual Compliance Fees		5,490	45	
20	Security		9,439	77	
20	Other (Specify):				
21	***SUB-TOTAL***		***176,226***	***1,444***	
	OPERATING EXPENSES				
22	Fuel (Heat and Water)				
23	Electricity		3,900	32	
24	Water and Sewer		32,500	266	
23	Gas				
24	Garbage/Trash		5,850	48	
25	Other (Specify):				
26	***SUB-TOTAL***		***42,250***	***346***	
	MAINTENANCE EXPENSES				
27	Elevator		26,000	213	
28	Exterminating		1,200	10	
29	Grounds		500	4	
30	Repairs		25,000	205	
31	Common Area Maintenance-Commercial		33,765	277	
32	Maintenance Supplies		15,000	123	
33	Pool				
34	Snow Removal				
35	Decorating		15,000	123	
36	***SUB-TOTAL***		***116,465***	***955***	
	FIXED EXPENSES				
37	Real Estate Taxes				
38	In Lieu of Taxes				
39	Offset to Commercial Costs		-38,729	-317	
40	Insurance For Res		20,420	167	
41	Insurance for Commercial Space		7,879	65	
42	***SUB-TOTAL***		***-10,430***	-85	
	RESERVE FOR REPLACEMENT/OTHER				
43	Reserve for Replacement (Annual) (1)		36,600	300	
44	Other (Specify):				
45	Other (Specify):				
46	Other (Specify):				
47	Other (Specify):				
48	***SUB-TOTAL***		***36,600***	***300***	
49	TOTAL EXPENSES		361,111	2,960	2,636
50	NET OPERATING INCOME (Line 11 Minus Line 49)		536,935	4,401	3,300 per

(1) Tax Credit and 542(c) reserves per unit per year:**$250/unit/year** for Senior Housing (new construction only), and **$300/unit/year** for all other new construction and rehabilitation projects.

Management Agent/Applicant Certification: The operating budget provided above is that which will serve as the project's operating budget for its first year of operations, pursuant to agreement by the following parties:

MFA Multifamily Project Application - Estimate of HTC Allocation Amount

		30% HTC Basis	70% HTC Basis	For MFA Use
	Total Eligible Basis (From Schedule A)	17,009,284		
Less:	Federal grant used to finance qualifying development costs (specify source)			
Less:	Non-qualified non-recourse financing / federal subsidy (specify source)			
Less:	Non-qualifying excess portion of higher quality market rate units			
Less:	Historic Tax Credit (Residential Portion Only)			
Equals:	***Eligible Basis***	17,009,284		
Multiplied by:	Adjustment for Qualified Census Tract or Difficult to Develop Area[1]	100%		
Equals:	***Eligible Basis***	17,009,284		
Multiplied by:	Applicable Fraction (Insert the lesser of the fractions calculated below.) Multiply line above by this fraction to obtain Total Qualified Basis below.	85.25%		
Equals:	***Total Qualified Basis***	14,499,717		
Multiplied by:	Applicable Tax Credit Percentage	9.00%		
Equals:	***Total Tax Credit Request***	1,304,975	max allowed	
	fees	45,674	1,150,000	

Applicable Fraction Calculation:

Floor Space Fraction		Unit Fraction	
Total Residential Rental Floor Space	52,425	Total Units	122
Low-Income Units Floor Space	61,350	Low-Income Units	104
Percent Low-Income	117.024%	Percent Low-Income	85.246%

(1) If site lies in either of these types of areas, insert 130%, otherwise insert 100%.

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