

AMREP SOUTHWEST INC.

MARCH, 1998

ENCHANTED HILLS COMMERCE CENTER

RIO RANCHO, NEW MEXICO

MASTER PLAN AND DESIGN GUIDELINES

(INCLUDING R/W AND MEDIAN
LANDSCAPE PLAN)

A PORTION OF UNIT 20

LAND USE PLAN

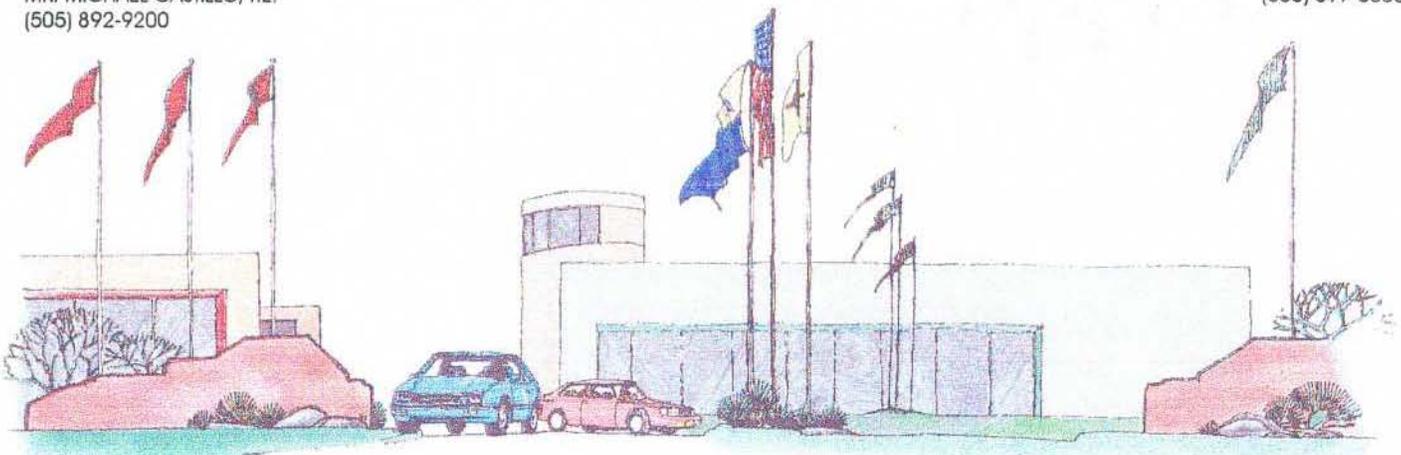
AS APPROVED IN MAY, 1992

AND SUBJECT TO

A DEVELOPMENT AGREEMENT, 12/17/93, AS AMENDED,
CONDITIONS, COVENANTS AND RESTRICTIONS,
SUBDIVISION SPECIFIC PLATS AND ENGINEERING PLANS

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AMREP SOUTHWEST INCORPORATED,
RIO RANCHO, NEW MEXICO
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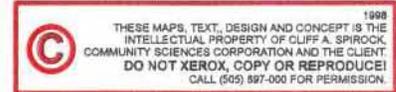
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MARCH, 1998

ENCHANTED HILLS COMMERCE CENTER

RIO RANCHO, NEW MEXICO



MASTER PLAN AND DESIGN GUIDELINES

DEVELOPER'S DISCLAIMER:

AMREP SOUTHWEST, INC., herein referred to as the "DEVELOPER" and/or "DECLARANT", has caused this Master Plan Plan and attendant documents to be published and submitted to the City of Rio Rancho, New Mexico.

Since this document (The Master Plan) contains drawings and text of a changeable nature, it is expressly not a part of the legal documents and contractual commitments between the Declarant and any real estate buyer. This Plan serves, until next revised by the Declarant (and approved by the City of Rio Rancho, where so governing) as the guidelines and expression of CONCEPT ONLY for the location of future roads, utilities, public areas, shapes and sizes of subdivided parcels, and the like.

The Declarant makes no representation or warranties whatever with regard to the information contained herein and disclaims any and all responsibility or liability. When, and if, the City of Rio Rancho adopts this Plan, all or in part, that approval shall constitute the sole representation of the allowances, restrictions and process for subsequent use of the land.

Those portions of the Plan which are not part of the City zoning approvals (the public allowances and approvals) are the property of the Declarant, who reserves the right to amend, modify or otherwise change any provision thereof and to republish same.

No real estate buyer should rely on these documents. Anyone interested should procure the latest, approved City version as well as any accompanying City codes, policies, ordinances and data pertaining to the development of this property and building thereon.

All of the property is held for development purposes (except for dedicated streets and any permanent public use areas or easements). Properties which may be offered for sale are shown on the plats filed for public record which show precise surveyed metes and bounds for such areas and which may be accompanied by any declaration of restrictive covenants which may be recorded with such plat.

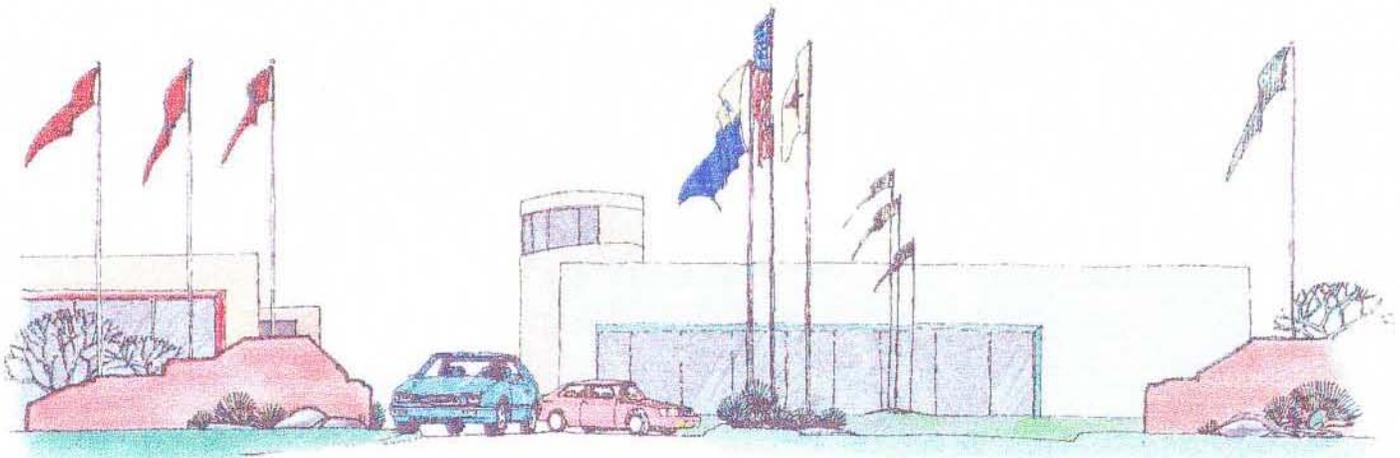


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AMREP SOUTHWEST INC.

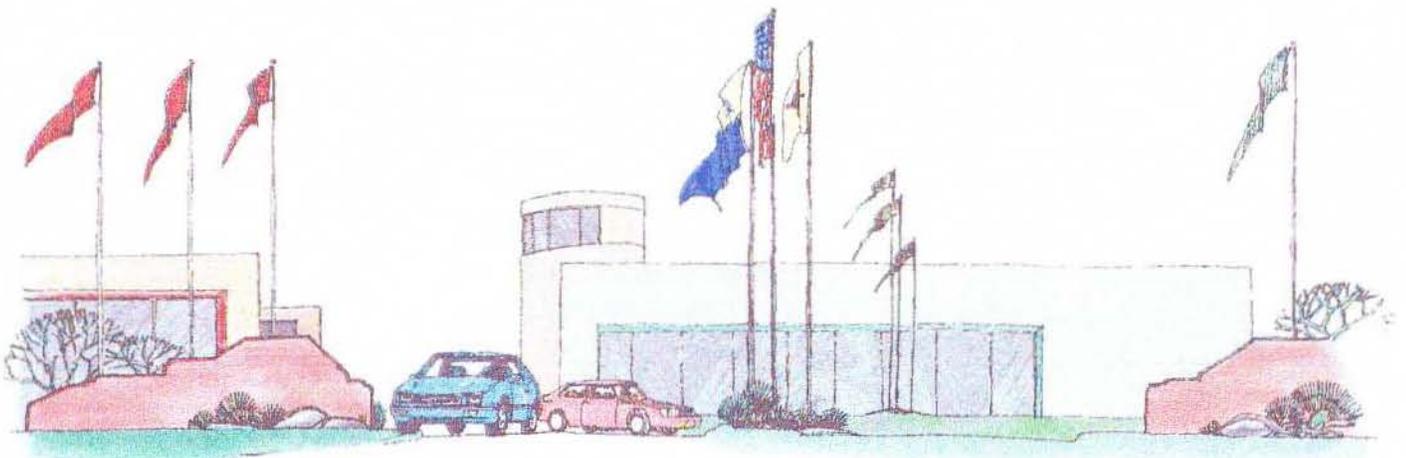
MARCH, 1998

ENCHANTED HILLS COMMERCE CENTER

RIO RANCHO, NEW MEXICO

CHAPTER I

LOCATION AND HISTORY



I. LOCATION AND HISTORY

The Commerce Center at Enchanted Hills comprises approximately 210 acres of a coordinated development within a 2060 Acre planned and zoned area (Unit 20, Rio Rancho Estates). AMREP Southwest Inc., the Developer, has been engaged in platting and development of real estate in this area since 1965. The original and expanded landholdings include approximately 95,000 acres that are located to the northwest of the City of Albuquerque, New Mexico, now partially within the City of Rio Rancho, New Mexico. The majority of Albuquerque's urban development lies within the County of Bernalillo, New Mexico. The AMREP landholdings and the City of Rio Rancho, New Mexico, lie within the County of Sandoval, New Mexico, whose county seat is the Town of Bernalillo, New Mexico.

The City of Rio Rancho, New Mexico anticipates a geo-political boundary of approximately 26,000 acres mostly within the original AMREP SW landholdings. The existing City limits extend from the Sandoval/Bernalillo County line northward to the Santa Ana and Zia Indian Reservations, located generally along New Mexico State Road 44.

The following map illustrates the location of Enchanted Hills. It is approximately 15 miles north of the government center of Albuquerque and approximately two miles northwest of the government center of Bernalillo, New Mexico.

Enchanted Hills is a mixed use community located at the southwest corner of two major arterial highways, which are New Mexico State Roads. This development project, which began in 1992, is under current development by AMREP for residential housing and has just begun non-residential and employment construction. AMREP, the Albuquerque SMA's largest builder, has successfully created a coordinated residential community which includes affordable and mid-range housing, park lands, developed elementary school, open space and major entry roadways.

The Commerce Center is the easternmost commercial and industrial portion of the Master Plan for Enchanted Hills. It is located at the southwest corner of the intersections of New Mexico State Road 528 and NMSR 44. NMSR 44 is the closest physical access to Interstate 25 and the Town of Bernalillo. NMSR 528 parallels the Rio Grande and connects to the communities of Rio Rancho, Alameda and the northwest sector of Albuquerque.

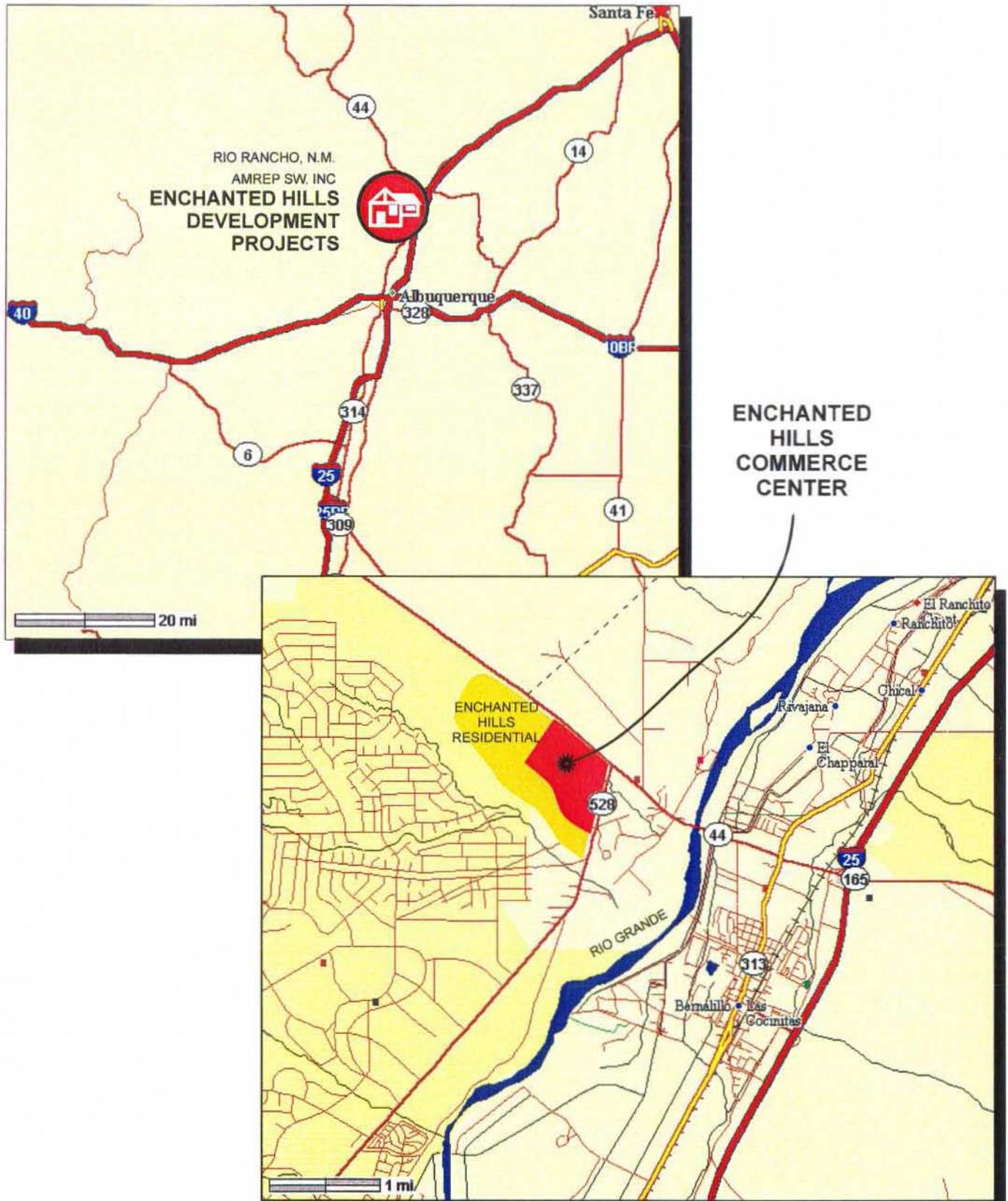
The southwesterly limit of the Commerce Center Master Plan is Enchanted Hills Boulevard. This principal arterial is physically constructed, median divided and is the primary "gateway" to the Enchanted Hills residential community.

The westerly limits of the Commerce Center is Montreal Loop (Boulevard). Montreal Loop is a collector roadway that has been aligned and graded to provide direct access from the residential communities of Enchanted Hills to NMSR 44. It is planned that Montreal Loop will be completed with the Enchanted Hills Commerce Center projects.

The Town of Bernalillo has extended its corporate limits to NMSR 528. Adjacent properties to the east of the Enchanted Hills community are under current development within that jurisdiction. North of NMSR 44 and the project is the Santa Ana Indian Reservation which is currently developing casino-related properties, the Valle Grande Golf Course and regional recreation facilities. The location of the Commerce Center, at this critical highway intersection, provides a unique opportunity for employment, commercial and coordinated development to support the established residential base and the growing need for non-residential land. The exposure of the property to the major highways and the proximity to convenient interstate highway access demonstrates the viability of these non-residential opportunities, as commercial and employment-related users are now developing within the Commerce Center.

AMREP SOUTHWEST INC.
ENCHANTED HILLS COMMERCE CENTER
RIO RANCHO, NEW MEXICO

LOCATION AND STATE VICINITY MAPS



AMREP SOUTHWEST INC.

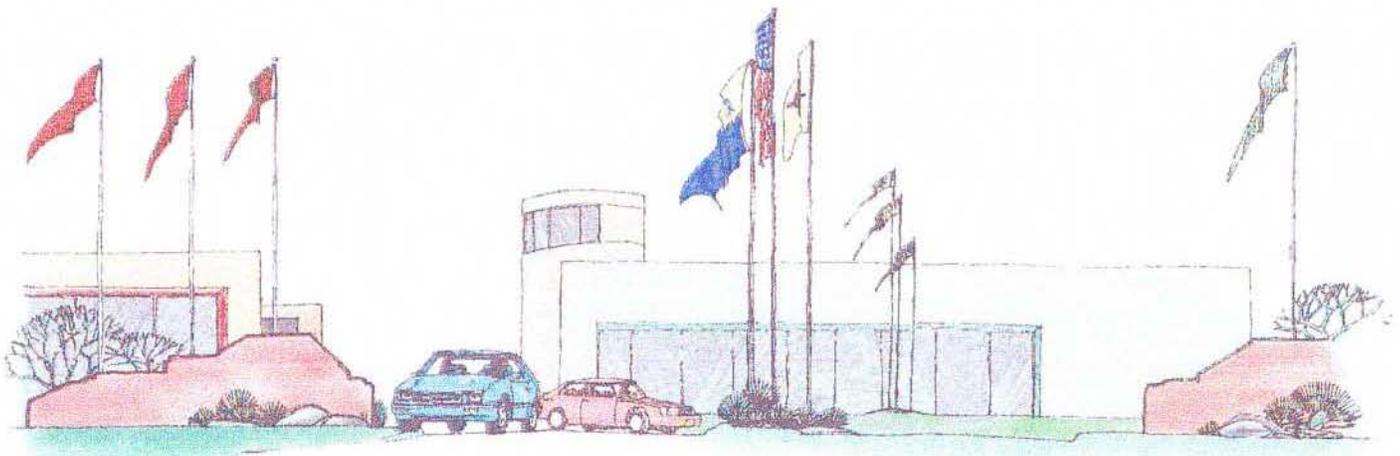
MARCH, 1998

ENCHANTED HILLS COMMERCE CENTER

RIO RANCHO, NEW MEXICO

CHAPTER II

MASTER PLAN OF LAND USE AND DEVELOPMENT



II. MASTER PLAN OF LAND USE AND DEVELOPMENT

A "Master Plan" for zoning and land use and entitlement purposes is not required since the properties have been approved by the City of Rio Rancho since 1992. However, the conditions of that zoning approval require a Right-of-way And Median Landscaping Plan. Subsequent subdivision plats must incorporate specific provisions of the zoning approval (such as street trees and major roadway easements for landscaping, major roadway rights-of-way and access/signalization/street lighting).

While a "zoning" master plan has been approved, this document constitutes a Master Plan which incorporates those early requirements into a coordinated document that further defines the development and recites the expectations of both the developer and the City for an enhanced project. This enhanced definition of expectations and requirements is important to both the public and private sector due to the size and important nature of the landholdings.

There are many issues that the Developer, AMREP Southwest, Inc., wishes to address. Elements such as the location of certain permitted land uses, the "activity" for both internal circulation and external access needs to be articulated to any proposed purchaser. The elements of overall harmony, quality control for building standards and site design together with heavy emphasis on landscaping and drainage control can be accomplished by the Design Guidelines and Covenant portions of this Master Plan.

Most importantly, the established zoning is primarily "Special Use: for Commercial and Industrial". In the City of Rio Rancho, the Special Use designation implies that every building site would require Planning and Zoning Commission review and authority over all elements and details on a project level. The adoption of this document, the Enchanted Hills Commerce Center Master Plan, will carry a request to the governing body of the City of Rio Rancho to utilize the detail of this plan to satisfy the project-by-project requirement of elected and appointed review.

This technique has been successfully implemented for other AMREP projects within the City of Rio Rancho. Commercial development projects such as the High Resort, Gateway North and Gateway South enjoy an "expedited" review process with the City that promotes quick response to building and site development opportunities. The responsiveness and expediency that is allowed, if this Master Plan is approved by the governing body, includes the provisions for specific design review by the Enchanted Hills Commerce Center Design Review Committee (DRC) which monitors adherence to these published standards and the recorded covenants. Upon successful review with the private sector, the plans can be presented to the administrative departments of the City for specific conformance to signage and other code specifics, conformance with this Master Plan and the infrastructure approvals, building permit approvals and other development requirements of the City. These can be administered without requiring additional public hearings.

A. Purpose, Policies and Governing Documents

1. Purpose

The purpose of this Master Plan is to augment the zoning entitlement which has been in place since 1992. Also, this Plan contains a right-of-way and median landscape plan which satisfies a condition of the original development agreement executed in 1993. If approved by the City of Rio Rancho Planning and Zoning Commission, together with review and approval by the governing body, this Master Plan and Design Guidelines will define the specific access, site design, building standards and overall landscaping elements expected from each project development. By the establishment of a Design Review Committee (DRC) that requires site projects to be initially approved by the DRC, the normal "Special Use" (SU) provisions of the entitled zoning can be processed by the administrative staff.

As such, the approval of this Master Plan by the governing body can be construed as an amendment to the original zoning ordinance. The provisions for landscaping, roadways, access, pedestrian connections, utilities and drainage become the adopted development standards and define the expectations of both the developer and the City. Subsequent to its approval, major deviations from the standards would require a variance procedure within the City of Rio Rancho and would require full review by the Planning and Zoning Commission.

2. Policies

The City of Rio Rancho zoning and subdivision code, as last revised, define the process and allowances for development projects within the City. The Enchanted Hills Commerce Center Master Plan, becomes a subset of the City's Comprehensive Plan and Zoning Code to the extent that it defines the standards and development expectations for site utilization within platted tracts or lots.

In order to obtain the maximum flexibility for replatting and customizing lot lines, tailored to specific site purchasers and developers, AMREP Southwest, Inc. has endeavored to work with the City, whereby this adopted Master Plan, (containing sufficient detail) fulfills the public hearing and review process of the Special Use (SU) zone. If this planning technique is approved by the governing body of the City, project developers and architects can proceed to the City Development Services Department administrative staff for permitting, infrastructure and plan review.

This can only be accomplished if AMREP Southwest, Inc. establishes a policy for private review by a Design Review Committee. This review precedes formal site plan applications to the City. This design review process is specified in the recorded Covenants, Conditions and Restrictions (CC&R's) which provides disclosure to property purchasers. This is a legal covenant requiring conformance to the standards and the process together with the establishment of a property owner's association (POA) which will maintain certain portions of the landscaping and amenities.

This procedure and process allows AMREP Southwest, Inc. flexibility in the marketplace and allows them to offer, to their purchasers, a technique of expedient review. This provides a level of assurance to property purchasers that they can accomplish successful developments in a timely fashion. More importantly, it also sustains the land value of the committed developments by providing for a uniform review and uniform expectations for landscaping and site design that is centered around the precepts of a high quality business park.

The objectives of the City for economic opportunities and viability are partnered with the master developer. The master developer can continue the marketing of economically-viable employment and commercial projects which benefit the City. If the Master Plan articulates the standards in a clear fashion, the expectations of all purchasers should be defined, thereby avoiding conflicts with parcel-by-parcel project submittals that do not have the benefit of the harmony and organization crafted into this Master Plan.

3. *Governing Documents and Agencies*

The governing documents for entitlements begin with the Comprehensive Plan for the City of Rio Rancho and the last revised Zoning Code And Subdivision Ordinance. Also, ordinances governing utilities, drainage and infrastructure development, as adopted by the City, must be respected.

The drainage and flood control authority, the Southern Sandoval County Arroyo Flood Authority (SSCAFA) has adopted policies regarding flood control. The drainage master plan for the project complies with City and SSCAFA requirements and the local master plan of drainage allows for common drainage diversions, retention and controlled release in accordance with the regional authority.

Infrastructure requirements, as required by the City, together with normal operating policies for electricity, telephone and service utilities are not affected by this Plan.

On June 24, 1992, the City approved the Unit 20 Master Plan, Land Use Plan Element which was adopted by ordinance. The governing ordinance and schematic land use plan map are included in the following pages.

**1992 ZONING ORDINANCE and DEVELOPMENT AGREEMENT APPROVALS
(Following Pages 6 – 11)**

CITY OF RIO RANCHO
ORDINANCE

ORDINANCE NO. 24

ENACTMENT NO. 92-023

AMENDING ORDINANCE 87-1, APPENDIX G (ZONE MAP AMENDMENT) AND THE
ZONE MAP:

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF RIO RANCHO, NEW
MEXICO:

PURPOSE: That the properties totalling 240 acres in the northwestern portion of Unit 20 and indicated on
Attachment II shall have the zoning designations changed from R-1/Single Family Residential to the
following:

55 acres to SU/Special Use for Commercial Uses (Sites 2 and 3 Attachment A)

185 acres to SU/Special Use for Commercial and Industrial Uses (Site 1 of Attachment A)

RESTRICTIONS:

1. Land Use:

A. SU/Special Use for Commercial Uses:

All C-1/Retail-Commercial permissive and conditional uses as designated in Ordinance 87-1.
C-1 Conditional uses require a conditional use permit unless specified as permissive below.
Additional permissive commercial uses are listed by their Standard Industrial Classification
(SIC). For a more detailed description of each Division, Major Group and subsequent Group
and Industry numbers, refer to the S.I.C. Manual 1987. Unless otherwise stated, all Group
and Industry numbers within a given Major Group number will be included:

1. From Division D of the S.I.C. (Manufacturing) the following Major Group Numbers:
Major Group 27: Printing, publishing, and allied industries
2. From Division E of the S.I.C. (Transportation, communications, electric, gas, and
sanitary services) the following Major Group Numbers:
Major Group 42: Motor freight transportation and warehousing. Industry
Group #422, indoor uses only.
3. From Division F of the S.I.C. (Wholesale trade) the following Major Group Numbers:
Major Group 50: Wholesale trade - durable goods, indoor uses only
Major Group 51: Wholesale trade - nondurable goods, indoor uses only
4. From Division G of the S.I.C. (Retail trade) the following Major Group Numbers
Major Group 54: Food stores
Major Group 55: Automotive dealers & gasoline service stations, indoor
repairs only
Major Group 58: Eating & drinking places
Major Group 59: Miscellaneous retail
5. Division I of S.I.C. (Services) the Major Group Numbers:
Major Group 70: Hotels, rooming house, camps & lodging places

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- Major Group 73: Business services
- Major Group 75: Automotive repair, services and parking, indoor repair and services only
- Major Group 79: Amusement & recreation services, indoor uses only
- Major Group 82: Educational services
- Major Group 84: Museums, art galleries, and botanical and zoological gardens

- B. SU/Special Use for Commercial and Industrial Uses:
 All M-1/Light Industrial permissive and conditional uses as designated in Ordinance 87-1. All uses as listed in Land Use: A, above, and the following permissive uses listed below. All manufacturing uses shall be conducted within a fully enclosed building. M-1 Conditional uses shall require a conditional use permit unless specified as permissive below. Additional permissive uses for light industrial uses are listed by their Standard Industrial Classification (S.I.C.). For a more detailed description of each Division, Major Group and subsequent Group and Industry numbers within a given Major Group number will be included:
- 1. Division D of S.I.C. (Manufacturing) the Major Group Numbers:
 - Major Group 34: Fabricated metal products, except machinery and computer equipment
 - Major Group 35: Industrial & commercial machinery & computer
 - 2. Division I of S.I.C. (Services) the Major Group Numbers:
 - Major Group 76: Miscellaneous repair services

2. Access:
- A. Full access along NMSR 44 and NMSR 529 shall be permitted to the proposed road intersections as identified in the Unit 20 Master Plan. In addition, full access points are permitted at one-quarter (1/4) mile intervals. These restrictions are pursuant to review and approval of the NM State Highway and Transportation Department.
 - B. Right-in/Right-out access points are permitted at one-eighth (1/8) mile intervals.
 - C. Acceleration/deceleration lanes shall be provided by the developer at all access points.
 - D. Reciprocal access agreements between property owners is recommended in the future due to the limited access plan.
 - E. No access (with the exception of the unnamed collector road) shall be permitted to Progress Blvd.

3. Landscaping (Attachment B):
- A. Landscaping Standards Summary:

TOTAL LANDSCAPING (T.L.) REQUIRED:	10% of Gross Acreage
	- Landscaping to be maintained in perpetuity
FRONT LANDSCAPING:	- 25% of T.L.
LIVE PLANT MATERIAL:	- 80% or more of T.L.
NON-PLANT MATERIAL:	- 20% or less of T.L.
LIVE VEGETATION; GROUND COVER:	- 50% or more of T.L.
SHRUBS:	- 5 gallon minimum size to be credited as Live Plant Material
TREES:	- One per 1000 square feet of T.L.
	- 30" boxed or 3" caliper in size
	- 12" in height with full crown

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PARKING LOT LANDSCAPING:

- 1 to 5 acres/2% of T.L. In parking lot
- Greater than 5 acres to 10 acres/3% of T.L. In parking lot
- Greater than 10 acres/4% of T.L. In parking lot

RIGHT-OF-WAY:

- 50% to 100% credit toward T.L. depending on street

LANDSCAPING BUFFER:

- This requirement is not included in T.L. requirement.

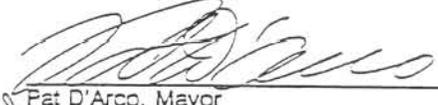
- B. In addition to the standard Landscaping Standards above, the streetscape shall be treated consistently along all road frontages (except where buffer is required).
 - i. Streetscape landscaping shall be a twenty (20) feet wide.
 - ii. Properties shall have a triangular landscaped treatment at all street intersections (except where buffer is required). The distance of the triangle shall be fifty (50) feet along each roadway.
 - iii. Triangular landscaped treatment and streetscape shall include sod, trees and shrubs.
 - iv. The streetscape landscaping will be credited toward the Landscaping Standards percentages.
 - v. The streetscape landscaping shall be a continuation of the right-of-way landscaping.
- C. The Clear Sight Triangle shall be maintained.

- 4. Landscape Buffer (Attachment B): Landscape buffering is required on nonresidential property where nonresidentially zoned property is adjacent to a residential district to protect the residential area from unsightly views, odor, noise, etc. Buffering shall meet the following criteria:
 - A. Buffer shall be a minimum width of ten (10) feet. Buffer shall extend along the length of the property where it is adjacent to a residential district or where necessary to sufficiently buffer the residential area.
 - B. Buffer shall be located on the nonresidential property adjacent to the property line.
 - C. A berm with a maximum slope of 3:1 and a flat peak of at least two (2) feet in width shall be along the length of the buffer.
 - D. The buffer shall contain trees and shrubs:
 - i. Deciduous or evergreen trees (minimum 2 1/2" caliper or six (6) feet in height) planted a minimum of ten (10) feet apart.
 - ii. Shrubs with a minimum growth size of three (3) feet tall and three (3) feet wide shall be planted on the outside of the buffer and the row of trees. Shrubs shall be planted a minimum of six (6) feet apart.
 - iii. Groundcover of low growing shrubs, grasses, barks or gravel shall be placed in the buffer to keep the buffer free from undesirable weeds.
 - E. Buffer shall be designed appropriately so as to form a solid screen within two (2) growing seasons.
 - F. Buffering shall be planted at time of site development and building construction.
 - G. The Clear Sight Triangle shall be maintained.

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- 5. Architectural Issues:
 - A. No metal buildings will be allowed.
 - B. No plain concrete block buildings will be allowed.
 - C. Streetscape shall utilize similar design and types of materials throughout the site in order to maintain unity of design within the area.
 - D. Outside storage and chain link fencing shall be visually screened from any adjacent property owner.
 - E. Parcels 1 and 2 (attachment II) shall have a maximum height restriction of sixty (60) feet above grade and a building setback requirement of one (1) foot for every foot of building height. Parcel 3 shall have a maximum height restriction of thirty-two (32) feet above grade.
 - F. Lighting shall be located so as not to reflect into the residential district.
- 6. Signage: All signage on the parcels shall comply with Article 5 covering signs of the City of Rio Rancho zoning Ordinance.
- 7. Site Plan Review: A site development plan must be reviewed and approved by the Planning and Zoning Commission prior to the issuance of any and all building permits for new construction.
- 8. Signalized Intersections: If signalization of the intersection of NMSR 44 and NMSR 528 is warranted by the State Highway Department, the intersection improvements shall be provided by the applicant.
- 9. State Highway Department Approval: The applicant must receive written approval from the State of New Mexico Highway Department and submit it to the City Development Department prior to any construction plan approval.
- 10. Sunset Clause: The zoning designation of the property shall revert to R-1/Single Family Residential if no development has occurred within thirty-six (36) months from the approval date of this Ordinance.

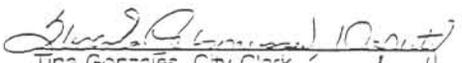
APPROVED THIS 24TH DAY OF JUNE, 1992.



Pat D'Arco, Mayor
June 29th 1992

Date

ATTEST:



Tina Gonzales, City Clerk
(S E A L)

1992 ZONING ORDINANCE

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**CITY OF RIO RANCHO
RESOLUTION**

RESOLUTION NO. 160

ENACTMENT NO. 93-153

APPROVING THE UNIT 20 DEVELOPMENT AGREEMENT

WHEREAS: The Unit 20 Master Planning Area is located at the southwest corner of NMSR 528 and NMSR 44; and

WHEREAS: The area totals approximately 2,060 acres and at buildout, will have a significant population base which constitutes the increased planning effort; and

WHEREAS: The Unit 20 Master Plan which was approved on June 24, 1992, required that a Development Agreement between the City of Rio Rancho and Amrep S.W. be signed and agreed upon prior to Final Plan approval west of the P.E.T.L. property; and

WHEREAS: The Development Agreement is necessary to finalize specific development issues; and

WHEREAS: At the regularly scheduled meeting of October 12, 1993, the Planning and Zoning Commission voted unanimously to recommend Approval of the Unit 20 Development Agreement to the Governing Body of the City of Rio Rancho.

THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF RIO RANCHO:

That the Governing Body hereby approves and adopts the Unit 20 Development Agreement.

ADOPTED THIS 17TH DAY OF NOVEMBER, 1993.

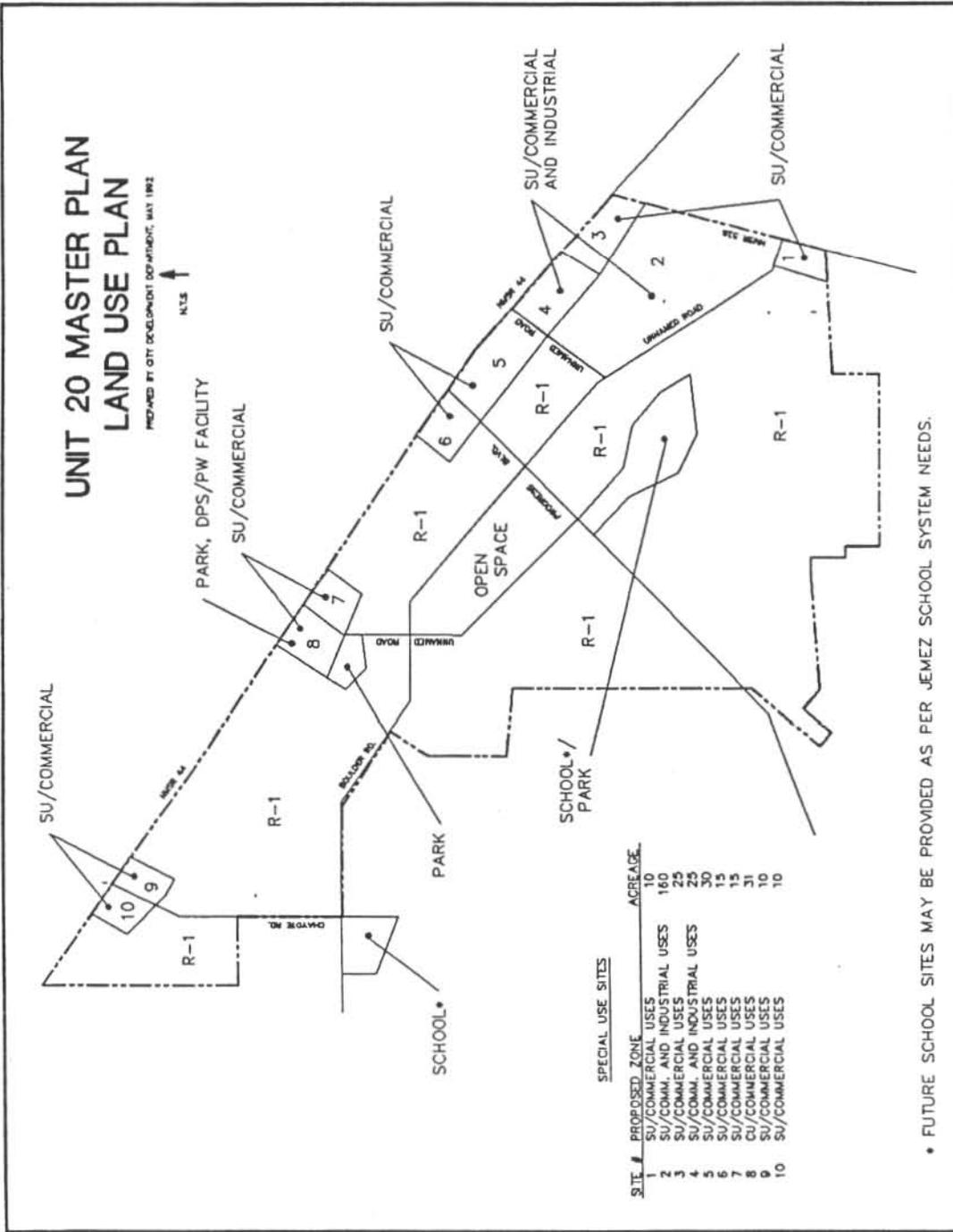
Pat D'Arco, Mayor

Nov 22nd 1993
Date

ATTEST:

Tina Gonzalez, City Clerk - Deputy
[S E A L]

1993 DEVELOPMENT AGREEMENT ORDINANCE



**EXHIBIT TO ORDINANCE
(NOTE AREA WEST OF MONTREAL EXCLUDED FROM
COMMERCE CENTER MASTER PLAN PORTION)**

On December 17, 1993, a Development Agreement was executed between the City of Rio Rancho, New Mexico, and AMREP Southwest, Inc. that refers to the approved Master Plan and refers to a preliminary plat for Unit 20 East. This Development Agreement requires AMREP Southwest, Inc. to prepare a Right-Of-Way And Median Landscaping Plan and requires developer maintenance of median and right-of-way landscaping for a period of two years. Thereafter, the City has committed to major roadway landscape maintenance. Also, the Development Agreement articulates the responsibilities for traffic signal installation, the dedication of lands for parks and open space (already accomplished) and requires the designation of a Department of Public Services (DPS) substation and a 25-acre school site (already accomplished).

The Development Agreement allows for arterial road sidewalks and sidewalks on one side of collector streets. It should be noted that this Master Plan incorporates these provisions and requires additional provisions for pedestrian accessibility and shared access driveways, street theme and street tree requirements that conform to the approved Development Agreement.

Most importantly, the recorded Development Agreement contains a mutual agreement whereby the City will not impose any impact fees on the development of the property other than recited above as an AMREP Southwest obligation.

In addition to the original preliminary plat (1992), the first "phase" of lots within the Commerce Center commercial and industrial properties has been platted in December of 1997. An interim set of protective covenants and restrictions has also been recorded. These instruments allow for the early establishment of lot lines, roadway right-of-ways and subdivision conventions for easements and title purposes.

It is an express purpose of the Master Plan that these plats and recorded covenants will be amended subsequent to the adoption of this document. This will be necessary to provide for common-use areas, joint landscaping easements for the Property Owners' Association rights and will allow for "flexibility" in lot line adjustments, replats and the creation of additional (or fewer) lots as may be required throughout the development process.

Any property purchaser reviewing this Plan should procure the latest recorded plat and covenants as well as the design standards, articles of incorporation of the property owners' association and their by-laws.

B. Land Form and Physical Conditions

1. Land Form

The land area comprises approximately 210 acres, exclusive of the rights-of-way of NMSR 528, NMSR 44, Enchanted Hills Boulevard and Montreal Loop (Boulevard). These peripheral streets have been designed and constructed (Montreal Loop is in-progress).

The land form essentially drains from west to east and contains a tributary of the Venada Arroyo and a flood plain designation which discharges that drainage underneath NMSR 528. An approved drainage plan and FEMA Letter of Map Revision (LOMR) is in process to remove the floodplain and direct the Venada Arroyo tributary along an improved channel. That improved channel would discharge the major drainage underneath Enchanted Hills Boulevard whereby that drainage will be released to the main branch of the Venada Arroyo.

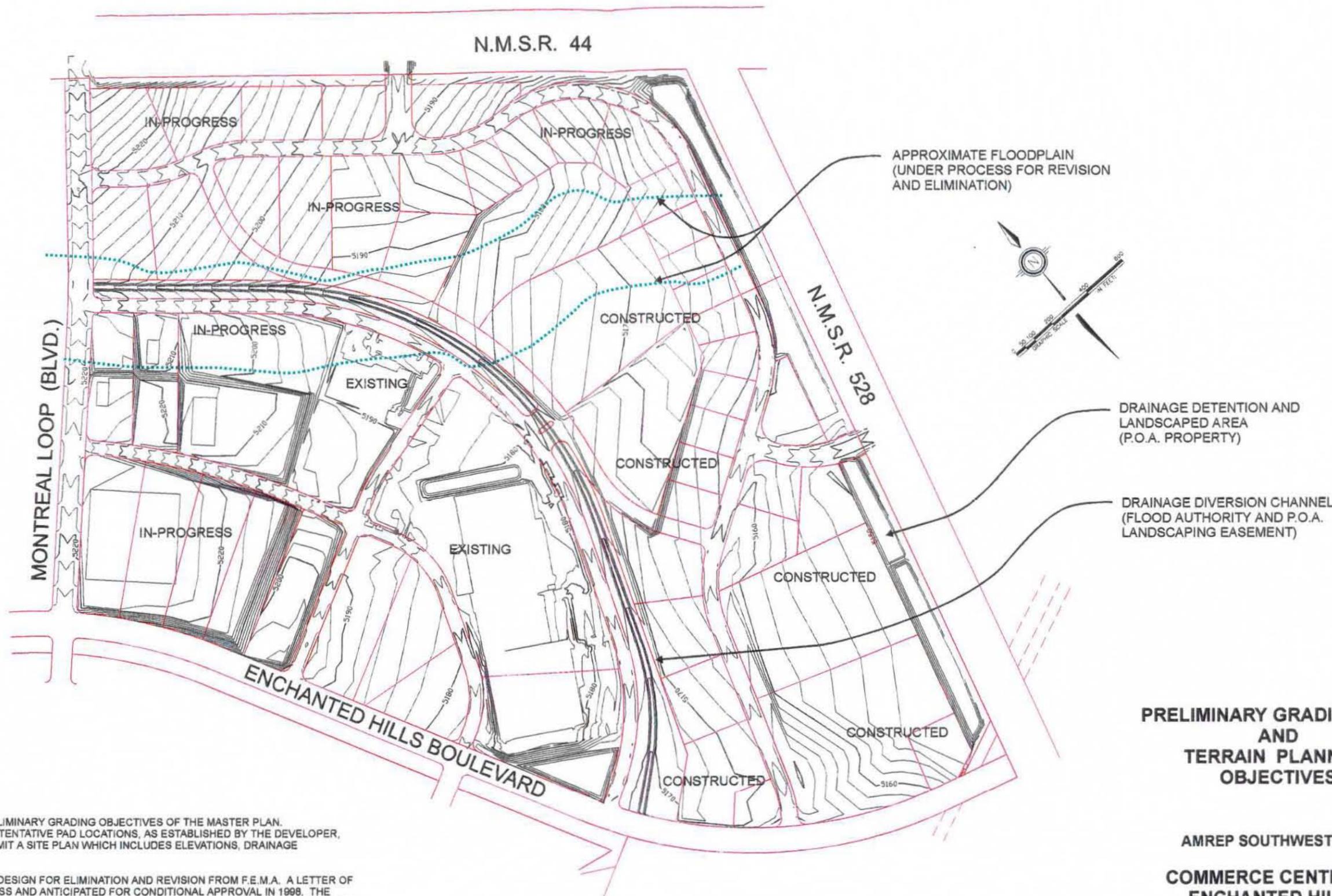
This essentially means that the entire property will require “pregrading” by the master developer to provide temporary cuts, fills and “pad locations” to construct roadways and manage the terrain in accordance with the grading plan. Attached in this section is the tentative finished grade elevations as prepared by Cinfran Engineers, Inc.

The highest elevations on the property lies west of the existing Fulcrum Direct clothing manufacturing plant (After-the-Stork brand). A ridge line of the existing arroyo and a prominent elevation describes the property north and east of the intersection of Enchanted Hills Boulevard and Montreal Loop (Boulevard).

Although much of the property will be retaining the natural vegetation in a phased development condition, it is anticipated that all sites will require grade change and local-drainage direction as each property develops.

The land area between Fulcrum Way (the improved arroyo channel) and NMSR 44/NMSR 528 drains easterly towards a common drainage retention area adjacent to NMSR 528. This area of common property, to be maintained by the POA, will contain benched drainage retention ponds that will allow normal developed run-off for developed properties lying downhill from the Fulcrum Way and the Venada Tributary channel.

The following graphic has been provided. It is a current (12/97) master grading plan with approximate elevations. This would represent a pre-site development condition as envisioned by AMREP Southwest, Inc. End-users would be responsible for final grading designs, structural pads, and drainage engineering.



**PRELIMINARY GRADING PLAN
 AND
 TERRAIN PLANNING
 OBJECTIVES**

AMREP SOUTHWEST INC.

**COMMERCE CENTER AT
 ENCHANTED HILLS**

RIO RANCHO, NEW MEXICO

MASTER PLAN - MARCH 1998

THIS ILLUSTRATION DEPICTS THE PRELIMINARY GRADING OBJECTIVES OF THE MASTER PLAN. IN ADDITION TO ROUGH GRADING AND TENTATIVE PAD LOCATIONS, AS ESTABLISHED BY THE DEVELOPER, EACH SITE USER IS REQUIRED TO SUBMIT A SITE PLAN WHICH INCLUDES ELEVATIONS, DRAINAGE MANAGEMENT AND EARTH CHANGES.

THE EXISTING FLOOD PLAIN IS UNDER DESIGN FOR ELIMINATION AND REVISION FROM F.E.M.A. A LETTER OF MAP REVISION (L.O.M.R.) IS IN-PROGRESS AND ANTICIPATED FOR CONDITIONAL APPROVAL IN 1998. THE MASTER DRAINAGE PLAN ALLOWS CONTROLLED RELEASE TO MAJOR DETENTION AND DIVERSION FACILITIES DEPICTED AND FURTHER DESCRIBED IN THE ENGINEERING DOCUMENTATION (AVAILABLE FROM AMREP SW, INC.)

EACH SITE USER MUST RESPECT THE MASTER DRAINAGE AND GRADING ENGINEERING. USERS ARE ENCOURAGED TO ELEVATE STRUCTURAL PADS 1' TO 2' ABOVE THE ROUGH PLANE OF THE PREGRADING DESIGN AND DEPRESS PARKING AREAS. LANDSCAPING AREAS SHOULD ALSO BE DEPRESSED FOR IRRIGATION WATER RETENTION.

2. Road and Highway Access

The property is partially developed which includes the existing structures of Fulcrum Direct (clothing), approved plans for Insight Lighting, Brewer Oil, Furr's Supermarkets and a Walgreens location. In the development of these properties, several platted arrangements of streets and access were reviewed by the City of Rio Rancho and the New Mexico State Highway and Transportation Department (NMSHTD). Accordingly, the traffic impact analysis (Keystone Engineering, Inc.) together with early efforts by Community Sciences Corporation and Cinfran Engineering, have secured the approval of the basic roadway system depicted within this Plan.

Of critical importance are the intersections of Montreal Boulevard and Enchanted Hills Boulevard with the State Highways. These intersections allow signalization and full median openings and access without restriction. These efforts also secure the approval by the City and the NMSHTD for two "midpoint" access locations between those intersections and the recently reconstructed intersection of NMSR 44 and NMSR 528. The midpoint street access for NMSR 44 is unrestricted and contains a median opening (future plans). The mid-point intersection to NMSR 528 allows for median opening, unrestricted inbound left turns and a restriction on outbound left turns. This restriction provides for the physical ability to construct left turn outbound lanes and median geometry. However, the ability to close the left turn (outbound) movements is reserved to the New Mexico State Highway Department, District 3 engineer. Closure of specific turning movements would be indicated if significant traffic conflicts were experienced in the future.

No other penetrations of the NMSR 44 and NMSR 528 rights-of-way are permitted, by driveways or streets.

Internal to the project, the platted and tentative street alignments provide for the circulation and movement of commercial and employment-generated vehicles. They include some extraordinary right-of-way widths and contain adjacent street landscaping easements. Internal streets which are dedicated to the City of Rio Rancho are essentially "fixed". Other internal streets may be depicted by easements and certain access locations may be depicted on the plat by private easement. This is to provide for flexibility. In a condition of significant user development, some of the pre-platted or envisioned street easements may be eliminated or rerouted.

Provisions within the Master Plan (Design Guidelines element) encourage the use of shared access points along the internal public roadways. Also, the City of Rio Rancho and the site review process may not permit indiscriminate access points or driveway locations which would conflict with an improved traffic circulation objective.

3. Utilities and Infrastructure

AMREP Southwest, Inc., the Master Developer, intends to install all major utilities and pre-construct major roadways. Accordingly, all utilities and service adequate for the envisioned land use will be accomplished by specific engineering plans approved by the City of Rio Rancho. The City of Rio Rancho provides the water and sewer utility service. While there are no apparent restrictions on water service nor pressure (fire flow requirements), there is a concern regarding the capacity of sewage treatment plant No. 3 and its ability to handle increased flow.

There is an adopted plan to expand and enlarge the capacity of sewage treatment plant No. 3 and the concern for capacity is primarily focused around increased residential development (significant sewage units generator). Sewage discharge from commercial and industrial development should not be limited since the contribution from this land use occurs during an off-peak period and the numbers of plumbing fixtures are not as significant as residential development. However, all proposed site user should carefully monitor their type of proposed facility and confer with AMREP Southwest, Inc. and the City of Rio Rancho.

In addition to wet utilities, all dry "utilities" will be installed by AMREP Southwest, Inc. for the specific utility providers. There are major fiber optic telephone routes (2) located adjacent to NMSR 528 and NMSR 44. These high speed telecommunication lines will be extended within the project. Further, AMREP Southwest, Inc. is considering conduit and possible connections for an internal communication utility that can facilitate digital telephone and computer communications. This private communication conduit could also be integrated with amenity lighting, property owner association illumination control and project directory information exchange.

4. Landscaping, Amenities Locations and Cultural Sites

The existing vegetation consists of high-desert, arid plants and grasses which will be disturbed during the construction process.

Erosion control requirements will provide for overseeding with temporary grasses and ground stabilization. Thereafter, each site will be required to install and maintain landscaping, ground cover and erosion control in accordance with the Design Guidelines. Also, the property owners' association (POA) will retain title to certain tracts and easements along private properties and common areas for association-installed and maintained landscaping. This would be particularly evidenced along the highway frontages of NMSR 44 and NMSR 528, where there is a combined landscaping and drainage facility of approximate 120' width between the developed properties and the highway right-of-way.

These landscaped areas may also contain amenities (identity signage, thematic elements such as flags, berms and signage) and will contain underground utility corridors. Please refer to specific sections of this Plan for landscaping and amenity locations and descriptions.

As part of the grading and drainage approval process, all known and investigated archeologic, environmental hazard and cultural resource locations have been cleared.

Site designers and developers should be advised that this Master Plan and the City of Rio Rancho expect water-conservative landscaping and controlled irrigation. The landscape Plan identifies visible and critical areas along pedestrian pathways, roadway frontages and the exposures to the State Highways as primary location for "green" and celebrated landscaping types, including grasses. Internal to the project, irrigated turf and high-consumptive plant materials will be limited only to areas necessary for employee and customer use areas and to highlight or "spot landscape" identity signage and aesthetic focal points.

C. Land Use, Opportunities and Market Responsiveness

1. Organization of Land Use

As previously mentioned, the land use entitlements were adopted in 1992 and consist of special use (SU) for commercial and industrial land use for approximately 185 acres of the development. There is a 25 acre portion at the northeast corner, along NMSR 44 that is designated special use (SU) for commercial purposes.

While these are generalized requirements, without specific legal descriptions and definitive locations, this Master Plan intends to comply with this provision by organizing the commercial uses along NMSR 528 and NMSR 44. Industrial use or employment-generated use will be generally located between Fulcrum Way and Enchanted Hills Boulevard, and if expanded, in the vicinity of Montreal Boulevard and NMSR 44.

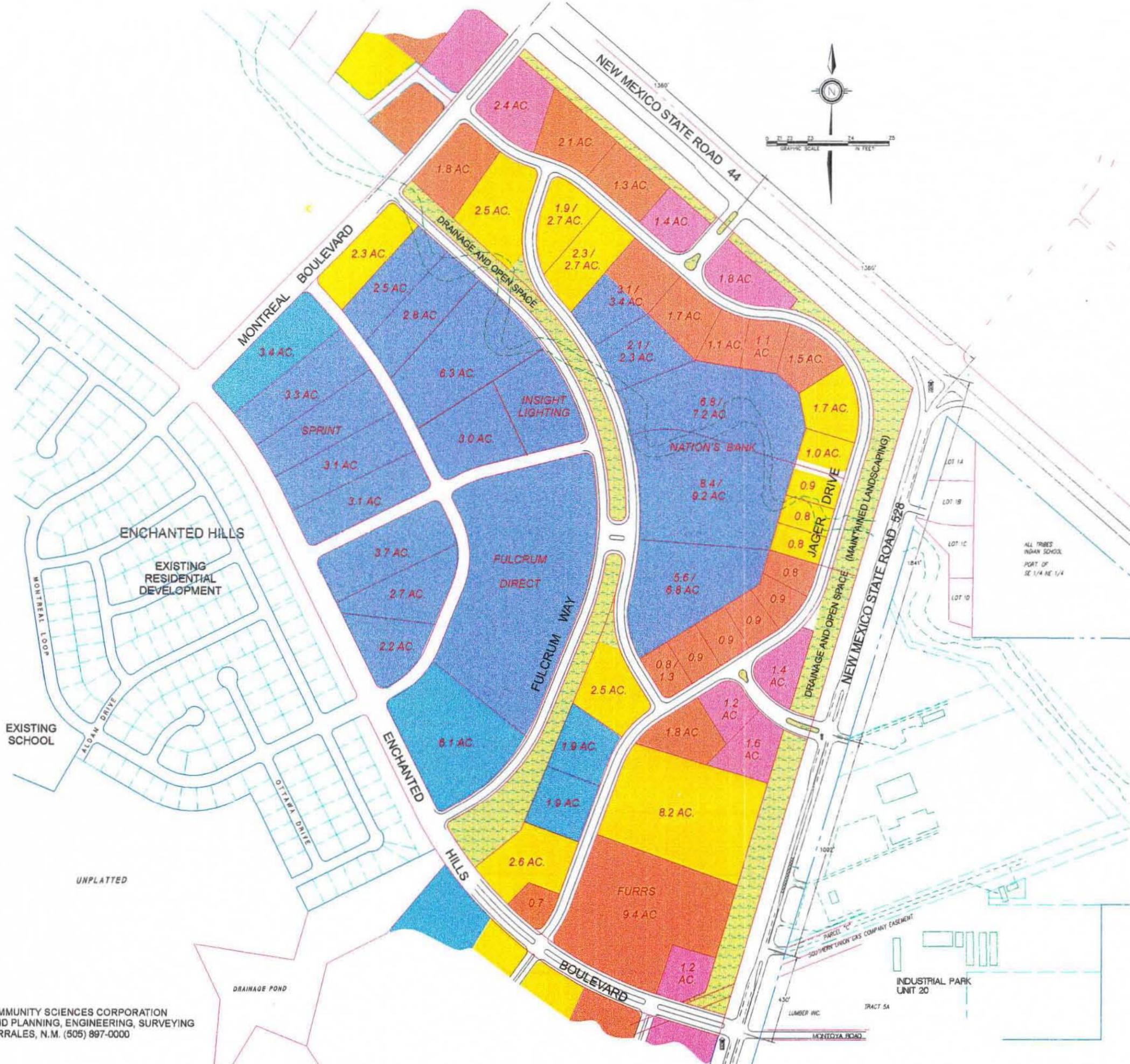
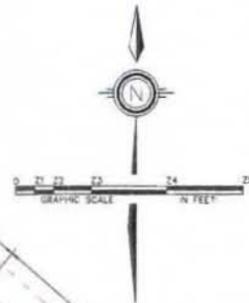
A portion of the property between Fulcrum Way and NMSR 528 has been designated a location for a Nation's Bank telephone center. This major employer will form the approximate "limit" of industrial or industrial/commercial use toward the intersection of NMSR 44 and NMSR 528.

Since the arrangement of certain users is "flexible", the following graphic has been prepared which shows approximate acreages for platted and proposed-platting and the locations of the existing committed users for Fulcrum Direct, Insight Lighting, Nations Bank and Furr's Supermarkets.

This graphic also intends to depict the "organization" of specific end users and end projects with a color code that relates to the land planner's perception of accessibility and visibility.

Accordingly, the first tier of properties (indicated in pink) have the highest visibility along external highway corridors and have the most convenient vehicular accessibility. Tiers 2 through 4 (orange, yellow and blue) are properties that are also suitable for commercial retail, service retail and structures such as office and commercial centers. However, while not an indicator of land price or value, it is perceived that the properties with less visibility and accessibility should be the general location for service commercial, offices and any employment expansion areas.

Properties depicted in light purple, designated to Tier 5, are better suited towards manufacturing, industrial use and employment.



USE / ACCESSIBILITY PERCEPTIONS

TIER 1 ACCESS AND VISIBILITY

TIER 1 HAS THE HIGHEST VISIBILITY ALONG HIGHWAY CORRIDORS AND EXTENDS INTO THE LAND WHERE INTERSECTIONS AND "WINDOWS"

POSSIBLE END USERS: CONVENIENCE STORES, FUEL / GAS, SPECIALTY GROCERY, DRUGSTORES, FAST FOOD, HI-VIS

TIER 2 ACCESS AND VISIBILITY

TIER 2 HAS SECONDARY VISIBILITY / ACCESSIBILITY ALONG HIGHWAYS AND

POSSIBLE END USERS: SERVICE RETAIL, AUTOMOBILE SALES AND SERVICE, CLOTHING, FOOD CENTERS, SMALL IDENTITY

TIER 3 ACCESS AND VISIBILITY

TIER 3 SITES ARE VISABLE, BUT LACK IMMEDIATE ACCESSIBILITY FROM HIGHWAY

POSSIBLE END USERS: BULK OF POWER AND NEIGHBORHOOD CENTER SITES. BARS, RESTAURANTS, SERVICES, OFFICES,

TIER 4 ACCESS AND VISIBILITY

TIER 4 HAS LESS VISIBILITY FROM HIGH ADWT ROADWAYS AND REQUIRES LOCATIONAL

POSSIBLE END USERS: OFFICES AND WAREHOUSE/OFFICE

TIER 5 ACCESS AND VISIBILITY

TIER 5 PROPERTIES ARE HOME-BASED WORK TRIP ENDS AND DO NOT RELY ON IMMEDIATE

POSSIBLE END USERS: EMPLOYMENT, WAREHOUSING, MANUFACTURING, DOCK-HIGH FACILITIES WITH SCREENED

AMREP SOUTHWEST INC.
COMMERCE CENTER AT ENCHANTED HILLS
 RIO RANCHO, NEW MEXICO
MASTER PLAN - MARCH 1998

2. Opportunities for Parcel Design

The preceding map and organization of land use provides considerable flexibility in the marketplace.

An example of these opportunities is depicted with the location of the Furr's grocery mart, convenience pads and possible expansion to a shopping center development in the southerly corner (Enchanted Hills Boulevard at NMSR 528). The real estate representatives should look carefully if any site locations for additional grocery stores are desired. There is a potential for locating other grocery and sales elements, which would not conflict with the Furr's location, near Montreal Loop and NMSR 44.

In a similar context, certain Tier 1 properties have been targeted for gasoline and convenience foods. It would not be prudent to locate these type of high traffic generators in other locations unless the organization of major employment users indicate that internal locations for convenience stores is appropriate.

The expansion of employment-based industrial or employment-generated users should be generally limited to the Tier 5 land use areas. However, there exists the opportunity near Montreal and NMSR 44 to locate additional employment-generators such as manufacturing, teleservices and offices. Also, the ability of office use or combined office/commercial land uses are not precluded within any of the properties.

The major "opportunity" afforded by this Master Plan and the agreements with the City of Rio Rancho centers around the ability to revise any early platting configurations that are not presold or committed because of infrastructure or drainage requirements to tailor or fit alternative lot arrangements, combinations of platted lots into one single-user site or the new platting into additional sites.

The minimum lot size, as specified by the Rio Rancho code, is .5 acre. Unless there is an unusual circumstance, this minimum should be respected.

The following graphic, a hypothetical illustration depicting lot combinations and alternatives for orientation and building arrangement, is provided to demonstrate these opportunities.



ILLUSTRATION "A"

DEPICTING SMALL LOT OCCUPANCY, WITH CENTRAL MEDIUM BOX STRUCTURE. PRIMARY MARKET FOR FREE STANDING RETAIL AND OFFICE / EMPLOYMENT NEAR MONTREAL AT NMSR 44

THESE ILLUSTRATIONS PORTRAY THE MANY COMBINATIONS OF LOT LINE ADJUSTMENTS AND ACCESS EASEMENTS TO SUIT THE SPECIFIC MARKETPLACE.

IT IS NECESSARY TO TRY TO ORGANIZE LAND OCCUPANCY (AGGREGATING USES IN LOGICAL AREAS).

ACCORDINGLY, THE FIRST TYPE OF USERS IN AN AREA WILL INFLUENCE THE TYPE OF OCCUPANCY AND DESIGN REVIEW FOR BUILDINGS ADJACENT TO THOSE AREAS.

AN EXAMPLE IS SHOWN IN ILLUSTRATION "A" WHERE OFFICE / EMPLOYMENT IS DESIRED TO BE IN THE VICINITY OF MONTREAL BOULEVARD.

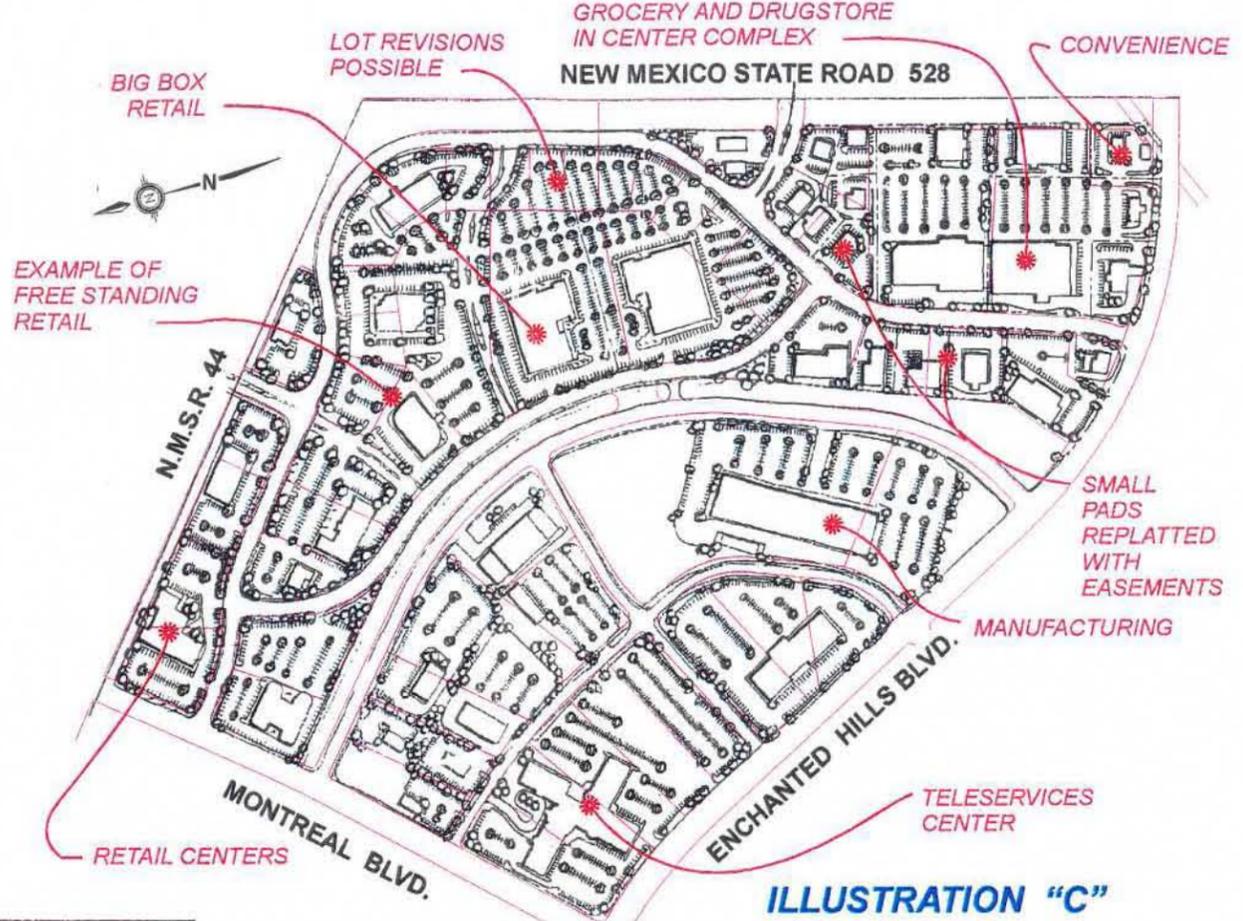


ILLUSTRATION "C"

DEPICTING LARGER LOT COMBINATIONS, RETAIL CENTERS AND GROCERY / DRUG / RESTAURANT PADS NEAR ENCHANTED HILLS / NMSR 528 INTERSECTION.

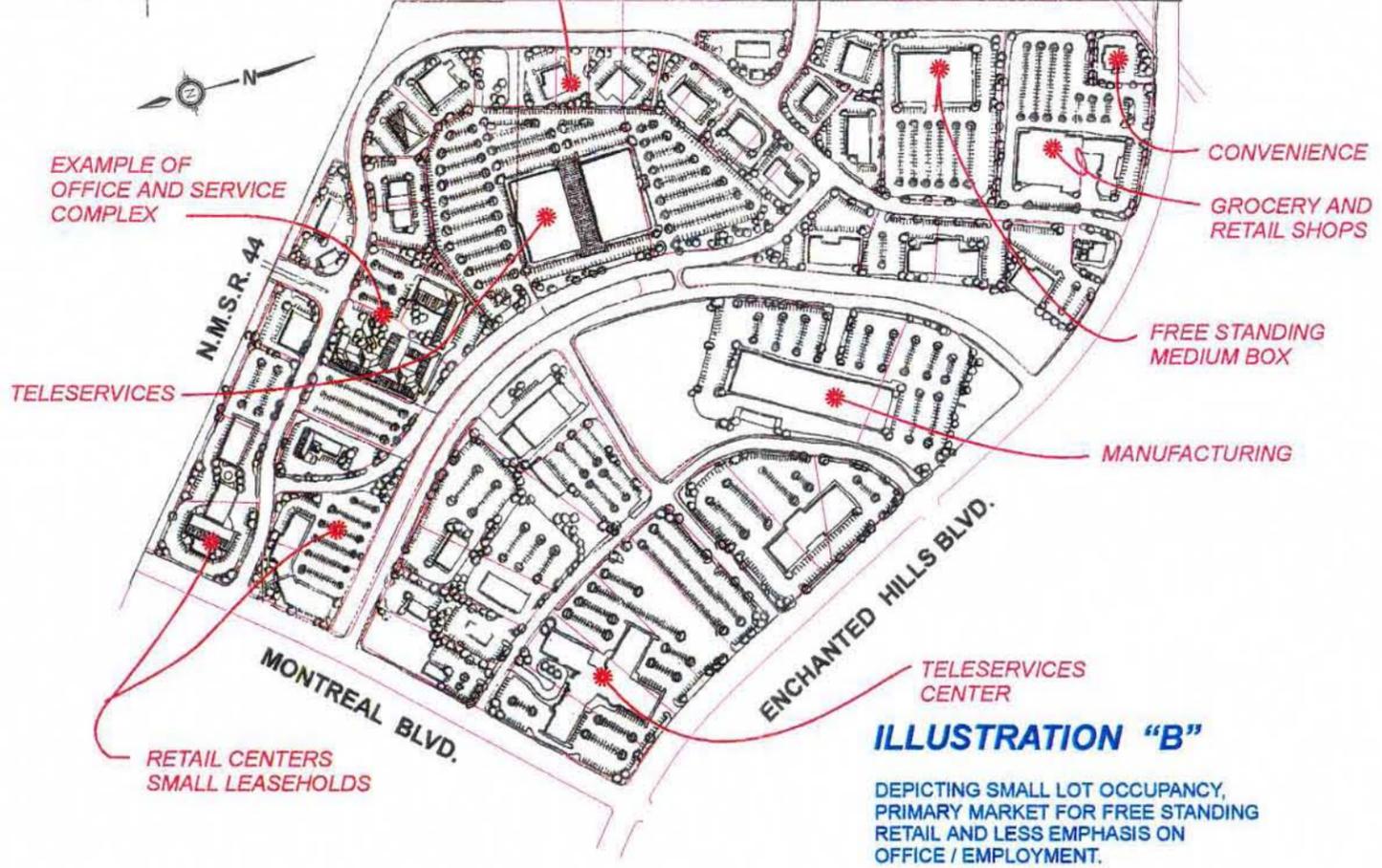


ILLUSTRATION "B"

DEPICTING SMALL LOT OCCUPANCY, PRIMARY MARKET FOR FREE STANDING RETAIL AND LESS EMPHASIS ON OFFICE / EMPLOYMENT.

**HYPOTHETICAL ILLUSTRATIONS
DEPICTING
LOT COMBINATION AND
ORIENTATION ALTERNATIVES**

AMREP SOUTHWEST INC.

**COMMERCE CENTER AT
ENCHANTED HILLS**

RIO RANCHO, NEW MEXICO

MASTER PLAN - MARCH 1998

Three illustrations are depicted:

Illustration A depicts a smaller lot occupancy if the market indicates many users who wish to accommodate the pre-platted lots to a large extent.

We have shown the combination of certain lots and the elimination of certain easements to accommodate a teleservices employment location (Nations Bank) and a hypothetical illustration for a "medium box" shopping complex.

Illustration A also shows a hypothetical arrangement of smaller employment-driven users at the intersection of Montreal and NMSR 44. The ratio parking for non-retail commercial is attempted to describe these types of occupancies.

Illustration B is similar to the above and shows how certain lot combinations can be arranged if the market again desires small lot and free-standing buildings predominant.

This illustration indicates a lesser emphasis on free-standing users and a greater emphasis on lot combinations to provide for small "centers" or leasehold structures satisfying a larger tenant market.

Corner retail centers would replace office structures in the vicinity of Montreal and NMSR 44. A different arrangement of grocery and related uses is depicted near the Enchanted Hills Boulevard and NMSR 528 corner.

Illustration C depicts how certain lots can be created at the intersection of NMSR 528 and Enchanted Hills Boulevard to accommodate a greater number of small-site occupancies. Also, in that location, the grocery complex is illustrated as a "small power center" with the addition of retail and a drug store as an integrated development with pad locations for fast foods, banks and convenience. Smaller restaurant sites are envisioned near Enchanted Hills Boulevard and the drainage/open space.

This illustration also depicts a central, interior road between Jager Boulevard and Fulcrum Way which could be a public street. At the center of the project, near this potential roadway, we have depicted "big box" retail use. However, that specific property has been a desired location for the Nations Bank Teleservices Center employing approximately 1200 employees. The accommodation of large retail buildings, in this location, would be precluded if the Nations Bank project proceeds to development.

On all three illustrations, we have depicted the potential teleservices center in the vicinity of Enchanted Hills Boulevard and Montreal Loop. While this building is merely a hypothetical configuration, the use of the property for a Sprint teleservices center has been announced. The location of Fulcrum Direct, a manufacturing user, is again depicted on all three illustrations as it is an existing structure.

3. Market Responsiveness and Initial Design Review

As the preceding illustrations demonstrate, there is considerable flexibility for the arrangement of most end-users.

The Design Review Committee, upon reviewing a proposal, is charged with certain basic responsibilities which include:

- Review of the structure, parking and site plan arrangement.
- Review of the landscaping and provisions for pedestrian connections.
- Review of the project traffic circulation for vehicles and cross-site access.
- Review of signage, exterior lighting and impacts on adjacent sites.
- Review of desired building and signage elements that reflect the "thematic" approach to identity signage (colorization and banners/flags, as an example).

The Design Review Committee (DRC) is also the appropriate vehicle to strive for an organization of end-users that would minimize conflicts in the marketplace. As such, realtors or proposed purchasers are encouraged to discuss preliminary locations and perhaps the DRC can suggest alternatives, by use of their planning consultants and engineers, that would facilitate a better development.

This would also work in the best interest of AMREP Southwest, Inc., so that certain opportunities are not "spoiled" by premature sales or development conditions. For example, there may be a need for a medium-box retail establishment or a power center, such as a discount outlet. Only certain sites internal to the project would accommodate these type of potential users as the combination of certain lots and accessibility or traffic circulation is critical. Also, the "exposure" for these type of users is a primary consideration.

In addition to primary site selection, the DRC can also assist in land-savings and utility/access sharing potential. An example would be the location of "shared access" entries which are mandated by the Plan and which conserve properties for building, parking or landscaping use. Cross-access easements are desired for parking circulation as well as pedestrian and bicycle traffic. By cooperative combination of circulation easements and thoughtful arrangement for both destinations and aesthetics, the pre-architectural review or review in conjunction with the designated project architect is recommended and could result in cost saving.

Another opportunity for the early review with the DRC involves landscaping and landscape maintenance. Please note that the landscaping and site amenities portion of this Master Plan, Chapter II-G requires certain easements, land reservations and types of specific landscaping and signage identity. It will be a requirement to maintain pedestrian and bicycle activity, particularly between employment generators and service and retail commercial, such as restaurants and convenience retail. A discussion with the DRC could establish these requirements (or their alternatives) early-on. This avoids extensive site-user architectural and land planning costs and the result will be a more appealing development project that secures land values and provides customer and employee enjoyment to the greatest extent.

4. Building Form and Architectural Style

Included with this Master Plan is an extensive Design Guidelines section. The Design Guideline section is a "private control" document which is initiated by covenants (CC&R's) and administered by the Design Review Committee.

There are no preset conditions for a certain architectural style nor arrangement articulated within the Design Guidelines. The Design Guidelines strive for "common sense" for the equipment, lighting, parking lot arrangements and street access provisions.

The primary building architecture should be "contemporary". Project architects are encouraged to become innovative with handsome structures befitting the Commerce Center in an industrial and business park environment. This would include "modern" building styles with extensive angulation, colored glazing or glass walls (limited reflectivity) and an upbeat, activity connotating style.

Since the property is quite large, the program of directory signage (illuminated, with vehicular stopping areas) is contemplated. With so many potential users and the organization of combined commercial and industrial occupants, including mixed-use opportunities such as office/commercial, without a sense of direction visitors can become confused.

Accordingly, the Design Guidelines will strive for a street-tree and street-hardware "amenity" with incorporates colored flags or banners. The amenities along NMSR 44 and NMSR 528 are envisioned as landscaped areas which incorporate a "field of flags" identity, again with coordinated colors that would define the property in four distinct area groups.

If a program of street identification is employed, which utilizes colored banners, each building designer is encouraged to use a similar theme (flags and banners) together with their site landscaping and signage program. The Design Guidelines suggest that major signage in certain building features incorporate glazed ceramic tile, anodized or colorized metal ornamentation and other symbolism with similar area colors.

In this fashion, the southerly portion near Enchanted Hills Boulevard could be depicted as the "red" area, the central portion near the intersection as the "yellow" area, the location near Montreal and 44 could be the "blue" area and the remainder of the industrial-predominant users near the Enchanted Hills Boulevard and Montreal Boulevard location, could become the "green" area.

If this colorization is adopted, the directory signage would provide for coordinated location map for visitors and identity signage.

This concept is further defined in Chapter III of this Master Plan.

In addition to the standards imposed by the Design Review Committee and this Master Plan, the approved City zoning specifically prohibits metal buildings and plain concrete block buildings. Additionally, outside storage and chain-link fencing must be visually screened from all adjacent property owners. Chain-link fencing in general will be discouraged in favor masonry block walls. The zoning ordinance further underscore the exterior lighting to be contained within the non-residential areas and shall not encroach onto residential properties.

D. Transportation and Access

As mentioned in Chapter I (Location and Description of the General Vicinity), the Enchanted Hills Commerce Center is well served by access to the interstate highway system (through Bernalillo, NM) and has strong activity to principal highways.

NMSR 44 has been partially upgraded at the NMSR 528 intersection. There is a proposal to extend roadway improvements for the entire length of NMSR 44 to Farmington, New Mexico. Since this road is currently a major highway arterial, these improvements will enhance the transportation and flow of goods and services to the northwest portion of the State, extending to Durango, Colorado, and areas served by the Colorado / New Mexico Highway system.

NMSR 44, from the project easterly through Bernalillo to the Interstate highway, traverses property under current development for casinos, retail, hotels and other Indian-gaming and Town of Bernalillo commercial activities. The NMSHTD has concerns for the high volume of traffic and will be implementing plans for limitation of access, signalization and modifications of a primary roadway to increase vehicular capacity.

NMSR 528 is a significant roadway which could carry in excess of 40,000 vehicles per day in the vicinity of this project. Accordingly, the intersection with NMSR 44 has undergone an upgrade in 1997 which includes signalization. Future widening, median divisions, access control and general highway enhancements are programmed for the future.

The following illustration depicts the Enchanted Hills Commerce Center vicinity in conjunction with existing platting. Also, the proposed internal transportation corridors which would affect the project, to the west and south, are depicted.

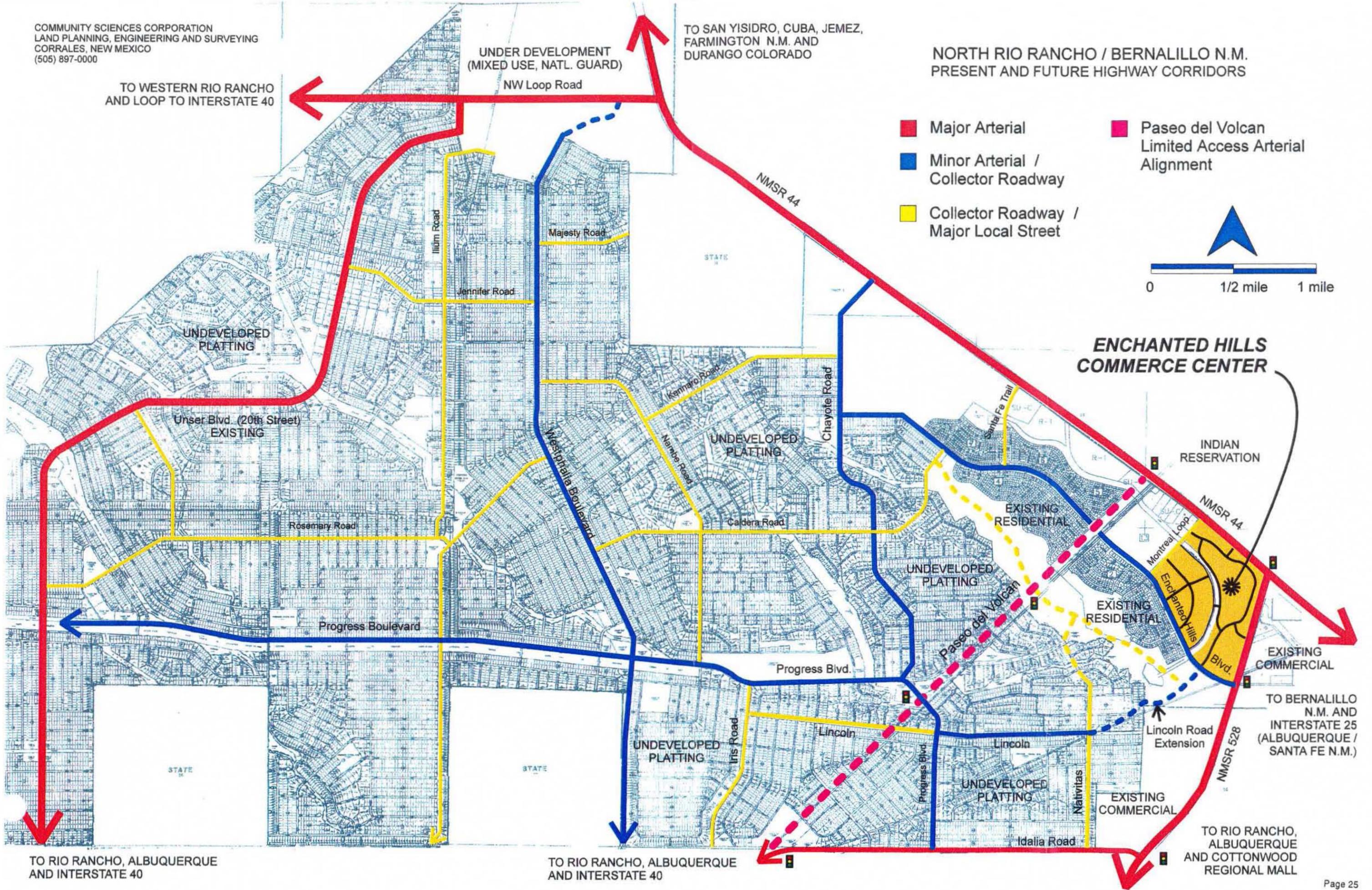
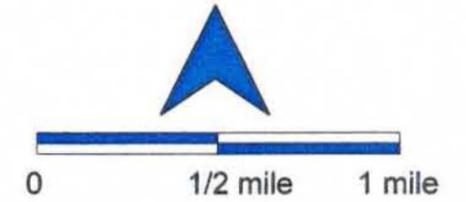
In accordance with the NMSHTD and the City of Rio Rancho major transportation plans, lands lying to the west of the Enchanted Hills Commerce Center location have designated collector, arterial and near-expressway roadway alignments.

Please note that the properties lying to the west have been "preplatted" for mostly residential lots, .5 acre lot size, which have only been partially developed. These plats contain large rights-of-way in certain locations which would accommodate arterial and collector roadways. Some replatting and redesign may be required to provide additional activity to the Commerce Center (such as the extension of Lincoln Road) which would require replatting or right-of-way enhancement.

TO SAN YSIDRO, CUBA, JEMEZ,
 FARMINGTON N.M. AND
 DURANGO COLORADO

**NORTH RIO RANCHO / BERNALILLO N.M.
 PRESENT AND FUTURE HIGHWAY CORRIDORS**

- Major Arterial
- Minor Arterial / Collector Roadway
- Collector Roadway / Major Local Street
- Paseo del Volcan Limited Access Arterial Alignment



TO WESTERN RIO RANCHO
 AND LOOP TO INTERSTATE 40

UNDER DEVELOPMENT
 (MIXED USE, NATL. GUARD)
 NW Loop Road

**ENCHANTED HILLS
 COMMERCE CENTER**

INDIAN
 RESERVATION

EXISTING
 COMMERCIAL

TO BERNALILLO
 N.M. AND
 INTERSTATE 25
 (ALBUQUERQUE /
 SANTA FE N.M.)

TO RIO RANCHO,
 ALBUQUERQUE
 AND COTTONWOOD
 REGIONAL MALL

TO RIO RANCHO, ALBUQUERQUE
 AND INTERSTATE 40

TO RIO RANCHO, ALBUQUERQUE
 AND INTERSTATE 40

Paseo del Vulcan:

Diagonally, approximately one-third mile west of the Commerce Center (Montreal Loop) is a programmed location for an arterial-expressway corridor. Known as Paseo del Vulcan, this roadway is proposed for a one-mile limitation on access and could become a six-lane major thoroughfare connecting NMSR 44 and the northerly portion of Rio Rancho to the City of Albuquerque and Interstate 40, to the Southwest. This plan is currently under citizen review and accordingly, may be subject to change, relocation or modification.

Major Arterials:

In addition to the State highways serving the site, the illustration depicts the location of Unser Boulevard (20th Street) and Idalia Road. These are designated within the City of Rio Rancho transportation plan as major arterials including access restrictions from private driveways and carefully-controlled street and property accessibility. Both Idalia Road and Unser Boulevard will connect southerly to the community of Rio Rancho, Albuquerque, and in the case of Unser Boulevard, will extend through the City of Albuquerque to Interstate 40 (intersection and partial construction completed). The Northwest Loop Road, approximately four miles west of the Commerce Center, is another roadway link that is defined by the NMSHTD and the Middle Rio Grande Council of Governments (RPO). It is only partially constructed but is intended to connect the area of north Rio Rancho and Bernalillo, New Mexico to Interstate 40 in the vicinity of the Rio Puerco. This is an extensive roadway undertaking and if accomplished, would form the northwest quadrant "outer loop" that circumscribes that portion of Albuquerque, New Mexico and the developing portions of Bernalillo and Sandoval Counties.

Minor Arterials and Collectors:

The map also depicts the locations for Westphalia Boulevard, Progress Boulevard, Enchanted Hills Boulevard and Chayote Road. These roadways, already platted, would connect to the major arterial system to alignments dedicated on the existing plats. Lincoln Road, which would impact the Commerce Center location, is partially platted and would require a realignment and connection to Enchanted Hills Boulevard. This has been proposed to AMREP Southwest and the City of Rio Rancho. However, before an identification of this arterial roadway alignment can be relied upon, further engineering for the roadway and crossing of the Venada Arroyo is indicated.

The other roadways depicted on the map in yellow comprise the major local and collector roadways that conform to the existing platting. In certain locations, indicated by dashed lines, we have depicted recommendations for realignment and new roadway dedications to conform with the Paseo del Vulcan proposal, terrain fitting and logical extensions to intersections.

On Enchanted Hills Boulevard, the ability to connect driveways and modify street alignments is subject to review by the City Engineer for Rio Rancho. These may require a traffic impact analysis for principal driveways and streets impacting Enchanted Hills Boulevard. For minor driveways (right in/right out) and accessibility to Montreal Loop and internal streets should not require special traffic studies as a master transportation impact study (TIA) has been conducted (JHK and Associates).

E. Platting Easements and Conventions

As mentioned previously, portions of the property (Phase 1) had been platted in December 1997. This early plat defines major rights-of-way and initial property lines. It has been used to size and locate utilities and to provide for the current construction for grading and site preparation.

This plat (Phase 1) together with subsequent plats are subject to property line adjustments as the development progresses. Chapter II.C of this Master Plan, Land Use, Site Opportunities and Market Responsiveness, indicates that there is a strong desire to accommodate multiple users or single users which require the combination of adjustment of platted lot lines.

Please be aware that many plat revisions (replats and amended plats) are envisioned that would continually update the recorded land documents as additions or changes are required.

One provision of an early replat to the existing documents, to be carried forward with future plat documents, will be the provision of easements. These easements would be a right-of-use of private platted property for the street tree and major roadway landscaping improvements, amenities and areas that are to be maintained by the Property Owners' Association (POA).

These plat modifications should not materially affect a real estate transaction that is in-progress nor should concern any future purchases. It is the intent for all occupants within the Enchanted Hills Commerce Center to participate, with dues, to the Property Owners' Association so that thematic amenities and major landscaping areas can be irrigated and their upkeep assured.

Should the major thematic elements of "flag and banners" be adopted, the POA would also be responsible for these thematic elements as well as directory signage. Accordingly, the plats will require revisions to depict the easement areas for the POA as well as for utility service (which can be adjusted in certain locations).

There may be other "conventions" applied to the plats that are specific to the Enchanted Hills Commerce Center. These conventions could be the type and depiction of easements together with their right of use, revision and ability to modify.

Other conventions envisioned may be to segregate three or four large areas within the Enchanted Hills Commerce Center to adopt a locational "name". If the "field of flags" amenity is adopted, these plat conventions could reflect the subparcelization of the project as:

- Southfields at Enchanted Hills Commerce Center
- Middlefields at Enchanted Hills Commerce Center
- Westfields at Enchanted Hills Commerce Center

This nomenclature is merely an example and the specific sub-identify names have yet to be adopted.

F. Building Height, Setbacks and Intensity of Development

There is no limitation on the "intensity of development" per se. The intensity of allowed use of buildings and structures is governed by the building size and minimum parking requirements, as administered by the City of Rio Rancho Zoning Code for offstreet parking (Section 9-1-16). For general office, professional, retail business and public businesses, the allowances are one space for each 300 square feet of gross floor area. For restaurants and bars, one space for each four seats. Industrial, manufacturing and wholesale establishments require a space for each two employees on the largest shift. Shopping centers require five spaces per 1000 square feet of gross floor area.

For mixed uses on any one site, the total requirement of off-street parking spaces is the sum of the fractional requirements for the various uses computed separately. Architects are encouraged to utilize the "shared parking" standards of the Urban Land Institute for minimizing required parking areas where those uses can be shared with other uses and, in certain conditions, using surplus spaces on other sites.

The maximum building height on any property is 60 feet.

Landscaping requirements (see Section II.G) requires a minimum of 10% of the gross lot to be landscaped.

Thusly, the allowed "intensity" of any single lot or occupancy will be the utilization of the purchased properties, plus any pedestrian or required easements, less the percentage requirements for landscaping and street buffering. Within the remaining area, the ratio of building area (gross floor area, heated) and the required parking would govern the allowed intensity.

Setbacks (minimum) and allowed building height is recited on the following graphic. The minimum setbacks for certain areas:

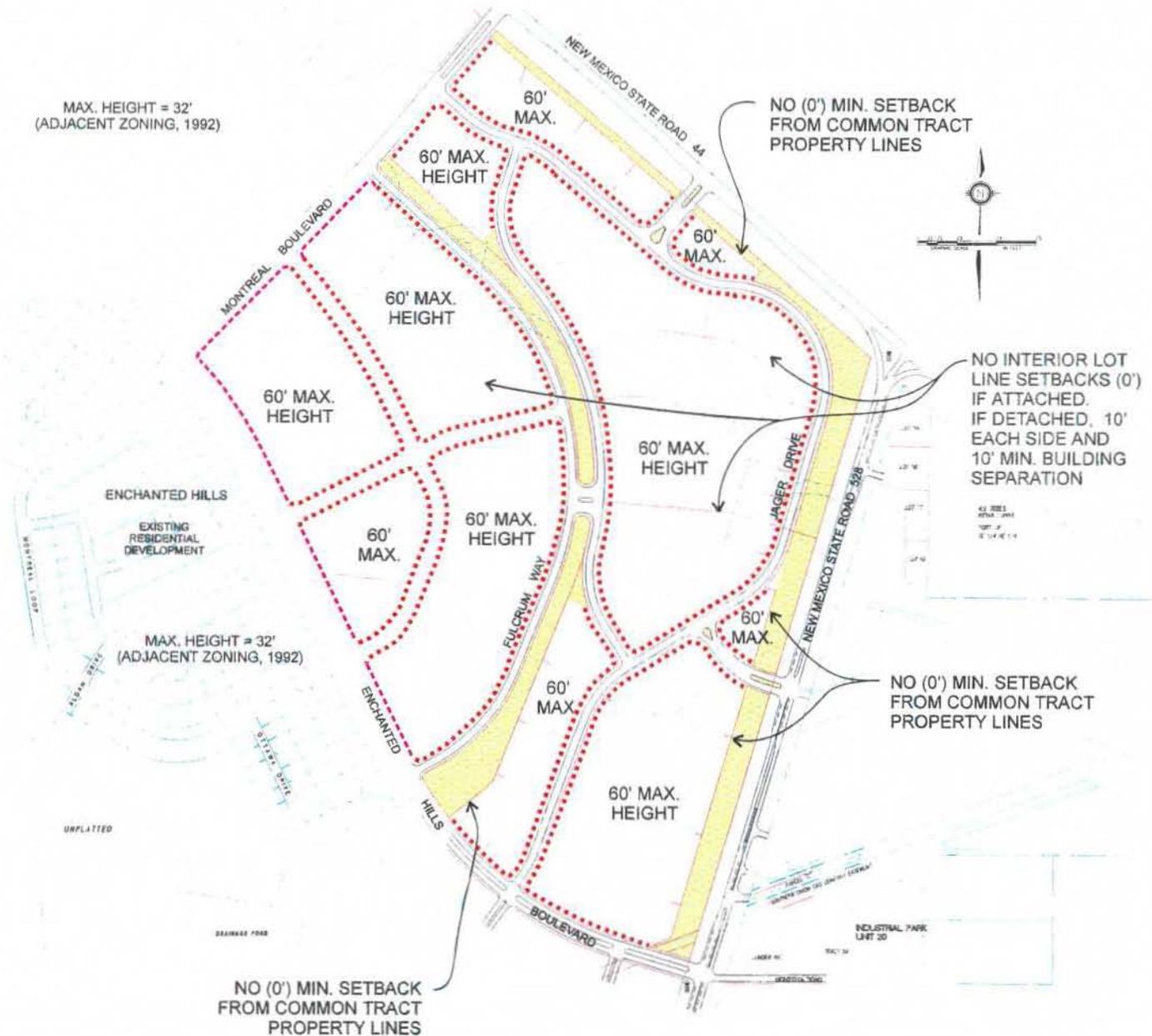
1. Properties adjacent to existing residential development and residential zoning along Enchanted Hills Boulevard and Montreal Loop: 20' (which includes a minimum required 10' landscaping berm and buffer area).
2. Frontages along Enchanted Hills Boulevard and Montreal Loop adjacent to nonresidential areas: 20' (which includes a 20' street tree and landscape easement).
3. Setbacks for all interior streets and dedicated rights-of-way: 20' (which includes a landscape and street tree easement).
4. Setbacks from common area tracts, separating NMSR 44, NMSR 528 and the drainage diversion: 0'.
5. Setbacks from interior property lines as may be replatted and reconfigured: 0' if attached buildings; 10' (each side of lot line) if buildings are unattached.
6. Other setbacks: a minimum building separation internal to any lot or reductions to side-lot setbacks (by variance application to the City) shall maintain a minimum building separation of 10'.

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COMMERCE CENTER AT
ENCHANTED HILLS

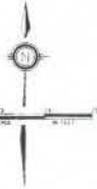
RIO RANCHO, NEW MEXICO

MASTER PLAN - MARCH 1998



MAX. HEIGHT = 32'
(ADJACENT ZONING, 1992)

NO (0') MIN. SETBACK
FROM COMMON TRACT
PROPERTY LINES



NO INTERIOR LOT
LINE SETBACKS (0')
IF ATTACHED.
IF DETACHED, 10'
EACH SIDE AND
10' MIN. BUILDING
SEPARATION

NO (0') MIN. SETBACK
FROM COMMON TRACT
PROPERTY LINES

NO (0') MIN. SETBACK
FROM COMMON TRACT
PROPERTY LINES

--- TYPICAL MIN. SETBACK 20'
(WITH BUFFER / BERM)
AND 1:1 HEIGHT /
DISTANCE RATIO)

--- TYPICAL SETBACK AT 1:1
HEIGHT / DISTANCE RATIO
WITH 20' MINIMUM FROM R/W

**MAXIMUM
BUILDING HEIGHT
AND
MINIMUM SETBACKS**

In addition to the minimum setbacks stated, it is a zoning requirement that all structures maintain a 1:1 height/distance ratio (45 degrees) from the public street property line. This does not include property lines adjacent to the common areas that separate the State highways from the project in which case the 1:1 setback is measured from the State Highway right-of-way. This means that a 40' tall building would require a 40' setback from the street. A 60' building would require a 60' setback. A 12' high building would require the minimum 20' setback as stated in the plan as the minimum distance requirement.

Please note that the setbacks from the common area, which acts as a buffer to NMSR 44 and NMSR 528 is 0'. While this is the stated minimum, site architects are encouraged to include non-blank wall structures and a presentation of structures to the major thoroughfares which would include setbacks, indents, windows and pedestrian connections to the serpentine pedestrian/bicycle trail located within these landscaped areas. A building which contains no architectural element, presented to the major thoroughfares, will not be approved by the Design Review Committee.

G. Landscaping, Pedestrian and Bicycle Provisions

1. General Site Requirements

Landscaping, whether installed by the site user or in conjunction with the POA for common area tracts, will be one of the most important statements about the quality and success of the Enchanted Hills Commerce Center project. Accordingly, the City has set certain minimum area requirements and have incorporated these in the original zoning ordinance (1992). This Master Plan includes those provisions, as minimums, and further defines landscaping expectations and provisions in the Design Guidelines. It is mandatory, within the Design Guidelines, that the on-site landscaping be professionally designed by a registered landscape architect and/or incorporated in the structure architect's plans, including construction, installation, warranties and release-of-contractors.

There are certain provisions of the requirements which call for "live ground cover expressed as a percentage of the total required landscaping. This should not be interpreted to mean turf grass or other high water consumptive plant arrangements. It is an express desire that turf and high-irrigation installations be limited to visible amenity areas and areas which accommodate building employees, customers and special aesthetic areas.

Each property has a landscaping requirement, installed by the site user, of 10% of the total site, exclusive of rights-of-way for dedicated streets. From this 10% total landscaping requirement (TLR), 25% must be placed in the front or street side of the structural arrangement. Landscaping placed within the public right-of-way will be treated as a credit against the total requirement and is a mandatory installation, together with any required sidewalk.

Of the total landscaping requirement (TLR) 80% or more must be in live plant materials (xeric, water conservative treatments encouraged) and 20% or less of the TLR could be in non-plant material which includes gravel, bark or other ground cover.

Ground cover, as live vegetation, must comprise 50% or more of the total of the TLR.

Within these standards, it is required to have one tree per 1000 square feet of TLR. These trees must be a minimum of 30" boxed or 3" caliber in size, 12'

high with full crown at installation. Shrubs, which are credited as live plant material must be a minimum of 5 gallon size at installation.

For parking lots, on sites between 1-5 acres, 2% of the TLR shall be located in the parking lot. For sites between 5 acres and 10 acres, 3% of the TLR should be located in the parking lot. For sites greater than 10 acres, 4% of the TLR shall be located in the parking lot.

The Design Guidelines (private controls) also require one tree or cluster of five shrubs for every ten parking spaces. These are encouraged to be treeform shade planting and can be incorporated in a parking area planter arrangement. Also, the Design Guidelines encourage pedestrian connections between the parking areas and the structures served.

All landscaping must be maintained in perpetuity. Certain portions of the required landscaping, constructed in accordance with these standards (street tree and amenity easements) may be maintained by the Property Owners' Association (POA). All landscaping, unless stated to the contrary, should be installed with irrigation connections by the site user.

2. *Buffering from Residential Areas*

Portions of Enchanted Hills Boulevard and Montreal Loop, adjacent to zoned or existing residential dwellings, require a special berm that would serve as a visual screen, including dense foliage. This requirement includes a buffer (berm) at a minimum width of 10' that extends along the length of the property where it is adjacent to the residential district. It is desired that the berm be located at the property line and contain a maximum slope of 3:1 with a flat peak of at least 2' in width. The buffer shall contain trees and shrubs as follows:

- Deciduous or evergreen trees (minimum 2-½" caliber or 6' in height) planted at a minimum of 10' apart.
- Shrubs with a minimum growth size of 3' tall and 3' wide shall be placed on the outside of the buffer and the row of trees. Shrubs shall be planted at a minimum of 6' part.
- Ground cover of low-growing shrubs, grasses, barks or gravel shall be placed in the buffer to keep the area free from undesirable weeds.

This special residential buffering shall be planted at the time of site development and building construction. Careful observation of the clear site triangle at intersections should be included in the design.

3. *Buffering From Nonresidential Areas and Typical Street Landscaping.*

The zoning established requires a 20' street tree and landscaping buffer along all street frontages. This is located within the minimum building setback area and provisions (easements) for property POA-maintained amenities, directory signage and street furniture may be required. Within the 20' easement, a thematic street tree treatment must be installed and appear as a continuation of the right-of-way landscaping. The Median and Right-of-Way Landscaping Plan (Hilltop Landscaping) must be used as a guide (see map pocket).

4. *Street Intersection Landscaped Triangles*

For properties adjacent to street intersections, there will a required triangular landscaped treatment that is consistent and harmonious with the right-of-way

landscaping plan. This is not required for street intersections adjacent to residential areas, but is desired for consistency. These triangular areas will have a minimum distance along the triangular sides (or approximation thereof) of 50' along each roadway. These landscaped areas shall include sod, trees, shrubs and may contain POA-maintained signage and amenity treatments.

These landscaped areas, as with street right-of-way and street tree treatments, are to be installed by the site user including irrigation connections.

The following graphic depicts the location of these landscape requirements.

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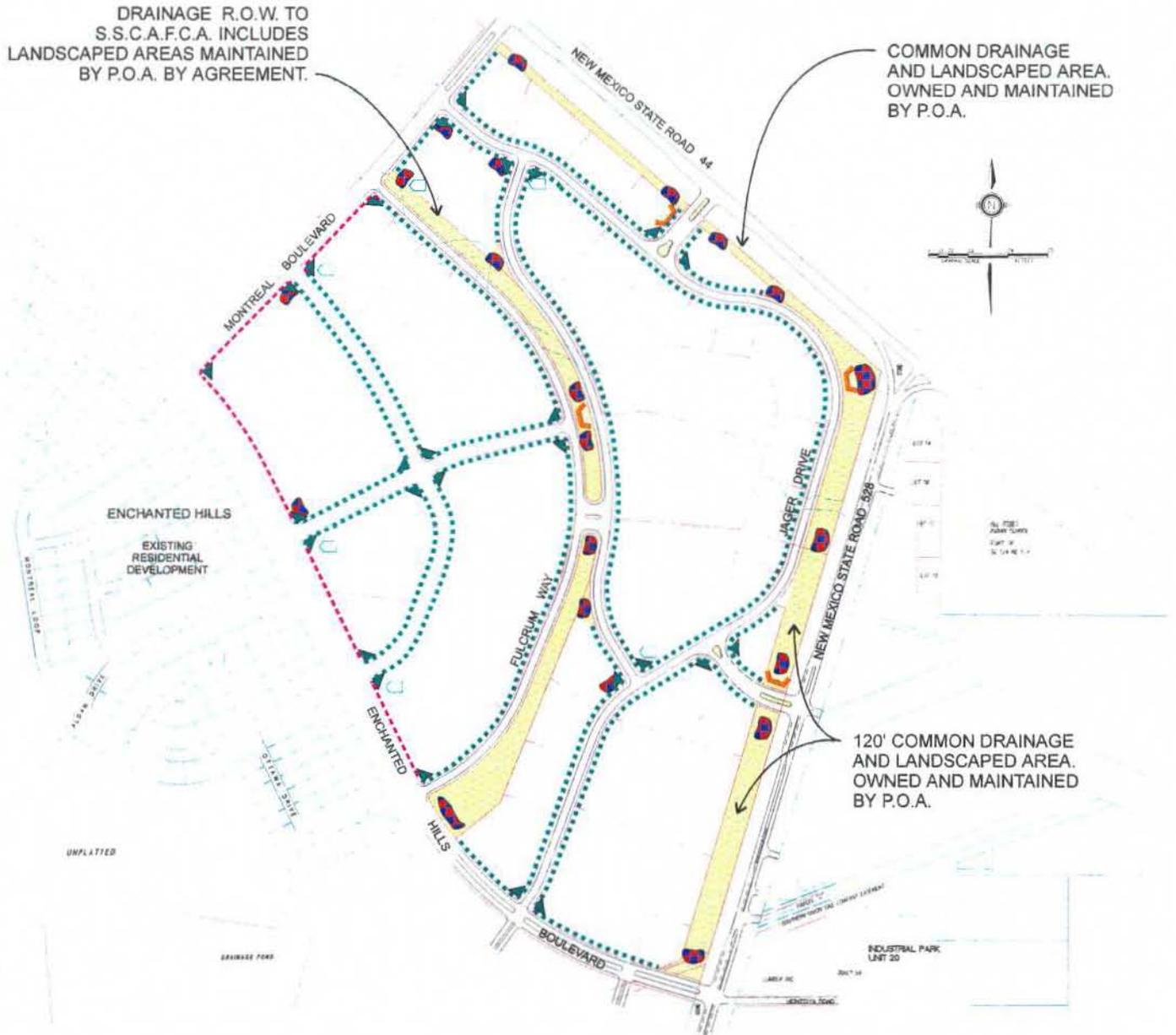
COMMERCE CENTER AT
ENCHANTED HILLS

RIO RANCHO, NEW MEXICO

MASTER PLAN - MARCH 1998

DRAINAGE R.O.W. TO
S.S.C.A.F.C.A. INCLUDES
LANDSCAPED AREAS MAINTAINED
BY P.O.A. BY AGREEMENT.

COMMON DRAINAGE
AND LANDSCAPED AREA,
OWNED AND MAINTAINED
BY P.O.A.



120' COMMON DRAINAGE
AND LANDSCAPED AREA,
OWNED AND MAINTAINED
BY P.O.A.

▲ MIN. 50' X 50' LANDSCAPE
EASEMENT (TRIANGLE).
INSTALLED BY SITE USER,
MAINTAINED BY P.O.A.
MAY CONTAIN SIGNAGE AND
THEMATIC ELEMENTS.

--- MIN. 10' LANDSCAPE BERM /
BUFFER TO RESIDENTIAL.
DENSE TREES, AND SPECIFIED
BERM TREATMENT. INSTALLED
BY USER WITH IRRIGATION.
MAINTAINED BY P.O.A.

..... MIN. 20' LANDSCAPE AND
STREET TREE / AMENITY
EASEMENT. SPECIFIED LANDSCAPE
TREATMENT. INSTALLED BY USER
WITH IRRIGATION. MAINTAINED
BY P.O.A.

COMMON LANDSCAPE AREAS
AND
MINIMUM LANDSCAPE BUFFERS

5. High Amenity Areas for Signage, Directional Marquees, Landscaping Showcases and Thematic Elements.

Along the rights-of-way of NMSR 44 and NMSR 528 are combined drainage and landscaping tracts to be owned and maintained by the Association (POA). Also, the area of drainage diversion constitutes another landscaped area that will be maintained by the POA with respect to non-drainage facilities. Street medians internal to the site are also prominent features that will be maintained by the POA.

Within these common areas are select locations for high-intensity landscaping, thematic design elements (such as the field of flags concept) and directional marquees. Project signage is also included within these areas.

The landscaping theme for the exposures to NMSR 528 and NMSR 44 have been described in the attached Median And Right-Of-Way Plan.

Within the conveyed property, there may be easements of certain locations for POA-installed directional signage and high-visibility landscaping. These may take the form of street pull-outs, location maps and pedestrian furniture such as benches, bus stops and water fountains.

Project signs and directional signs with project identity graphics are desired at key intersections.

The master developer and the POA are responsible for the installation of these items. The site user, owning the property encumbered by the easement, will be required to provide a water and electricity connection to these locations.

The following graphic depicts the common landscaped areas and location of major signage and thematic elements landscaped buffers.

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COMMERCE CENTER AT
ENCHANTED HILLS

RIO RANCHO, NEW MEXICO

MASTER PLAN - MARCH 1998



COLOR AND DIRECTIONAL SIGN
IDENTITY AREAS. FLAG AND
BANNER COLOR THEME AND
BUILDING / SIGN ACCENTS.



DESIRED LOCATION FOR
MAJOR AMENITY AREA.
LANDSCAPING, THEMATIC
ELEMENTS INSTALLED
BY DEVELOPER, MAINTAINED
BY P.O.A. IF EASEMENT, SITE
USER PROVIDES
ELECTRICITY AND WATER.



DESIRED LOCATION FOR
PROJECT DIRECTORY SIGNAGE
WITHIN EASEMENT OR COMMON
TRACT. INSTALLED BY MASTER
DEVELOPER, MAINT. BY P.O.A.



TENTATIVE LOCATION
(SCHEMATIC) FOR
LIGHT POLE / STREET
LANDSCAPE POLE AND
BANNER.



PROJECT IDENTITY SIGN



DIRECTIONAL SIGN
WITH IDENTITY

MAJOR SIGN
LOCATIONS
AND
AMENITY AREAS

COMMUNITY SCIENCES CORPORATION
LAND PLANNING, ENGINEERING, SURVEYING
CORRALES, N.M. (505) 897-0000

6. Pedestrian and Bicycle Provisions

The master zoning document and development agreement requires sidewalks on both sides of arterial streets and sidewalks on one side of interior streets (collector roadways).

In addition to these street-side requirements (6' concrete commercial sidewalk envisioned), it is desired to have a serpentine bicycle and pedestrian trail along the frontages of NMSR 528 and NMSR 44. This would be installed by the master developer in conjunction with the landscaping and drainage provisions for those common areas.

For pedestrian connections within the property, three locations have been tentatively selected for pedestrian bridges across the Venada Arroyo tributary (drainage diversion). It is intended that these pedestrian crossings be constructed in conjunction with the drainage requirements for the Flood Authority at the time of channelization or at a later time when building occupancy and pedestrian traffic warrant.

Within the lotting and platting arrangements depicted on the platted subdivision plat and these graphics, certain lot line locations are selected for pedestrian connections. These easements (and locations without benefit of easement) must be incorporated by the site architect while designing the adjacent property. If the location "straddles" a combined site which eliminates the lot line provision, these connection areas should be internalized through the parking lots and the development project. Accordingly, they are shown schematically and suggest a minimum 6' foot pedestrian trail with shade landscaping and crossings identified at roadways and major parking areas. In addition, the pedestrian connection should provide connections to parking lot and building traffic areas.

Bicycles are to be accommodated on the frontage trail system adjacent to NMSR 44, NMSR 528 and within the street sections (bike lanes) for internal streets. Site users should consider bicycle connections and bicycle racks, particularly for employment-oriented land use.

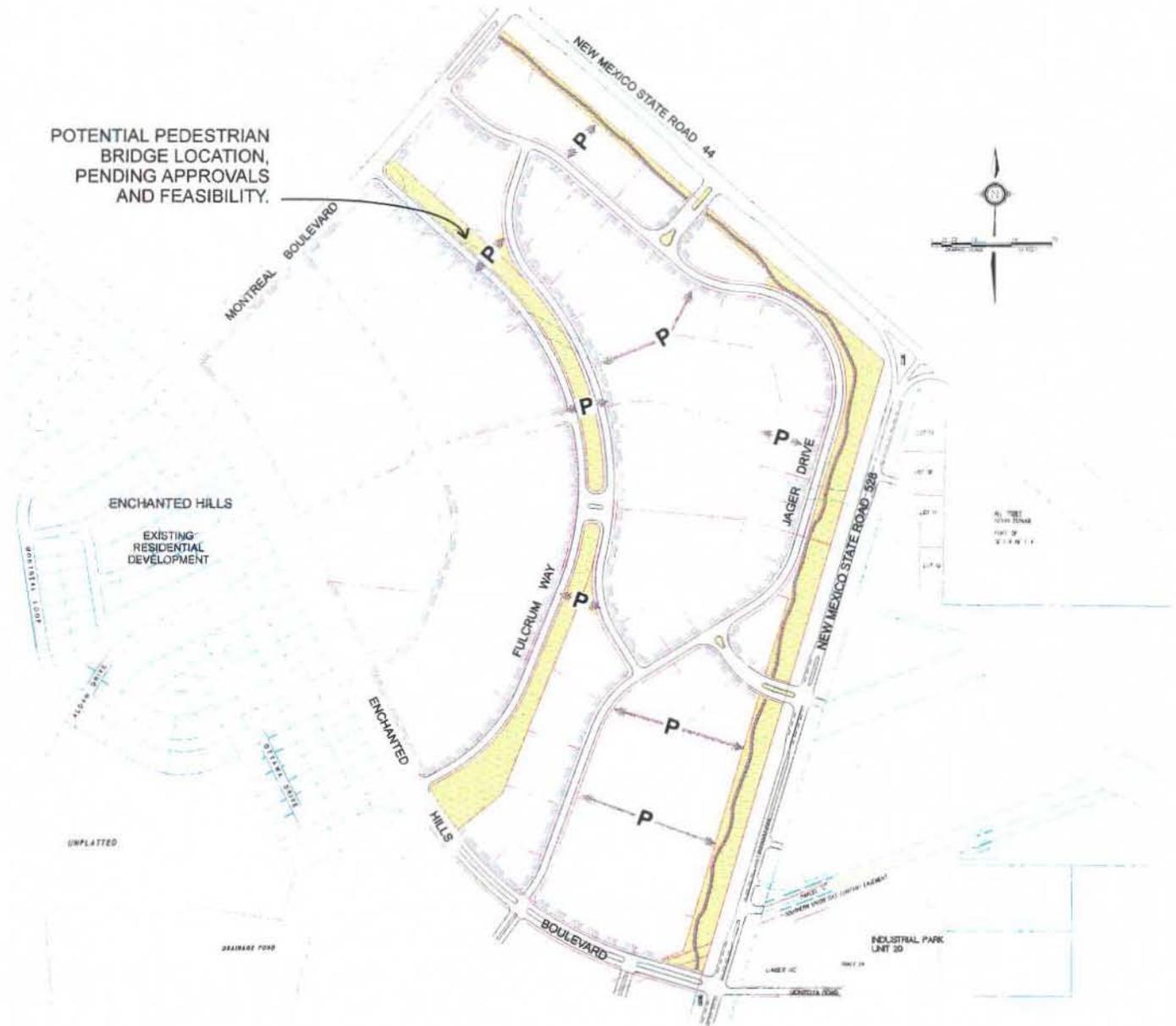
The following graphic depicts the location of sidewalks and pedestrian connections.

AMREP SOUTHWEST INC.

COMMERCE CENTER AT
ENCHANTED HILLS

RIO RANCHO, NEW MEXICO

MASTER PLAN - MARCH 1998



POTENTIAL PEDESTRIAN
BRIDGE LOCATION,
PENDING APPROVALS
AND FEASIBILITY.

STANDARD CITY OF RIO
RANCHO 6' ARTERIAL
SIDEWALK, ONE SIDE
WHERE SHOWN. INSTALLED
BY SITE USER INCLUDING
LANDSCAPING TO CURB.

8' ASPHALT SERPENTINE
TRAIL, PEDESTRIAN AND
BICYCLE. INSTALLED BY
DEVELOPER, MAINTAINED
BY CITY AND P.O.A.

← P → TYPICAL PEDESTRIAN
CONNECTION. LOCATE ON
EASEMENT, P.O.A. TRACT
OR INTERNAL ON APPROVED
SITE PLAN.

COMMUNITY SCIENCES CORPORATION
LAND PLANNING, ENGINEERING, SURVEYING
CORRALES, N.M. (505) 897-0000

**SIDEWALKS
AND
PEDESTRIAN CONNECTIONS**

7. *Property Walls and Screening of Outside Storage*

Property-line walls are not prohibited, provided they contain connections (if appropriate) to parking areas and pedestrian traffic ways. All property-line walls must be of masonry constructed and designed to be in harmony with the adjacent architectural design.

Also, it is stated in the Design Guidelines to attempt a colorized “theme” for certain portions of the project directional and locational attributes. Essentially, with colored street side banners and flags, building accents and wall caps could also employ the colorization that would assist in dividing the properties into four “zones”. It is encouraged that the site architect considers ceramic tile, wall insets or other creative means to assist in this color scheme.

All outside storage must be screened. While the zoning allowances suggest that chain-link fencing is allowed, subject to panels and screening, the Design Review Committee standards prohibit chain-link fencing, concertina-wire anti-personnel devices and chain-link gates. The required screening for outdoor storage (minimum 6’ high) can be accomplished with masonry walls, rolled steel or iron fencing (with panels) or other innovative solutions.

If anti-personnel is required, a substitute for concertina-wire would be drilled and mastic applied anti-personnel “spikes” set in the centered wall which are mostly invisible from the street.

The Design Guidelines section also requires that refuse containers and dock-high facilities be screened from all street traffic. Rooftop and ground-mounted mechanical equipment must be screened.

These type of screenings and property line walls, if desired, must be included in the architectural presentation to the Design Review Committee to establish harmony in colors, materials and wall treatments.

The following illustration depicts landscaping and planning objectives, together with an illustration of building locations and parking arrangements. It is a hypothetical concept which is subject to change. However, it is intended to express the desired locations and general harmony of streetside landscaping, pedestrian connections and select areas for development signage, amenity areas and locational/ directional marquees.

NEW MEXICO STATE ROAD 528



**HYPOTHETICAL ILLUSTRATION
 DEPICTING
 LANDSCAPING AND PLANNING
 OBJECTIVES**

AMREP SOUTHWEST INC.

**COMMERCE CENTER AT
 ENCHANTED HILLS**

RIO RANCHO, NEW MEXICO

MASTER PLAN - MARCH 1998

THIS ILLUSTRATION DEPICTS SOME OF THE LANDSCAPE AND PEDESTRIAN OBJECTIVES OF THE MASTER PLAN.

IN ADDITION TO MANDATORY 15% LANDSCAPING FOR EACH SITE, A ZONING REQUIREMENT (AND DEVELOPER EXPECTATION) REQUIRES PARTICIPATION IN THE PROPERTY OWNER'S ASSOCIATION (P.O.A.).

THE ASSOCIATION IS TO MAINTAIN DEVELOPER INSTALLED AMENITIES AND CERTAIN EASEMENT PORTIONS OF CONVEYED LOTS. MAJOR STREETS REQUIRE A 25' STREET TREE PLANTING AND LANDSCAPING TREATMENT. ALSO, PEDESTRIAN CONNECTIVITY AND DESIGN GUIDELINES WILL BE IMPOSED.

THE DEVELOPMENT AGREEMENT WITH THE CITY ALLOWS FOR A CITY MAINTENANCE RESPONSIBILITY FOR MAJOR STREET MEDIANS AND R.O.W. AFTER TWO YEARS FROM INSTALLATION. THE P.O.A. WILL RETAIN THE ABILITY TO ASSIST THE CITY.

**MAJOR DRAINAGE DIVERSION
 (FLOOD AUTHORITY) WITH
 PEDESTRIAN CROSSINGS AND
 LANDSCAPING MAINTAINED
 BY P.O.A. AND CITY**

H. Shared Parking, Access and Site Arrangements

The following illustration depicts land planning objectives for general site arrangement and to portray the concept of shared accessways and parking.

It is a stated desire of the City of Rio Rancho, which is enforced by the standards of the Design Review Committee, to provide single-point access for two or more sites. This requires shared access agreements and easements and to improve internal circulation, cross-access easements will be recommended between complementary land use areas.

The illustration also depicts some of the alternative platting arrangements (for replatting, lot combinations or lot line elimination) as discussed under Section II-C, Land Use, Site Opportunities and Market Responsiveness.

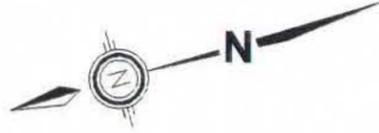
The proposed schematic footprint for the Nations Bank Teleservices Center and the existing Fulcrum Direct Manufacturing are presented in their concept form (center of project). For an example of lot arrangements, at the corner of NMSR 528 and Enchanted Hills Boulevard, the rendering depicts the Furrs grocery site as a project development areas that includes a shopping center, improved paths (for drugstore, convenience and convenience gas).

Between the first project and the mid-point entry on Highway 528, the recombination of three platted lots into six small user sites (.5 acre minimum required) is depicted. In order to utilize this land efficiently and to control traffic, cross-access easements will be required to reduce the amount of driveway and entranceway penetrations to the external streets. Also, cross-access easements to the Furrs shopping center portrait are shown.

The developer does not encourage excessive parking requirements. However, the City Zoning Code for each specific land use requires a minimum required parking space and further designates the isle width and minimum size. Site-users and architects are encouraged to review the provisions of the Urban Land Institute, Shared Parking Standards to suggest that a lesser amount of paved area be required for permanent parking. Overflow areas for seasonal use could be treated in non-asphalt ground cover (such as grasscrete).

With the complicated arrangement of reciprocal access, public streets and desired pedestrian connections, crossings of major easements and public rights-of-way should be identified by hardscape treatments, striping and directional signage for pedestrian/vehicular interface.

NEW MEXICO STATE ROAD 528



N.M.S.R. 44

FULCRUM

WAY

ENCHANTED HILLS BLVD.

MONTREAL BLVD.

HYPOTHETICAL ILLUSTRATION
DEPICTING
LOT RECONFIGURATION,
SHARED ACCESS
AND
PARKING CONCEPTS
AMREP SOUTHWEST INC.

COMMERCE CENTER AT
ENCHANTED HILLS

RIO RANCHO, NEW MEXICO

MASTER PLAN - MARCH 1998

1998
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