

CITY OF ALBUQUERQUE

TWENTIETH COUNCIL

COUNCIL BILL NO. O-13-54 ENACTMENT NO. _____

SPONSORED BY: Rey Garduño

1 **ORDINANCE**

2 **DESIGNATING PORTIONS OF THE ALBUQUERQUE INTERNATIONAL SUNPORT**
3 **AS A CITY LANDMARK.**

4 **WHEREAS, pursuant to Section 3-22-3 NMSA 1978 of the Historic District**
5 **and Landmark Act, the City Council, the governing body of the City of**
6 **Albuquerque, has the authority to adopt zoning districts designating certain**
7 **areas as historical areas and to adopt and enforce regulations and restrictions**
8 **within such districts relating to the erection, alteration and destruction of those**
9 **exterior features of buildings and other structures subject to public view from any**
10 **public street, way or other public place; and**

11 **WHEREAS, the authority conferred by the Historic District and Landmark**
12 **Act is consistent with the authority of the City Council to amend the Zone Map for**
13 **the physical development of areas within the planning and platting jurisdiction of**
14 **the City as authorized by Section 3-19-3, NMSA 1978, and by the City of**
15 **Albuquerque's home rule powers; and**

16 **WHEREAS, the protection, reuse, and enhancement of significant historic**
17 **buildings and districts is a goal of the Albuquerque/Bernalillo County**
18 **Comprehensive Plan; and**

19 **WHEREAS, the property owner consents in the designation of the property**
20 **as a City of Albuquerque Landmark; and**

21 **WHEREAS, the Landmarks and Urban Conservation Commission, in its**
22 **advisory role on historic preservation matters, has recommended City Council**
23 **approval of the landmark designation.**

24 **BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF**
25 **ALBUQUERQUE:**

26 **Section 1. That the north façade and the lobby or "Great Hall" of the**
27 **Albuquerque International Sunport Terminal is designated a City Landmark.**

1 **Section 2. FINDINGS ADOPTED.** The City Council adopts the following
2 Findings as recommended by the Landmarks and Urban Conservation
3 Commission:

4 **(A)** This is a request for a recommendation to the City Council of a City
5 landmark designation for a portion the Albuquerque International Sunport
6 Terminal, a building at 2200 Sunport Boulevard SE, which address is on Tract A-1
7 of the Sunport Municipal Addition.

8 **(B)** The City of Albuquerque is the owner of the property and application was
9 submitted by the City of Albuquerque Aviation Department.

10 **(C)** The subject property is zoned SU-1 for Airport and Related Facilities.

11 **(D)** §14-12-7 of the Landmarks and Urban Conservation Ordinance provides
12 procedures and criteria for evaluating the suitability of a property for City
13 landmark designation.

14 **(E)** The Albuquerque International Sunport Terminal has cultural and
15 architectural significance in its use of architectural motifs inspired by indigenous
16 cultures of New Mexico. It is the latest and the best-known example of an
17 Albuquerque transportation terminal to exhibit these motifs in a tradition of
18 architectural design of transportation facilities in Albuquerque for more than a
19 century.

20 **(F)** The Albuquerque International Sunport Terminal is suitable for
21 preservation. It is a working facility in good structural condition and repair. The
22 significant features proposed for landmark designation are the north façade and
23 the great hall. Less significant parts of the terminal are subject to more frequent
24 change and need not be preserved to City landmark standards.

25 **(G)** The Albuquerque International Sunport Terminal has educational
26 significance because its design evinces respect for New Mexico's ancient
27 landscape and the indigenous architecture it inspired. The Terminal declares
28 visually that New Mexico is different from wherever a traveler's airliner may have
29 departed.

30 **(H)** A portion of the Albuquerque International Sunport Terminal meets a
31 criterion for City Landmark designation in that it represents the work of an
32 architect, designer, or master builder whose individual work has influenced the
33 development of the city, architect William E. Burk, Jr. William E. Burk, Jr.

1 practiced architecture in Albuquerque for forty years and his body of work
2 includes commercial, institutional, and residential buildings, many of which are
3 noteworthy.

4 (I) The features of the Albuquerque Sunport Terminal building that are
5 significant and help to define the architectural character of the building are the
6 north façade and the lobby, or “great hall”.

7 (J) The architectural features of the north façade that are significant and
8 worthy of preservation are the building block massing with projecting and
9 recessed elements and varying roof heights; the color scheme of earth-tone
10 stucco and concrete with medium blue trim: the stair-step motif, painted medium
11 blue in stucco and metal façade features including certain window groups; the
12 free-standing steel canopies, and the light wells between the elevated roadway
13 and the facade.

14 (K) The architectural features of the lobby, or “Great Hall” that are significant
15 and worthy of preservation are the laminated wood beams and corbels with
16 carved and painted imagery, separated by a wood-clad ceiling system that evokes
17 traditional *latilla* ceilings, painted accent colors and designs on the laminated
18 beams, the pattern of windows and openings to other interior areas as defined by
19 the structural frame, the single-volume space with clerestory windows, a space
20 divided only by furniture, fixtures, displays and escalators, and the floor of multi-
21 tone brick in a pattern.

22 (L) The request fulfills the intent of the Landmarks and Urban Conservation
23 Ordinance in that it serves to preserve, protect, enhance, perpetuate and promote
24 the use of structures and areas of historical, cultural, and architectural
25 significance located within the City.

26 **Section 3. ADDITIONAL FINDING**

27 (A) The Finding adopted as Section 2, Items I, J and K above, shall
28 constitute general preservation guidelines for the Albuquerque International
29 Airport Terminal.

30 **Section 4. EFFECTIVE DATE.** This ordinance shall take effect five days
31 after publication by title and general summary.

32 **Section 5. SEVERABILITY CLAUSE.** If any section, paragraph, sentence,
33 clause, word or phrase of this ordinance is for any reason held to be invalid or

unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this ordinance. The Council hereby declares that it would have passed this ordinance and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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City of Albuquerque

PLANNING DEPARTMENT

Richard J. Berry, Mayor

Interoffice Memorandum

May 29, 2013

To: Dan Lewis, President, City Council

From: Richard J. Berry, Mayor

SUBJECT: City Landmark designation of Sunport Terminal

The Landmarks and Urban Conservation Commission has recommended to the City Council that portions of the Albuquerque International Sunport Terminal be designated a City Landmark in accordance with §14-12-7.

The Sunport Terminal possesses cultural significance in its use of architectural motifs inspired by indigenous cultures of New Mexico. It is the latest and best-known example of an Albuquerque transportation terminal to exhibit these motifs in a "short-term" tradition of more than a century.


The north façade of the terminal and the lobby or "Great Hall" are the only features proposed for landmark designation to ensure that these significant features will be retained in the long term.

The City is the owner of the property and the application was initiated by the Aviation Department. This recommendation is forwarded to the City Council for approval of a City Landmark designation ordinance.

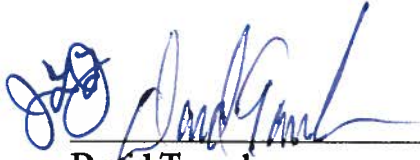
Title/ Subject of Legislation: City Landmark designation of the Sunport Terminal. Ed Boles, Historic Preservation Planner

**Approved:
Form:**

Approved as to Legal



Robert J. Perry Date
Chief Administrative Officer



David Tourek Date
City Attorney

Recommended:



Suzanne Lubar Date
Acting Planning Department Director

Cover Analysis

1. What is it?

This is an ordinance to designate portions of the Albuquerque International Sunport as a City Landmark.

2. What will this piece of legislation do?

Recognize the cultural and educational significance of the airport terminal building, and to provide the public an opportunity to comment, and the Landmarks and Urban Conservation Commission to decide, on proposed alterations to these features of the terminal building.

3. Why is this project needed?

The request for City Landmark designation was initiated by the Aviation Department.

4. How much will it cost and what is the funding source?

No cost is involved.

5. Is there a revenue source associated with this contract? If so, what level of income is projected?

No.

FISCAL IMPACT ANALYSIS

TITLE: City Landmark Designation for portion of the Sunport Terminal R: O:
 FUND: 110
 DEPT: 4926000

- No measurable fiscal impact is anticipated, i.e., no impact on fund balance over and above existing appropriations.
- (If Applicable) The estimated fiscal impact (defined as impact over and above existing appropriations) of this legislation is as follows:

	2013	Fiscal Years 2014	2015	Total
Base Salary/Wages				-
Fringe Benefits at	-	-	-	-
Subtotal Personnel	-	-	-	-
Operating Expenses				-
Property			-	-
Indirect Costs 21.50%	-			-
Total Expenses	\$ -	\$ -	\$ -	\$ -
[] Estimated revenues not affected				
[x] Estimated revenue impact				
Amount of Grant	-			-
City Cash Match	-	-	-	-
City Inkind Match		-	-	-
City IDOH *21.5%	-			-
Total Revenue	\$ -	\$ -	\$ -	\$ -

These estimates do not include any adjustment for inflation.

* Range if not easily quantifiable.

Number of Positions created 0

COMMENTS: This is a request for City Landmark designation of portions of the Albuquerque International Sunport Terminal at 2200 Sunport Blvd SE. City Landmark designation restricts the ability of the owner to alter the appearance of the site until the Landmarks and Urban Conservation Commission approves the alteration design.

COMMENTS ON NON-MONETARY IMPACTS TO COMMUNITY/CITY GOVERNMENT:

The landmark designation of these portions of the Sunport Terminal will have no fiscal impact on the City of Albuquerque.

PREPARED BY:

Dicki Duhal 5/29/13
 FISCAL MANAGER (date)

APPROVED:

[Signature] 5/29/13
 ACTING DIRECTOR (date)

REVIEWED BY:

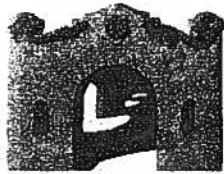
[Signature] 5-31-13
 EXECUTIVE BUDGET ANALYST (date)
 Gerald E. Romero
Dee Dickson

[Signature] 5-31-13
 BUDGET OFFICER (date)
 Diolinda R. Dickson
Gerald Romero

[Signature]
 CITY ECONOMIST (date)
 Jacques B. Blair

TABLE OF CONTENTS
Project# 1009638, 13LUCC-50068

	<u>PAGE(S)</u>
LUCC STAFF REPORT, May 8, 2013.....	1 - 83
LUCC OFFICIAL NOTIFICATION OF DECISION, May 8, 2013.....	84 - 86
LUCC MINUTES, May 8, 2013.....	87 -100
ADDITIONAL INFORMATION.....	101 - 121



**Landmarks & Urban
Conservation Commission**

Agenda Number 4
Case No. 13-LUCC-50068
Project No. 1009638

May 8, 2013

**Staff Report on the City Landmark request for Albuquerque
International Sunport Terminal**

Agent	Planning Department	Staff Recommendation APPROVAL of Case #13LUCC-50068, Project #1009638, a request for a recommendation to City Council to designate a portion of the Albuquerque International Sunport Terminal a City Landmark, based on Findings 1-12 beginning on page 12.
Applicant	City of Albuquerque Aviation Department, James Hinde, Dir.	
Request	City Landmark Designation	
Legal Description	Tract A-1, Sunport Municipal Addition	
Address/Location	3401 Lomas Boulevard NE between Amherst and Tulane	
Size	acres CORRECTION	
Zoning	SU-1 Airport and Related Facilities	Ed Boles Historic Preservation Planner

Summary of Analysis

This is a request for an LUCC recommendation to the City Council for designation of portions of the Albuquerque International Sunport Terminal as a City Landmark. Only two features of the building are identified as significant and proposed to be preserved through City landmark designation: the north façade of the building and the lobby area, or "Great Hall". For more than a century, Albuquerque's transportation terminals have been designed to express regional cultural character in their architecture, and this tradition is exemplified in the Sunport Terminal building.

Designation as a City Landmark will result in LUCC review of any plans for alterations of significant features of the north façade and the "Great Hall" under the procedures and criteria established in the Landmarks and Urban Conservation Ordinance. A portion of the Albuquerque International Sunport Terminal meets the criteria for City Landmark designation due to its cultural and architectural significance to the City. Landmark designation may ensure that certain significant architectural features will be retained in the long term, and that it will continue to impress visitors and make locals proud.

The proposal supports relevant City plans, policies and guidelines.

PRIMARY REFERENCES:

Landmarks and Urban Conservation Ordinance

SUMMARY OF REQUEST

Request	City Landmark Designation of a portion of the Albuquerque International Sunport Terminal
Location	2200 Sunport Boulevard SE, between Yale and Girard

I. AREA CHARACTERISTICS AND ZONING

Surrounding zoning, plan area, and land uses.

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Immediate Area	SU-1 for Airport and Related Facilities	Established Urban	Airport
Sites to the North	M-1, O-1 SU-1 for IP, R-1	Established Urban	Industrial, Office, Residential
Sites to the South	Kirtland AFB	Established Urban, Nob Hill-Highland Sector Development Plan	Air Force Base
Sites to the East	Kirtland AFB	Established Urban	Air Force Base
Sites to the West	C-2, C-3, IP, M-2	Established Urban, including the Old Air Terminal Building, a City Landmark	Commercial and Industrial

II. INTRODUCTION

This Request

This is a request for a recommendation for City Landmark designation of a portion of the building known as the Albuquerque International Sunport Terminal. Only two features of the building are identified as significant and proposed to be preserved through City landmark designation: the north façade of the building and the lobby area, or “Great Hall” as demonstrated on the attached aerial map labeled Exhibit A.

Designation as a City Landmark will result in Landmarks and Urban Conservation Commission review of any plans for alteration of significant features of the terminal under the procedures and criteria established in Article 12 of the City of Albuquerque Code of Ordinances, specifically the Landmarks and Urban Conservation Ordinance 14-12.

§14-12-7 (B)(1) specifies that applications for Landmark Designation may be made by the Mayor or his designated representative, or by a person with direct financial, contractual, or proprietary

interest in the affected property. This application for Landmark Designation originated in the Aviation Department, whose director, James Hinde, is a mayoral appointee.

The LUC Ordinance provides procedures for the designation of City Landmarks. Upon filing of an application by a property owner or the Mayor or his designee, an evaluation is prepared for the LUCC by city staff. The evaluation is to describe the property's historic, architectural or other significance of the property and to identify its significant features. If the LUCC determines that the property is eligible for landmark designation, the recommendation is forwarded to the City Council for approval and adoption of a designation ordinance. After designation, the property is mapped as a Historic Overlay Zone (HOZ). The property is subject to the provisions of the Landmarks and Urban Conservation Ordinance and is afforded protection from inappropriate alterations and unnecessary demolition. A list of other City Landmark properties is attached to this report.

Background, History and Context

For more than a century, Albuquerque's transportation terminals have been designed to express regional cultural character in their architecture. The Atchison, Topeka, and Santa Fe Railway Depot of 1902 and neighboring Alvarado Hotel were California Mission Style, as were many of that company's early 20th-century buildings in the Southwest. The Depot burned a few years after its City Landmark designation and is now recalled in the design of our early 21st-century Amtrak/bus depot.

The regional architectural theme in Albuquerque transportation terminals shifted from California Mission Style to Pueblo Revival Style at the West Mesa Airport of 1929. Its Western Air Express Terminal lobby featured a portrait of Charles Lindbergh above a fireplace flanked by pueblo-dance-inspired wall paintings. This was a private facility – the City of Albuquerque had not yet built an air terminal.

Albuquerque's First Municipal Air Terminal, 1939

When the City of Albuquerque, with the assistance of the Works Progress Administration, built its first municipal air terminal in 1939, it was Pueblo Revival Style inside and out, even incorporating adobe brick sections in some walls. The architect was Ernest Blumenthal, City Architect. Still standing at the west end of the Sunport today, the old terminal houses federal offices related to passenger air travel. The building is the City's only aviation-related City Landmark and was thoroughly rehabilitated circa 1999 .

Albuquerque grew from 35,449 population in 1940 to 201,189 in 1960. A parallel rise in civilian air travel after World War II and an industry transition to much larger airliners rendered the 1939 terminal inadequate. Several additions were made, to little avail, and by 1960 the building was ripe for replacement.

City Builds New Terminal – Albuquerque Metropolitan Airport Terminal, 1963

In 1962 the City hired architect William E. Burk, Jr. to design the Albuquerque Metropolitan Airport Terminal. Clyde Sharrer, the City's first aviation director, was Burk's client. In a 1987 article in the Albuquerque Journal, Burk commented on having styled the terminal to reflect New Mexico heritage rather than contemporary trends, which were quite different in materials, forms, and inspiration. Burk said, "To turn the Albuquerque airport into another O'Hare (Chicago's international airport) would have been absolutely ridiculous. Modern architecture fits New Mexico like a sock on a rooster."

(Never mind that Burk designed his share of modern-movement buildings in New Mexico, such as the former Galles Motors Building at Central and University NE. Featuring a sandstone-and-glass-clad showroom and now occupied by the University of New Mexico, its façade still features Cadillac and Oldsmobile insignias carved in the sandstone by Mr. Burk.)

After the new terminal's main interior space was dubbed the "great hall," Burk said, "I don't know why in hell it's being called the great hall, it's the lobby." The Journal article went on, "The 82-foot-long carved wood beams decorated with Southwest Indian symbols were transported from Idaho on railroad cars designed to carry Atlas missiles. The great hall (lobby) is 140 feet long by 80 feet wide and 28 feet high. Bill Burk commented that it was in a way stupid to build an adobe style structure with these dimensions. There had never been a pueblo style room of that magnitude. The airport would be the gateway to the Southwest. The design was taken from the original architectural motifs of the Southwest. It would give the public, especially air travelers, an experience of the architectural beauty of the Southwest, and introduction to what to expect. The work was a dedicated effort to produce a monumental structure that says: 'This is New Mexico'."

Apparently the work succeeded on that point, as observed in an Architecture magazine article of 1984 about southwestern cities. It began as follows:

"Albuquerque airport makes one of America's great first impressions. Visitors step off a plane into a cool pink adobe-style building, with ornate beamed ceilings, cactus gardens, and walls decorated with Indian sun and cloud symbols. The waiting rooms are furnished in territorial-style benches and chairs, and from virtually every window there's a glimpse of the Sandia Mountains and the mesas stepping up gradually toward Arizona. You know immediately you're not in Dallas or Atlanta."

City Expands and Remodels Terminal – Albuquerque International Sunport Terminal, 1990

This project produced the terminal now proposed for City Landmark designation. Post-1990 expansions and remodeling have retained the character of the original.

Albuquerque's population reached 332,920 in 1980, having grown at a slower rate between 1960 and 1980 than during the 1940-1960 boom. Even so, the 1963 terminal's passenger enplaning and deplaning totals increased from a monthly average of about 94,000 in 1970 to more than 190,000 in 1980, more than doubling in a single decade.

The City's 1985 Airport Master Plan made clear the need for an expansion of the 1963 Terminal, and a local architecture firm then known as The Burn/Peters Group (later BPLW) was retained. The firm wrote its architectural program for the 1990 expansion/remodeling in keeping with the City's Airport Master Plan of 1985, asserting that the "major goal for the Project Team will be to maintain this feeling of difference that people have when they arrive in Albuquerque; and at the same time, respect the changes in the aviation industry and in the social interaction of airline travel."

This major goal and the subordinate objectives pursued in the 1990 Terminal design show how the regional design approach to Albuquerque's earliest air terminals was still in effect. The 1990 Terminal design was a re-interpretation of Pueblo Revival Style, not simply a larger version of the 1963 Terminal. Soon to be known as the Albuquerque International Sunport Terminal, its styling was Pueblo Revival that varied in massing and detailing from William Burk's 1963 work while retaining some features of that design, most notably the Great Hall.

The Sunport Terminal is a stylized "building block" composition meant to evoke Taos Pueblo's massing. This is especially evident on the north façade, where the roofline steps up from the ends toward the center and the building masses project and recede all along the façade's length. Distinctive metal detailing in windows, canopies, and railings accents the massing.

Inside, the Great Hall remains the same volume as in 1963. Twenty laminated wood beams with corbels and painted carvings span its full width of eighty feet. Twenty-eight four-pane windows below the beams admit daylight to the space and reflect light from nearby roofs onto the underside of the beams and wood-clad ceiling system. With the beams and windows, the columns and pilasters along Great Hall's boundaries order the space. They define openings to other areas and provide frames for artwork and other displays. The space is further characterized by blue-painted steel railings similar to those at the north façade. The floor finish is multi-tone brick in a tweedy pattern.

Future developments

The Airport Master Plan drafted in 2002 lays out intermediate- and long-term projects at the Sunport, including the removal of Runway 17/35 and the construction of a second terminal when traffic demands it. The runway closure recommendation is based on safety, noise abatement and the cost of upkeep. Because 17/35 intersects all three of the other runways it has the highest risk of runway incursions and air traffic control prefers not to use it. Wind is usually from the east, and even during strong winds the other runways can cover departure and landing. Currently, most of the runway's use is general aviation.

In the longer term, the plan calls for a new terminal to be built to the northeast of the existing terminal. A people mover system will connect the terminal with parking facilities and the existing terminal.

III. PLANNING CONSIDERATIONS RELEVANT TO THE PROPOSED DESIGNATION

Policies are written in regular text and *staff analysis and comment in bold italic.*

Comprehensive City Zoning Code

The Zoning Code does not directly address City Landmark designation. Procedures for the designation of City Landmarks are contained in the Landmarks and Urban Conservation Ordinance.

The Albuquerque International Sunport Terminal is zoned SU-1 Airport and Related Facilities. City Landmark designation will not affect the suitability of the Sunport Terminal for uses allowed by the current zoning. Most other uses allowed by the Zoning Code are highly unlikely to ever be proposed for the Sunport Terminal. Even so, if non-airport uses were proposed, the designation's proposed guidelines are very limited in scope relative to the size and complexity of the Terminal. The proposed guidelines apply only to the terminal's north façade and one room inside, the Great Hall.

Landmarks and Urban Conservation Ordinance

Article 12, R.O.A., 1994 (the Landmarks and Urban Conservation Ordinance) is applicable to this request. The purpose of this ordinance is to:

“Preserve, protect, enhance, perpetuate and promote the use of structures and areas of historical, cultural, architectural, engineering, archeological or geographic significance located in the city; to strengthen the city's economic base by stimulating the tourist industry; to enhance the identity of the city by protecting the city's heritage and prohibiting the unnecessary destruction or defacement of its cultural assets; and to conserve existing urban developments as viable economic and social entities.”

§14-12-7 (A) of the LUC ordinance provides criteria for evaluating the suitability of a property for landmark designation:

"Real property may be designated a landmark if it has historical or other cultural significance or integrity, is suitable for preservation, has educational significance, and in addition:

- (1) It is the site of a significant historic event;
- (2) It is identified with a person who significantly contributed to the history of the city, state or nation;
- (3) It portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;
- (4) It embodies the distinctive characteristics of a type, period, or method of construction;
- (5) It possesses high artistic values;
- (6) It represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city;
- (7) It embodies elements of architectural design, detail, materials, or craftsmanship which represent a significant architectural innovation;
- (8) Its preservation is critical because of its relationship to already-designated landmarks or other real property which is simultaneously proposed as a landmark;
- (9) It has yielded or is very likely to yield information important in history or prehistory; or
- (10) It is included in the National Register of Historic Places or the New Mexico Cultural Properties Register.

The Commission shall also evaluate whether the property, as it would be controlled as a landmark, is suitable for uses allowed by the Zoning Code, including legally nonconforming uses, if any.”
See comments under Comprehensive City Zoning Code.

The request for landmark designation was filed by the City of Albuquerque, the property owner. This staff report constitutes the investigation and report required in §14-12-7 (B)(3). The Sunport Terminal has architectural significance as discussed below. It combines important elements of the 1963 Metropolitan Air Terminal and the 1989 International Sunport design.

§14-12-7 (C) Addresses development guidelines for City Landmarks. It directs the LUCC to adopt development guidelines specific to the property after approval of a designation ordinance by the City Council.

General preservation guidelines identifying significant features to be preserved are required in the LUCC’s recommendation to the City Council and in the designation ordinance, should it be adopted. The ordinance directs the LUCC to adopt specific development guidelines at a public hearing within 45 days of the effective date of the designation ordinance passed by City Council. Specific guidelines should be consistent with the general preservation guidelines in the ordinance designating the city landmark.

IV. EVALUATION OF SIGNIFICANCE

Regarding the criteria for City Landmarks designation in the Landmarks and Urban Conservation Ordinance, Section 7(A), three qualities are required in a City Landmark designation:

- **Historical or other cultural significance or integrity**
The Sunport Terminal possesses cultural significance in its use of architectural motifs inspired by indigenous cultures of New Mexico. It is the latest and best-known example of an Albuquerque transportation terminal to exhibit these motifs in a “short-term” tradition of more than a century.
- **Suitability for preservation**
The Sunport Terminal is surely suitable for preservation as a working facility in good structural condition and repair. Preservation is a high standard, and certain significant features identified in this report are worthy of that standard. Less significant parts of the Terminal are subject to more frequent change and need not be preserved to City Landmark standards.
- **Educational significance**
The Sunport Terminal is significant educationally because its design evinces respect for New Mexico’s ancient landscape and the indigenous architecture it inspired. The Terminal declares visually that New Mexico is different from wherever a traveler’s airliner may have departed. It presents, in admittedly derivative fashion, an invitation to attend to New

Mexico's unique cultural and geographical qualities. Whether expressed in architecture, dance, music, visual arts, spiritual practice, or other activity, those qualities identify New Mexico as a place well worth learning about.

(3) It portrays the environment of a group of people in an era of history characterized by a distinctive architectural style.

In this instance, New Mexico is the environment, New Mexicans are the people, and the 20th century is the era of history. The architectural style is Pueblo Revival, which derives from ancient architectural traditions of the American Southwest. This style is beyond distinctive; it's derived from the building traditions of its place of origin. Such styles are very rare in the United States, where most architectural revivals are based on distant sources.

Important public buildings and thousands of others were built in Pueblo Revival Style by New Mexicans during the 20th century. After New Mexico's statehood was achieved in 1912, and somewhat beforehand, all sorts of buildings were designed with pueblo-inspired massing and motifs. The Old Air Terminal Building of 1939 and its neighboring TWA hangar both expressed Pueblo Revival character in a distinctive airport. That character is seen less often in major Albuquerque buildings nowadays, but it persists. The Sunport Terminal carried that persistence into the late 20th century and now into the 21st.

(6) It represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city.

The Sunport Terminal meets this criterion for City Landmark designation, §14-12-7(A)2 via William E. Burk, Jr. Mr. Burk was a sculptor-turned-architect who practiced architecture for forty years in Albuquerque. Burk designed hundreds of buildings in the Southwest; the Albuquerque Metropolitan Air Terminal of 1963 was a prime example. That building's Great Hall remains at the core of the Sunport Terminal of today, which justifies applying this "influential architect" criterion.

Other Burk designs include commercial, institutional, and residential buildings, even several horse-racing tracks and a fire-proof, concrete horse barn design to protect valuable equines. Local products of his diverse practice include Sandia High School, the former R.L. Harrison machinery dealership at 1801 4th NW, American Furniture Store downtown (demolished), and Burk's former office, a prefab steel building of his invention at 512 Yale SE.

Among Burk's many local residential projects are the distinctive Park Plaza and McHenburk apartments, the Hibben and Water Tank Houses, and the Raabe "Kelvinator" House, a National-Register-listed house at 324 Hermosa SE. He served on the architectural review committee of La Resolana Addition, post-World War II subdivision near Washington and Indian School Road NE, and designed houses in such areas as Ridgecrest and Spruce Park.

In Cold War-related work, Burk researched defense methods and designed special construction for the US Air Force at Kirtland Air Force Base and White Sands Missile Range while providing consulting services to other agencies and corporations. Whether working on defense projects or commercial development, he combined a penchant for research and innovation with artistic flair.

V. SIGNIFICANT FEATURES & RECOMMENDED GENERAL PRESERVATION GUIDELINES

The following significant features help define the architectural character of the Sunport Terminal and should be preserved:

North Façade

- Building block massing with projecting and recessed elements and varying roof heights
- Color scheme of earth-tone stucco and concrete, and medium blue trim
- Stair-step motif, painted medium blue, in stucco and metal façade features including certain window group
- Free-standing steel canopies
- Light wells between elevated roadway and the facade

Great Hall

- Laminated wood beams and corbels with carved and painted imagery, separated by a wood-clad ceiling system that evokes traditional *latilla* ceilings
- Painted accent colors and designs on the laminated beams, which shall remain unpainted
- Pattern of windows and other openings to interior areas defined by the structural frame
- Single-volume space with clerestory windows, a space divided only by furniture, fixtures, displays, and escalators.
- Floor of multi-tone brick in a pattern

The significant features listed above should be protected from removal and inappropriate alterations in order to perpetuate the architectural character of the Sunport Terminal. Where deterioration, damage, or other substantial inadequacy requires the replacement of such features, the replacements shall match the original features in design, color, texture, and where possible, materials. Where paint colors are identified as part of significant features listed above, those features shall be repainted in their original colors.

Landmark designation will not be applied to any other parts of the Sunport Terminal. A Certificate of Appropriateness would only be required when permanent changes to the Great Hall and the north façade of the building are proposed.

VI. ADDITIONAL CONSIDERATIONS

The Sunport Terminal is not listed on either the State Register of Cultural Properties or the National Register of Historic Places, nor would it be a good candidate for registration. No nomination for such registration is being considered at this time. In general, but not exclusively, the National Register uses a fifty-year threshold when considering properties for listing. It does allow listing of properties that have achieved significance in the past fifty years if the property is of exceptional importance. The National Register Bulletin, Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years, is appended to this report only for reference purposes.

Listing on the historic registers is not a requirement for City landmark designation. The LUC ordinance provides that real property may be designated a landmark if it has *historical or other cultural significance or integrity*. This application is being forwarded under the assertion that the property has cultural significance.

One significant interior space, the Great Hall, is proposed for protection under the requested City Landmark designation. The Great Hall was part of the 1963 design by William E. Burk, Jr. (he called it the Lobby). Fifty years is the National Register of Historic Places age standard, and it's now fifty years since 1963, so it is reasonable to assert that the Great Hall has historic significance.

One significant exterior feature is proposed for protection. The north façade of the existing building is largely a product of the 1990 expansion project designed by BPLW Architects. The façade has upper and lower sections separated by an elevated roadway, related walkways, and projecting entry porches. In other places the two-story façade is not divided by the elevated roadway. These places are façade recesses with light wells and trees at ground level. They alternate along the façade with the entry porches connecting the elevated roadway with the building.

How the City landmark designation will affect Sunport operations is pertinent to the LUCC's deliberations. The Commission may conclude that the Aviation Department would not request the designation if its ability to operate and change operations as needed would be compromised. The Master Plan for the airport proposed a new terminal building to the north and east of the subject building when expansion is warranted. This consideration may be discussed with the applicant in the public hearing.

This is an unusual request for City Landmark designation due to "one-sidedness" – the North Façade is the only exterior wall intended for protection. Just one interior space is intended for protection, the Great Hall. This is similar to the KiMo Theatre, a City Landmark with design guidelines applicable to two facades and two interior spaces. In any case, the mandatory preservation of certain features of the Sunport Terminal may engender the appropriate treatment of other, unprotected features by future City officials as a matter of consistent property management.

Notification

Two representatives of each of the following organizations were notified of this request: Clayton Heights/Loma del Cielo Neighborhood Association, Kirtland Community Association, Victory Hills Neighborhood Association, Yale Village Neighborhood Association.

VII. CONCLUSION

Portions of the Albuquerque International Sunport Terminal meets certain criteria for City Landmark designation due to their cultural and architectural significance to the City as discussed in the analysis above. Landmark designation may ensure that these significant features will be retained in the long term, and that it will continue to impress visitors and make locals proud.

**FINDINGS for approval of a recommendation for City Landmark designation -
Case No. 13LUCC-50068 / Project No. 1009638 (May 8, 2013)**

1. This is a request for a recommendation to the City Council of a City landmark designation for a portion the Albuquerque International Sunport Terminal, a building at 2200 Sunport Boulevard SE, which address is on Tract A-1 of the Sunport Municipal Addition.
2. The City of Albuquerque is the owner of the property and application was submitted by the City of Albuquerque Aviation Department.
3. The subject property is zoned SU-1 for Airport and Related Facilities.
4. §14-12-7 of the Landmarks and Urban Conservation Ordinance provides procedures and criteria for evaluating the suitability of a property for City landmark designation.
5. The Albuquerque International Sunport Terminal has cultural and architectural significance in its use of architectural motifs inspired by indigenous cultures of New Mexico. It is the latest and the best-known example of an Albuquerque transportation terminal to exhibit these motifs in a tradition of architectural design of transportation facilities in Albuquerque for more than a century.
6. The Albuquerque International Sunport Terminal is suitable for preservation. It is a working facility in good structural condition and repair. The significant features proposed for landmark designation are the north façade and the great hall. Less significant parts of the terminal are subject to more frequent change and need not be preserved to City landmark standards.
7. The Albuquerque International Sunport Terminal has educational significance because its design evinces respect for New Mexico's ancient landscape and the indigenous architecture it inspired. The Terminal declares visually that New Mexico is different from wherever a traveler's airliner may have departed.
8. A portion of the Albuquerque International Sunport Terminal meets a criterion for City Landmark designation in that it represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city, architect William E. Burk, Jr. William E. Burk, Jr. practiced architecture in Albuquerque for forty years and his body of work includes commercial, institutional, and residential buildings, many of which are noteworthy.
9. The features of the Albuquerque Sunport Terminal building that are significant and help to define the architectural character of the building are the north façade and the lobby, or "great hall".
10. The architectural features of the north façade that are significant and worthy of preservation are the building block massing with projecting and recessed elements and varying roof

heights, the color scheme of earth-tone stucco and concrete, and medium blue trim, the stair-step motif, painted medium blue in stucco and metal façade features including certain window groups, the free-standing steel canopies and the light wells between elevated roadway and the facade.

11. The architectural features of the lobby, or "Great Hall" that are significant and worthy of preservation are the laminated wood beams and corbels with carved and painted imagery, separated by a wood-clad ceiling system that evokes traditional *latilla* ceilings, painted accent colors and designs on the laminated beams, the pattern of windows and other openings to interior areas defined by the structural frame, the single-volume space with clerestory windows, a space divided only by furniture, fixtures, displays and escalators, and the floor of multi-tone brick in a pattern.
12. The request fulfills the intent of the Landmarks and Urban Conservation Ordinance in that it serves to preserve, protect, enhance, perpetuate and promote the use of structures and areas of historical, cultural, architectural significance located within the City.

STAFF RECOMMENDATION Case No. 13-LUC-50068/#1009638

APPROVAL of 13LUCC-50068 / Project # 1009638, an application for a recommendation of City Landmark designation for a portion of the Albuquerque International Sunport Terminal, located at 2200 Sunport Boulevard SE, and specifically described as Tract A-1 of the Sunport Municipal Addition No. 9 based on the twelve Findings.

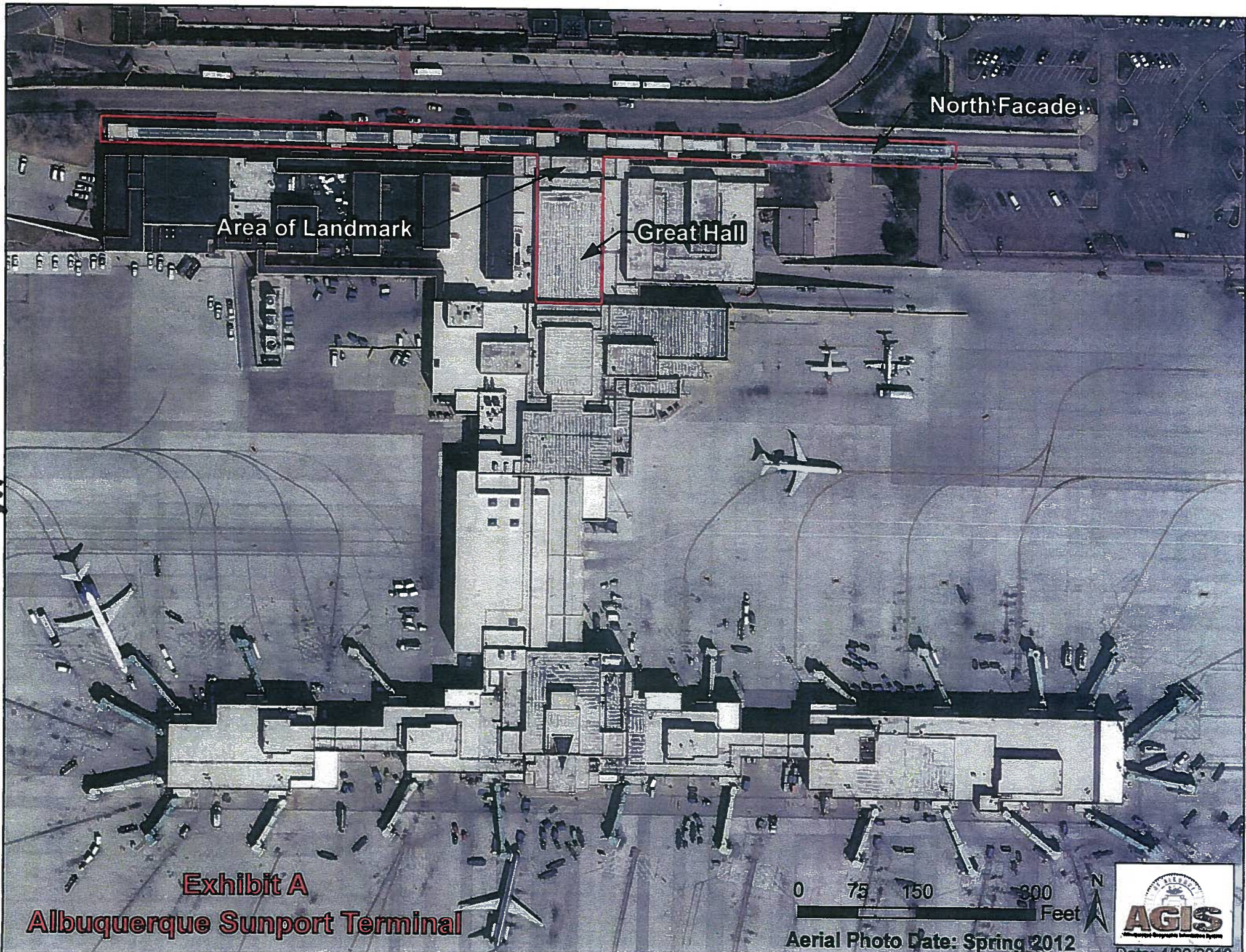


**Ed Boles, Historic Preservation Planner
Urban Design and Development Division**

Attachments:

1. Exhibit A with aerial footprint of subject building
2. North Façade Photos
3. Great Hall Photos
4. Other Photos
4. §14-12-7 LANDMARKS DESIGNATION (Excerpt of Landmarks and Urban Conservation Ordinance)
5. List of City of Albuquerque Landmarks
6. National Register Bulletin

cc: James Hinde, Director, City of Albuquerque Aviation Department
Ronald L. Peters, HistoricStreetscapes PLLC



North Facade

Area of Landmark

Great Hall

Exhibit A

Albuquerque Sunport Terminal

0 75 150 300 Feet

Aerial Photo Date: Spring 2012



PLAT OF
 TRACTS A-1 & A-2
 SUNPORT MUNICIPAL ADDITION
 WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
 T9N, R3E, NMPM &
 WITHIN SECTIONS 33, 34, 35 & 36
 T10N, R3E, NMPM
 CITY OF ALBUQUERQUE
 BERNALILLO COUNTY, NEW MEXICO
 JULY 2011

TRACT A-1
 SUNPORT MUNICIPAL ADDITION
 AREA=2,286.0091 ACRES

TRACT A-2
 SUNPORT MUNICIPAL
 ADDITION
 AREA=68.4188 ACRES

TRACT I
 LANDS OF PARKING
 COMPANY OF AMERICA
 FILED 6-14-1982
 BK. CTS. PG. 123

TRACT V-1
 AIRPORT PARK
 FILED 1-13-1982
 BK. CTS. PG. 64

TRACT V-2
 AIRPORT PARK
 FILED 10-7-1988
 BK. SDC. PG. 421

TRACT H
 MUNICIPAL ADD. NO. 9
 FILED 3-22-1982
 BK. SDC. PG. 77

AIRPORT BUSINESS PARK
 FILED 5-28-1983
 BK. CTS. PG. 82

AIRPORT PARK
 FILED 10-7-1988
 BK. SDC. PG. 421

REPLAT OF TRACT 2
 AIRPORT PARK
 FILED 1-13-1982
 BK. CTS. PG. 64

NORTHWEST CORNER
 TRACT A
 SUNPORT MUNICIPAL ADD.

UNITED STATES
 GOVERNMENT
 ORTLAND AIR FORCE BASE

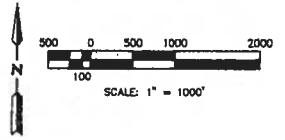
UNITED STATES
 GOVERNMENT
 ORTLAND AIR FORCE
 BASE

UNITED STATES
 GOVERNMENT
 ORTLAND AIR FORCE
 BASE

UNITED STATES
 GOVERNMENT
 ORTLAND AIR FORCE
 BASE

LEGEND

- SET NO.5 REBAR W/CAP STAMPED PS 7924
OR PK NAIL W/ WASHER STAMPED PS 7924.
- △ BRASS CAP I-25-31.
- FOUND PROPERTY CORNER.
- NEW PROPERTY LINES
- DELETE PROPERTY LINES
- TRACT A PROPERTY LINES
- - - SECTION LINES



IF ADDITIONAL STREET
 RIGHT OF WAY
 DENIED WITH THE
 PLING OF THIS PLAT
 0.5774 ACRES

SEE SHEET 6 OF 16 FOR DETAIL

MUNICIPAL ADD. NO. 4
 FILED 12-11-1988
 BK. CA. PG. 58

MUNICIPAL ADD. NO. 4
 FILED 12-11-1988
 BK. CA. PG. 58

MUNICIPAL ADD. NO. 4
 FILED 12-11-1988
 BK. CA. PG. 58

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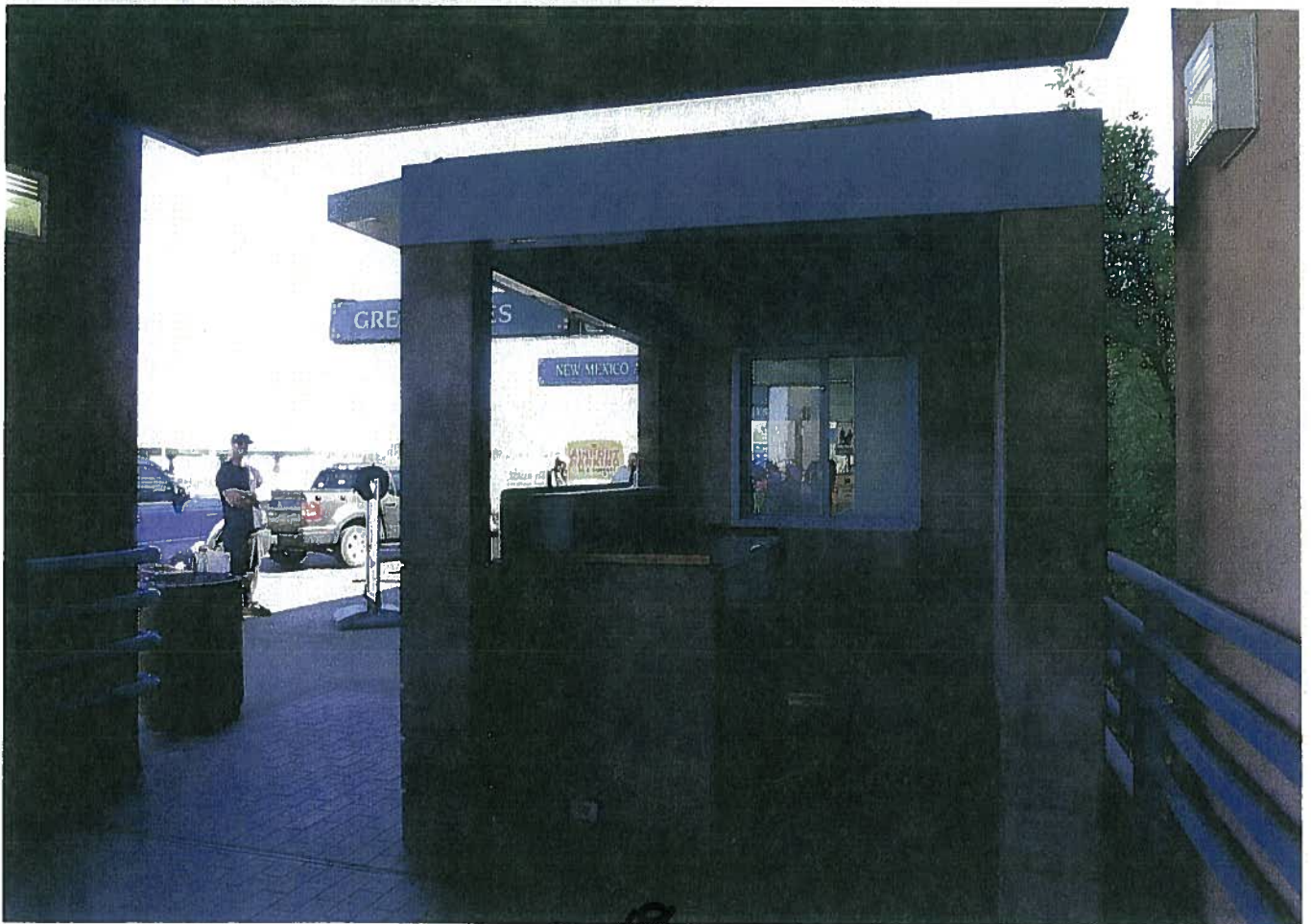
1.

NORTH FAÇADE PHOTOS

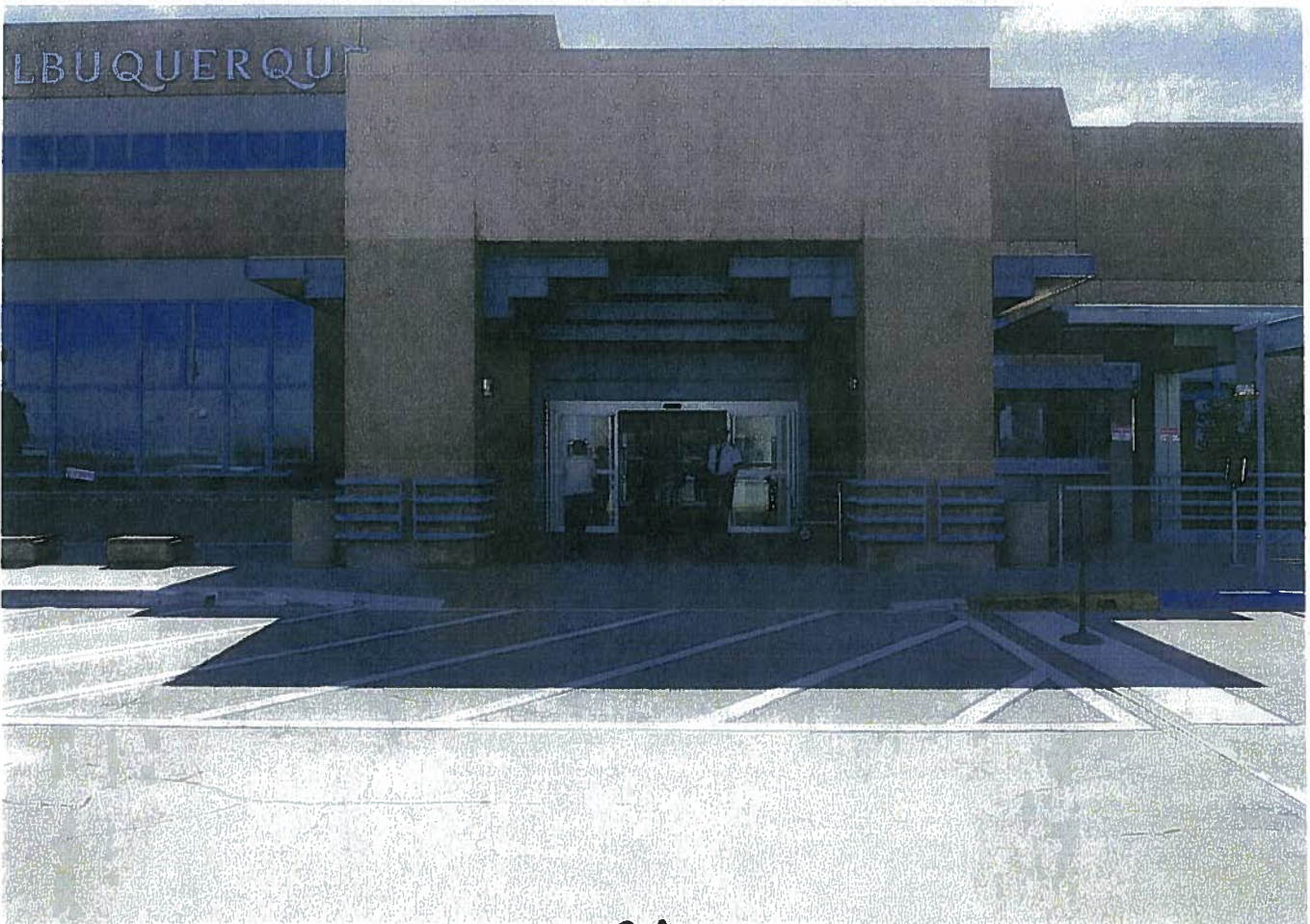
**Albuquerque International
Sunport Terminal**















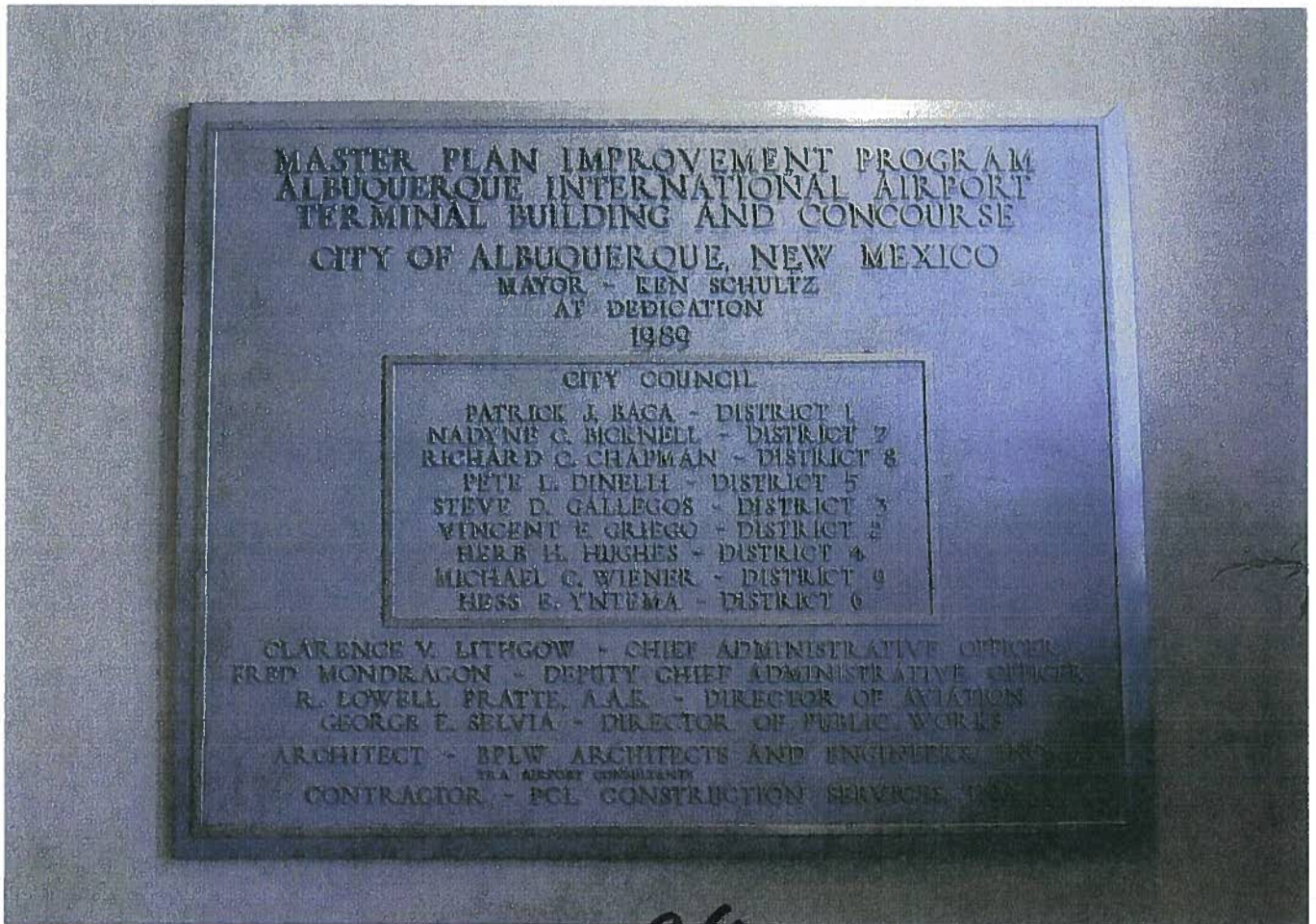


2.

GREAT HALL PHOTOS

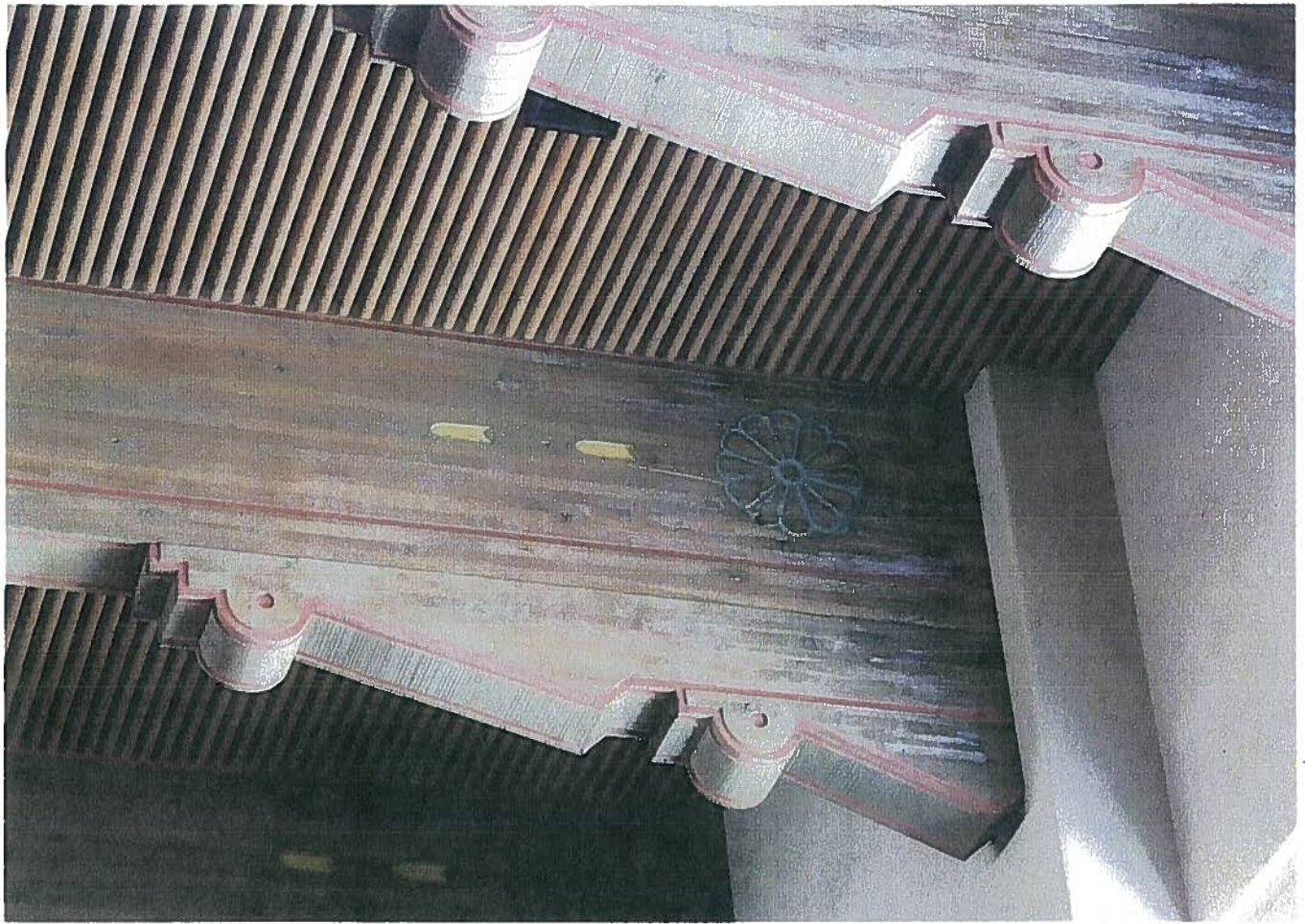
Albuquerque International

Sunport Terminal









3.

OTHER PHOTOS

**Albuquerque International
Sunport Terminal**

1989

Albuquerque Metropolitan Airport

1963

Old Albuquerque Air Terminal

1939



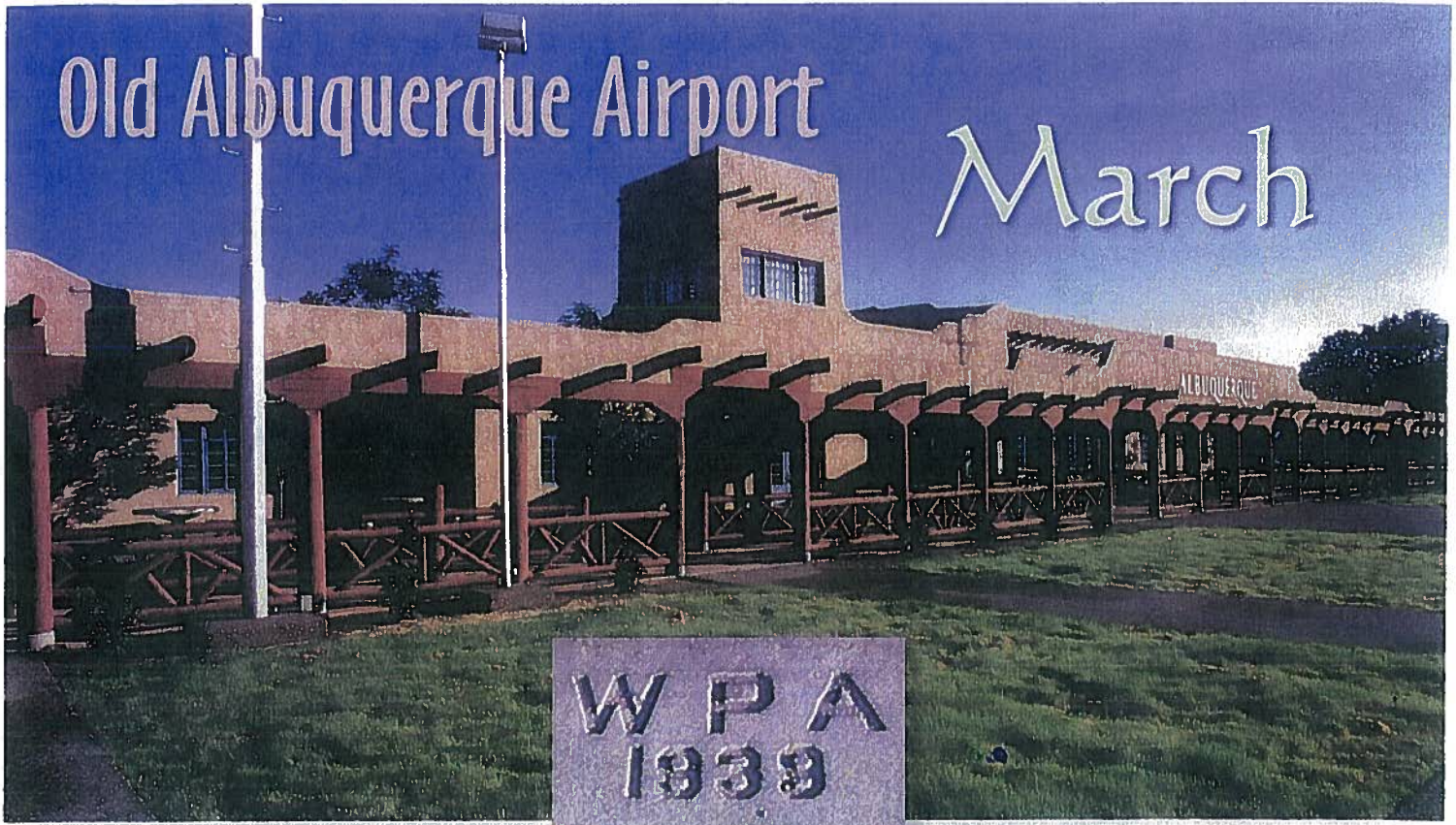
International Airport



92

Old Albuquerque Airport

March



WPA
1939

S M T W T F S

	1 	2	3	4 <i>Where East Meets West Municipal Airport</i>	5	6
7 	8	9	10 	11	12	13
14 	15 	16	17 	18 <i>St. Patrick's Day</i>	19 	20
21 	22 	23 	24 	25 	26 	27
28	29	30	31	<p>Built with federal Works Progress Administration funding during the Great Depression, the 1939 air terminal's design reminded air passengers that they had arrived in a special place, just as the Sunport does today. Now the 1939 terminal houses the federal Transportation Security Administration, and its lobby and grounds are open to the public.</p>		

The Commission may recommend approval or amendment of such an application to the City Council or it may deny the application. Historic and urban conservation zone procedures, including procedures for appeal of the Commission's denial of an application, are prescribed by the Zoning Code.

(D) Prepare and adopt specific development guidelines for any designated landmark, historic zone or urban conservation overlay zone.

(E) Make decisions on applications for Certificates of Appropriateness for alteration, new construction, or demolition, in accordance with the procedures established in this article.

(F) Disseminate information to the public concerning historic preservation and urban conservation and seek input from groups and individuals about these matters.

(G) Consider methods for encouraging and achieving historic preservation and urban conservation and make recommendations to the Mayor and City Council.

(H) Advise the Mayor, Council, and the Environmental Planning Commission on any proposed public improvements which would impact the exterior appearance of landmarks or significant structures in historic zones or urban conservation overlay zones.

(I) Perform demolition review as provided for in § 14-12-9 ROA 1994 when provided for in a sector development plan.

('74 Code, § 7-5-6) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 2012-005)

§ 14-12-7 LANDMARKS DESIGNATION.

(A) *Criteria for Landmark Designation.* Real property may be designated a landmark if it has historical or other cultural significance or integrity, is suitable for preservation, has educational significance, and in addition:

- (1) It is the site of a significant historic event;
- (2) It is identified with a person who significantly contributed to the history of the city, state or nation;
- (3) It portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;
- (4) It embodies the distinctive characteristics of a type, period, or method of construction;
- (5) It possesses high artistic values;
- (6) It represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city;
- (7) It embodies elements of architectural design, detail, materials, or craftsmanship which represent a significant architectural innovation;

(8) Its preservation is critical because of its relationship to already-designated landmarks or other real property which is simultaneously proposed as a landmark;

(9) It has yielded or is very likely to yield information important in history or prehistory; or

(10) It is included in the National Register of Historic Places or the New Mexico Cultural Properties Register. The Commission shall also evaluate whether the property, as it would be controlled as a landmark, is suitable for uses allowed by the Zoning Code, including legally nonconforming uses, if any.

(B) *Procedures for Designation of Landmarks*

(1) Applications for landmark designation may be made by the Mayor or his designated representative, or by a person with direct financial, contractual, or proprietary interest in the affected property on forms provided by the city. The application shall specify

(a) Why the property meets the criteria set out in this article and should be designated a landmark,

(b) The legal description of the site, the particular features and/or characteristics proposed to be preserved, and such other description of the property as seems appropriate, including a sketch or photograph if available, and

(c) The owner's written consent to the designation, or a statement as to why the Commission should proceed without the owner's consent.

(2) The Commission shall hold a public hearing on any duly filed application. Notice and procedures for a public hearing shall be as provided for in § 14-11-9.

(3) Prior to the public hearing, the Mayor shall cause an investigation and report to be made on the historical, architectural, or other significance of the property proposed to be designated. The report shall include:

(a) A statement from the Planning Department regarding planning considerations which may be relevant to the proposed designation;

(b) The comments of other involved departments and agencies;

(c) Evaluation of how the property meets the criteria established in division (A) of this section,

(d) If the owner has not given written consent to the designation, analysis of the economic impact of designation on the premises; and

(e) An analysis of the significant features of the structure which merit preservation.

(4) The Commission shall recommend approval of or shall deny any proposed designation at a public meeting within 60 days after the date the application was filed. The Commission may recommend modifications to a proposed landmark designation, but no proposal may be extended beyond the boundaries of the land described in the application unless a new application is filed and the

procedure is repeated for the enlarged boundaries. The Commission shall set forth in its resolution its findings relative to how the proposed landmark meets the designation criteria, a list of the proposed landmark's distinctive features, and general preservation guidelines for the structure.

(5) If the Commission recommends approval of landmark designation, the Commission shall transmit its resolution to the City Council within 12 working days of the Commission's decision. The City Council shall approve or deny an ordinance which designates the property as a landmark within 75 days of receipt of the Commission resolution. The City Council ordinance shall include a legal description of the site, the Council's findings relative to how the landmark meets the designation criteria, a list of the landmark's distinctive features, and preservation guidelines for the structure. The City Council ordinance may differ from the Commission resolution.

(6) Within ten working days of the effective date of an ordinance designating property as a landmark, the Mayor shall:

(a) Cause to be recorded with the County Clerk a notice stating that the specified property has been designated as a landmark, citing the ordinance and the effective date thereof; and

(b) Cause to be sent to the owner of said property, by certified mail, a copy of the ordinance and a copy of the notice filed with the County Clerk.

(7) An application for landmark designation for the same property may not be filed within 12 months from the date of final action by the city on a prior application.

(8) Landmark designation may be amended or rescinded by the same procedure and based on the same criteria and considerations as are prescribed for designation, except that a City demolition permit or Certificate of Appropriateness for demolition approved in the manner prescribed in this article shall automatically constitute rescission of landmark status.

(9) From the date of filing an application for landmark designation for a property until the designation procedures are completed, such property shall be protected as if it were a landmark, and a Certificate of Appropriateness, as provided for in this article, shall be required. However, this interim control shall in no case apply for more than 110 days after the application for designation is filed.

(C) *Specific Development Guidelines for Designated Landmarks.* Within 45 days of the effective date of an ordinance designating property as landmark, the Commission shall approve specific development guidelines for the landmark at a public meeting. The specific development guidelines shall establish criteria for evaluation of applications for Certificates of Appropriateness which may be approved by city staff designated by the Mayor. The specific development guidelines shall be consistent with the provisions of the ordinance designating the landmark. The guidelines may be amended by the Commission at a public hearing at any time.

(D) *Minimum Maintenance and Security Requirement.*

(1) Any landmark shall receive reasonable maintenance and security for the purpose of preserving it and carrying out the intent of this article.

(2) Any occupied residential landmark shall be maintained to meet the requirements of the Housing Code set forth in Chapter 14, Article 3.

(3) The owner or any other person having legal custody or control of a landmarked structure shall repair or stabilize the structure if it is found to have any of the following defects:

- (a) A deteriorated or inadequate foundation.
- (b) Deteriorated, loose or ineffective waterproofing and weatherproofing of exterior walls, roofs, foundations or floors, including broken windows or doors.
- (c) Any fault in the building or structure that renders it structurally unsafe or not properly watertight.
- (d) Parts that are so attached that they may fall and injure members of the public or property.
- (e) Significant architectural features, as described in the ordinance designating the landmark, that are deteriorating or in need of stabilization to insure their preservation.
- (f) Or other condition determined by appropriate city officials to cause an immediate threat to public health, safety or welfare.

(4) Any landmarked archeological site or vacant landmarked structure shall be adequately secured against unauthorized entry.

(E) To better correlate landmarks status with the Zoning Code, the HO Historic Overlay Zone will be mapped promptly on the official zone map for all real property designated a landmark, unless the area is in the H-1 Historic Old Town Zone.

('74 Code, § 7-5-7) (Ord. 22-1978; Am. Ord. 83-1980; Am. Ord. 4-1985; Am. Ord. 51-1991)

§ 14-12-8 PROCEDURES FOR ALTERATION, DEMOLITION AND NEW CONSTRUCTION WITHIN AN HISTORIC ZONE, URBAN CONSERVATION OVERLAY ZONE OR LANDMARK SITE.

(A) *Requirement.* Within the boundaries of a historic zone, urban conservation overlay zone, or landmark site, the exterior appearance of any structure shall not be altered, new structures shall not be constructed, and existing structures shall not be demolished until a Certificate of Appropriateness has been duly approved. Within a historic zone, urban conservation overlay zone, or landmark site which has specific sign requirements, no sign may be altered, constructed, or demolished until a Certificate of Appropriateness has been duly approved. Interior features which are listed as worthy of preservation in the landmark's general preservation guidelines or specific development guidelines shall not be altered or demolished until a Certificate of Appropriateness has been approved. Notwithstanding the above, a Certificate of Appropriateness shall not be required for:

(1) Ordinary maintenance and repair where the purpose of the work is to correct deterioration to the structure and restore it to its condition prior to deterioration;

(2) Any construction, alteration, or demolition duly approved prior to the effective date of this article;

(3) Any construction, alteration, or demolition which only affects the interior of the structure unless the interior features which will be affected were listed as worthy of preservation in the landmark's

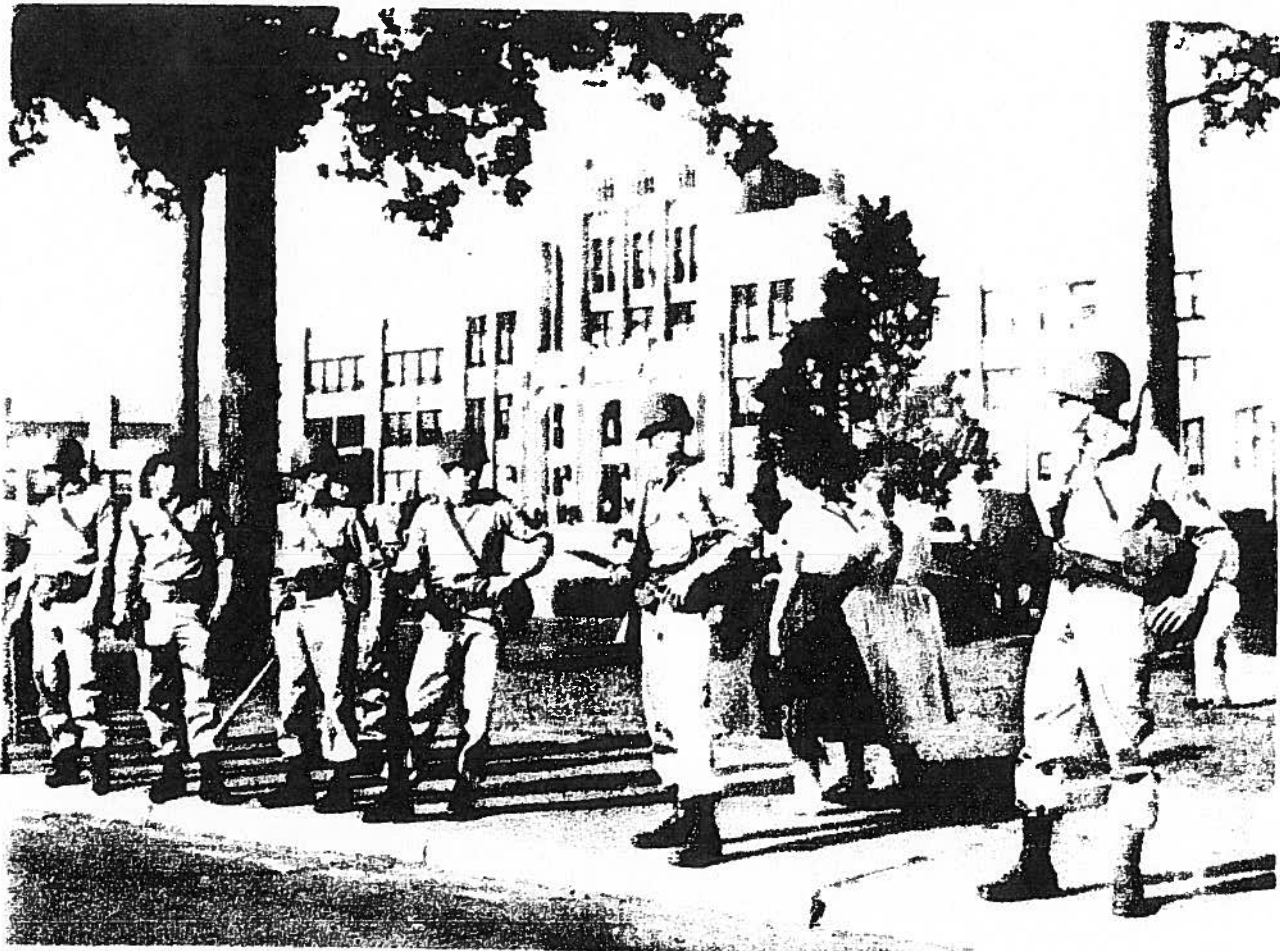
NATIONAL REGISTER BULLETIN

Technical information on the the National Register of Historic Places:
survey, evaluation, registration, and preservation of cultural resources



U.S. Department of the Interior
National Park Service
Cultural Resources
National Register, History and Education

Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years



The mission of the Department of the Interior is to protect and provide access to our Nation's natural and cultural heritage and honor our trust responsibilities to tribes.

This material is partially based upon work conducted under a cooperative agreement with the National Conference of State Historic Preservation Officers and the U.S. Department of the Interior.

Cover

When constructed in 1927, Central High School, Pulaski County, Little Rock, Arkansas, was named the "Most Beautiful High School Building in the Country." Designed by architect John Parks Almand, Central High School is exceptionally significant for architecture and for its role in the 1957 school desegregation crisis. Pictured here in front of the building are members of the National Guard called out by Arkansas governor Orval Faubus on September 2, 1957. (Library of Congress Prints and Photographs Division, LC-U9-1015-C-23)

NATIONAL REGISTER BULLETIN

Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years

by

MARCELLA SHERFY

W. RAY LUCE

U.S. Department of the Interior

National Park Service

National Register of Historic Places

Revised 1990; 1996; 1998

Originally published 1979

TABLE OF CONTENTS

PREFACE	ii
ACKNOWLEDGEMENTS	iii
I. INTRODUCTION	1
II. HISTORIC CONTEXT	3
III. SCHOLARLY EVALUATIONS	4
IV. FRAGILE OR SHORT-LIVED RESOURCES	5
V. TIME	6
VI. COMPARATIVE EVALUATION OF THE SIGNIFICANCE OF A PROPERTY	8
VII. ASSOCIATION WITH LIVING PERSONS	9
VIII. PROPERTIES IN HISTORIC DISTRICTS	10
IX. JUSTIFYING THE IMPORTANCE OF PROPERTIES THAT HAVE ACHIEVED SIGNIFICANCE IN THE PAST FIFTY YEARS	11
X. EXAMPLES	12
XI. SUMMARY	15
XII. SUGGESTED READINGS	16
XIII. NATIONAL REGISTER CRITERIA FOR EVALUATION	17
XIV. NATIONAL REGISTER BULLETINS	18

PREFACE

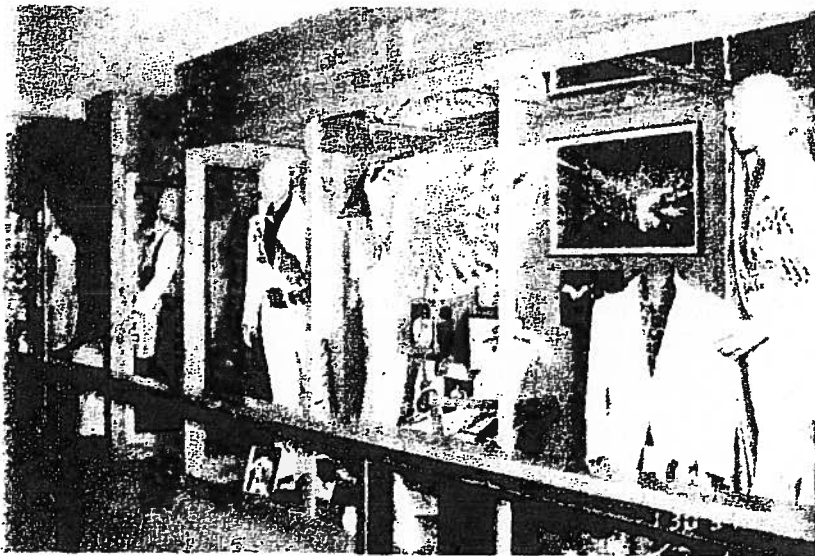
When it was established in 1966, the National Register of Historic Places provided official recognition for the nation's heritage and encouraged public participation in the protection of historic places. The framers of the 1966 Act envisioned the National Register as a broad list of historic properties that reflected "the spirit and direction of the Nation." In order to assure historical perspective and avoid judgments based on current or recent popular trends, the 50-year period was established as a guide for evaluating the historic resources worthy of preservation. However, the National Register Criteria for Evaluation provided for the recognition of historic places that achieved significance within the past 50 years; a property of that vintage may be eligible if it is of exceptional importance at the national, State, or local level.

Over the past three decades, Criteria Consideration G has proved a reasonable test for the historic significance of properties achieving significance within the past 50 years. As of the end of 1994, 2,035 properties (out of approximately 64,000 total listings) had been listed in the National Register under Criteria Consideration G. Of these, 464 listed properties reflect some aspect of the nation's history since 1950, and 77 of these places exclusively reflect some aspect of our history since 1974. Many of these properties are recognized for their extraordinary role in our nation's history; however, approximately one-third are listed for their exceptional importance in community history. Since it was first published in 1979, this bulletin has guided the evaluation of properties from the Depression era and the World War II period. This edition moves on to the next major

period of time: the post-World II era. Depending on the historical event or pattern of events, significant persons, or architectural movements, the post-World War II period can stretch through the mid-1960s (Civil Rights Movement); the mid-1970s (end of the Vietnam war); the early 1980s (end of the Modern Movement in architecture); the late 1980s (end of the Cold War); or some other logical end date.

This bulletin's third update is issued at a time when several other organizations—such as the Association for Preservation Technology, the National Trust for Historic Preservation, and the Society for Commercial Archaeology—have expressed increased interest in the recent past through special publications on the subject. The conference, "Preserving the Recent Past," held March 30-April 1, 1995, in Chicago, Illinois, is another important indicator of popular and professional commitment to preserving significant historic properties of the recent past. Directed by the late H. Ward Jandl, the conference served as an important forum for discussing a wide range of issues associated with historic properties of the 20th century. The properties that have been listed under Criteria Consideration G illustrate public recognition of these places as truly historic. We thank these individuals and organizations and the publication's original authors for their continued interest in the subject.

Carol D. Shull
Keeper, National Register of Historic
Places
National Park Service
U.S. Department of the Interior



Interior, Graceland, Memphis, Shelby County, Tennessee. Graceland, listed on the National Register in 1991, is exceptionally significant because of its association with Elvis Presley, who revolutionized popular entertainment in the United States during the 1950s and 1960s. (Jennifer Tucker, Tennessee Historical Commission, 1991)

ACKNOWLEDGEMENTS

This bulletin was first issued in 1979 as "How to" #2 and written by then National Register historians Marcella Sherfy and W. Ray Luce. Patrick W. Andrus, historian with the National Register of Historic Places, and the authors revised the text and produced the 1990 version of the bulletin, renamed National Register Bulletin 22, which included a discussion of historic properties of the World War II period. The examples cited in this third edition of the bulletin are derived largely from the essay that Carol D. Shull and Beth L. Savage pre-

pared for the "Preserving the Recent Past" conference of 1995: "Trends in Recognizing Places for Significance in the Recent Past," which summarized recent listings of properties under Criteria Consideration G. The National Park Service prepared this bulletin pursuant to the National Historic Preservation Act of 1966, as amended, which directs the Secretary of the Interior to develop and make available information concerning historic properties. *Guidelines for Evaluating and Nominating Properties that have Achieved Significance Within the Past*

Fifty Years was developed under the general editorship of Carol D. Shull, Keeper of the National Register of Historic Places. Beth L. Savage and Sarah Dillard Pope coordinated the publication of the fourth edition of this bulletin. Tanya M. Velt, Rama R. Badamo, Antoinette J. Lee and Mary M. Kell produced earlier versions. Comments on this publication may be directed to: Keeper of the National Register of Historic Places, National Park Service, 1849 C Street, NW, NC 400, Washington, D.C. 20240.

I. INTRODUCTION

Properties that have achieved significance within the past 50 years may be listed in the National Register of Historic Places, according to the National Register Criteria for Evaluation, only if they are of "exceptional importance," or if they are integral parts of districts that are eligible for listing in the National Register. This principle safeguards against listing properties which are of only contemporary, faddish value and ensures that the National Register is a register of historic places.

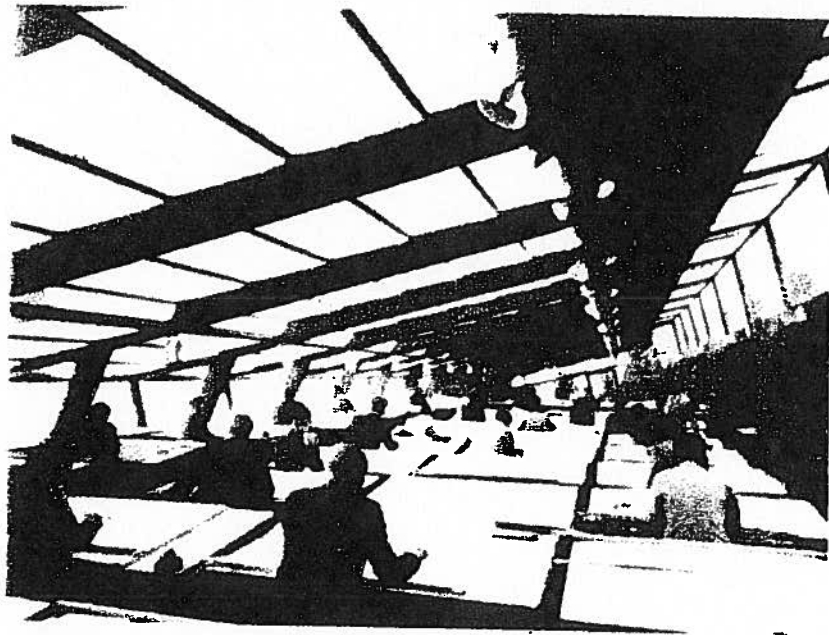
The Criteria for Evaluation are not designed to prohibit the consideration of properties whose unusual contribution to the development of American history, architecture, archeology, engineering, and culture can clearly be demonstrated. The Criteria for Evaluation provide general guidance on National Register eligibility. However, the 1966 National Historic Preservation Act did not assume that significance could be a matter of rigid, objective measurement. It specifically encourages the recognition of locally significant historic resources that, by appearance or association with persons or events, provide communities with a sense of past and place. The historical value of these resources will always be a combined matter of public sentiment and rigorous, yet necessarily subjective, professional assessment. Hence the Criteria for Evaluation, including their discussion of properties of recent significance, were written to offer broad guidance based on the practical and philosophical intent of the 1966 Act.

As a general rule, properties that have achieved significance within the past 50 years are not eligible for National Register listing because the National Register is intrinsically a compilation of the Nation's historic resources that are worthy of preservation. The National Register does not

include properties important solely for their contemporary impact and visibility, and it rarely is possible to evaluate historical impact, role, or relative value immediately after an event occurs or a building is constructed. The passage of time is necessary in order to apply the adjective "historic" and to ensure adequate perspective. To be a useful tool for public administration, the National Register cannot include properties of only transient value or interest. The passage of time allows our perceptions to be influenced by education, the judgment of previous decades, and the dispassion of distance. In nominating properties to the National Register, we should be settled in our belief that they will possess enduring value for

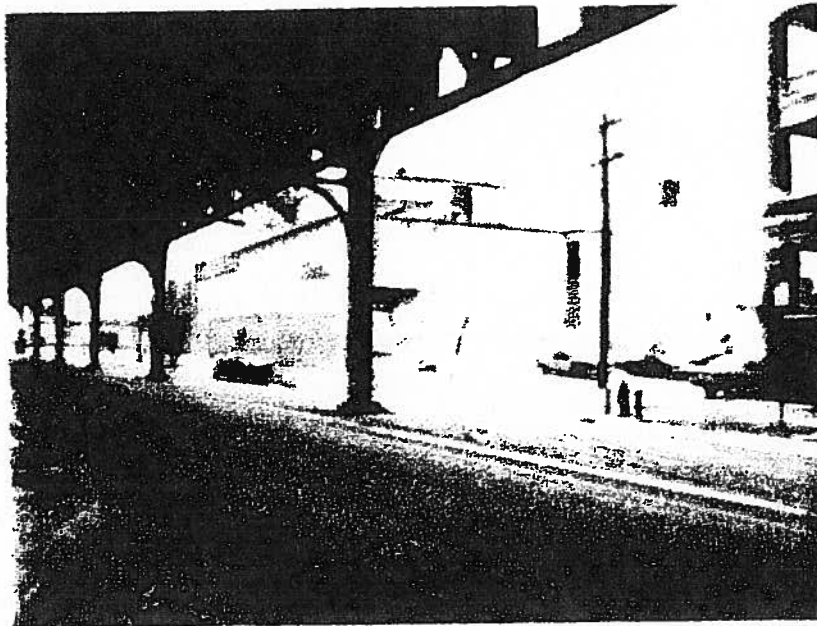
their historical associations, appearance, or information potential.

Fifty years is obviously not the only length of time that defines "historic" or makes an informed, dispassionate judgment possible. It was chosen as a reasonable, perhaps popularly understood span that makes professional evaluation of historical value feasible. The National Register Criteria for Evaluation encourage nomination of recently significant properties if they are of exceptional importance to a community, a State, a region, or the Nation. The criteria do not describe "exceptional," nor should they. Exceptional, by its own definition, cannot be fully catalogued or anticipated. It may reflect the extraordi-



The interior of the Drafting Studio at Taliesin West, Maricopa County, Arizona, illustrates the unique method of architectural training available at Taliesin West, which had exceptional influence on post-World War II architectural design in the United States. (Courtesy of the Taliesin West Foundation, 1964)

nary impact of a political or social event. It may apply to an entire category of resources so fragile that survivors of any age are unusual. It may be the function of the relative age of a community and its perceptions of old and new. It may be represented by a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession. It may be reflected in a range of resources for which a community has an unusually strong associative attachment. Thus a complete list of exceptionally significant resources cannot be prepared or precise indicators of exceptional value prescribed. The following discussion offers guidance for the reasoning and evaluation applicable to properties that have achieved significance in the past 50 years. It also offers direction on preparing Statements of Significance for National Register nominations (Section 8 of the National Register registration form, NPS Form 10-900) of such properties.



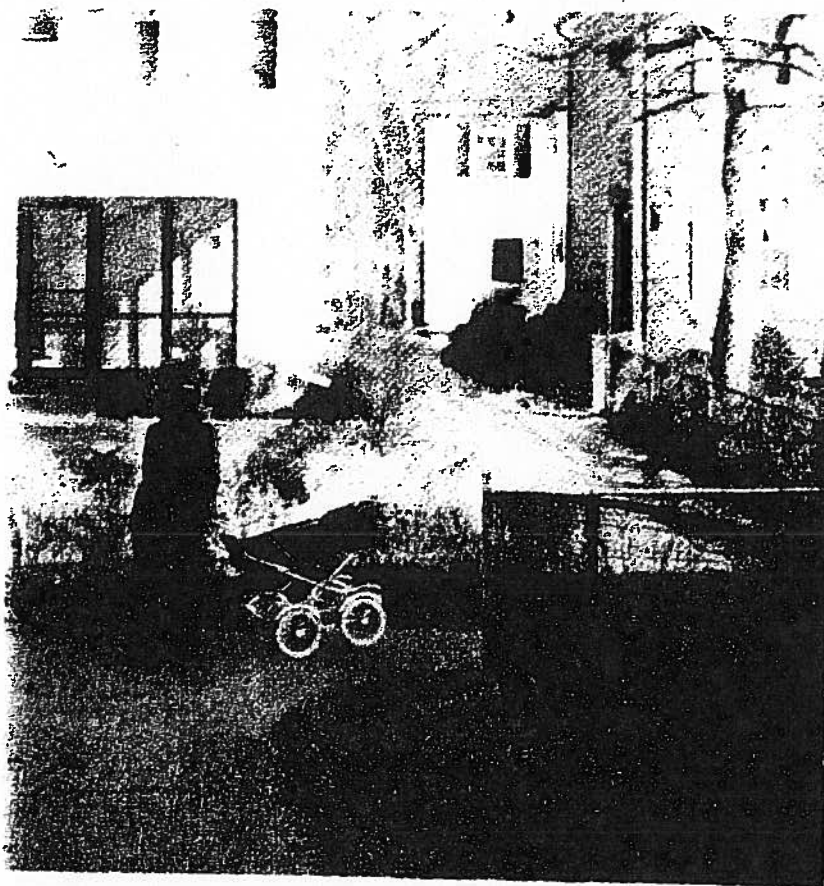
As the home of the American Bandstand program from 1952 to 1963, the 1947 WFIL Studio in Philadelphia, Pennsylvania, is exceptionally significant in the early development of the television industry. (Susan Shearer, 1986)

II. HISTORIC CONTEXT

All National Register nominations should be based upon an understanding of the historic context with which the nominated resource is related. Historic context refers to all of those historic circumstances and factors from which the property emerged. Knowledge of historic context permits us to understand the relative importance of the resource in question.

Evaluating a property within its historic context ensures accuracy in understanding its role and in making comparisons among similar resources. As defined in Webster's dictionary, context is comprised of the "interrelated conditions in which something exists or occurs." An understanding of the context of a historic resource is based on knowledge of the time, his-

torical theme, and geographical area with which the property is associated. This involves understanding, among other things, the social, political, economic, artistic, physical, architectural, or moral environment that accounted for the presence of, as well as the original and current nature of, the resource. Historic context will vary with resources. It may be as simple as sites associated with the lumber industry in a particular county in the late 19th century, or as complex as the development of a national railroad line which was created by one set of physical, political, and economic forces, yet had different economic, social, political, and architectural impacts on local communities and geographic areas. A thorough understanding of historic contexts for resources that have achieved significance in the past 50 years is essential for their evaluation. In evaluating and justifying exceptional importance, it is especially critical to identify the properties in a geographical area that portray the same values or associations and determine those that best illustrate or represent the architectural, cultural, or historical values being considered. Thus the first step in evaluating properties of recent significance is to establish and describe the historic context applicable to the resource.



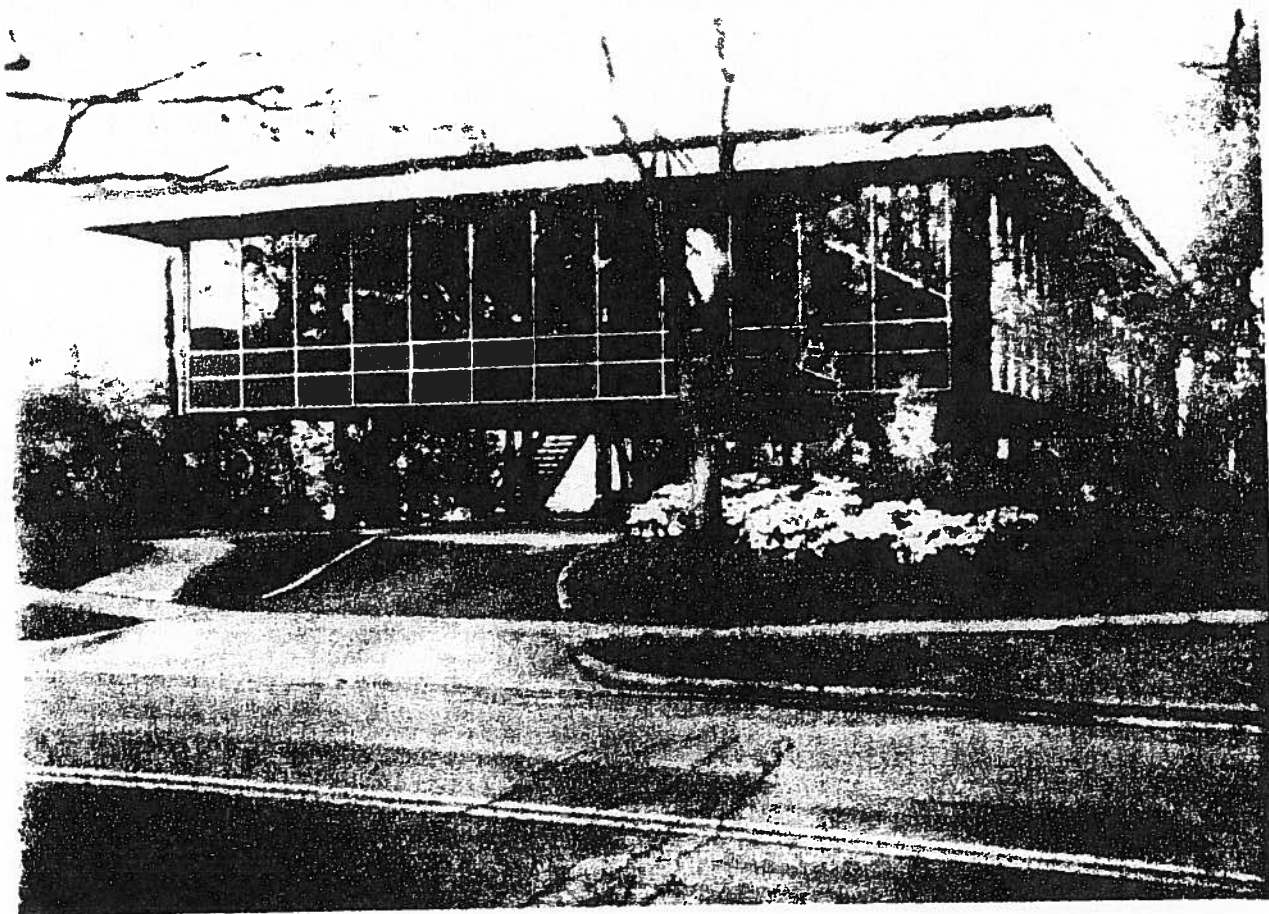
The primary innovation of Radburn, Bergen County, New Jersey, was the separation of pedestrian and vehicular traffic. Radburn, planned by Clarence Stein and Henry Wright, was placed on the National Register in 1974 because of the exceptional influence its plan has had and continues to have on the planning of suburban communities. (Louis Di Geronimo, 1974)

III. SCHOLARLY EVALUATION

A case can more readily be presented and accepted for a property that has achieved significance within the past 50 years if the type of architecture or the historic circumstances with which the property is associated have been the object of scholarly evaluation. The scholarly sources available to assist in evaluating properties from the post-World War II era

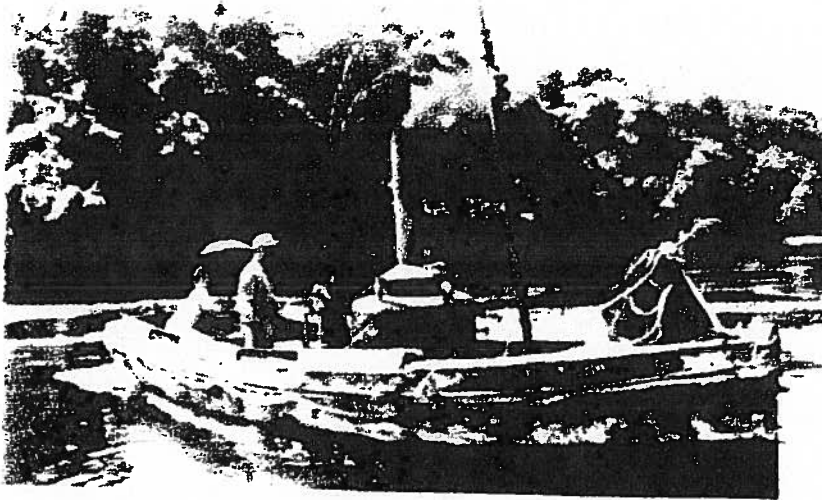
are becoming plentiful. Journals of architectural history, social history, landscape architecture, landscaping, industrial archeology, and urban development offer solid scholarship on many kinds of resources likely to be encountered. Previous National Register nominations may assist in establishing appropriate context and additional scholarship. Papers presented

at conferences may contain research and analysis useful for resources of recent origin. In short, the application of scholarship—not popular social commentary—does not demand the presence of a published book. A wide and growing array of scholarly interest in historic properties can greatly assist evaluation of recent properties.

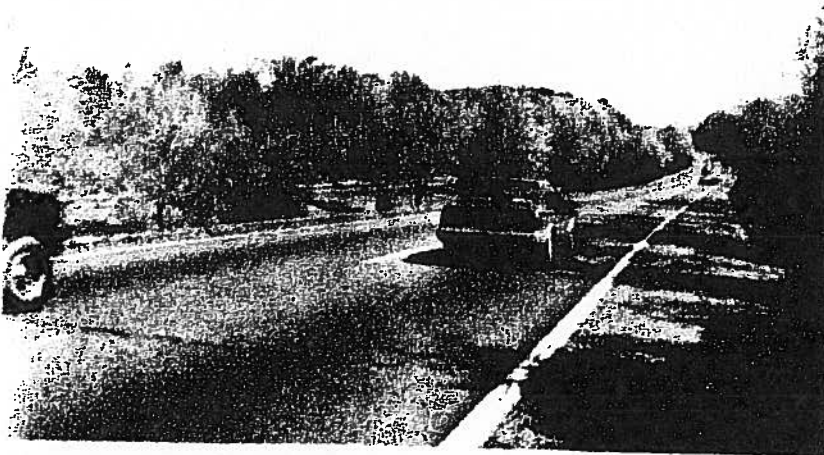


G. Milton Small & Associates, Raleigh, Wake County, North Carolina, built 1966. Designed by architect Milton Small, this small office building shows Small's mastery of the language of architectural expression developed by Mies van der Rohe, a dominant force in American building in the 1950s and 1960s. (Bill Garrett, *North Carolina Division of Archives and History*, 1994)

IV. FRAGILE OR SHORT-LIVED RESOURCES



Built in 1912, the AFRICAN QUEEN did not achieve fame until 1951 when it played a starring role in the hit film of the same name. The vessel is currently located in Monroe County, Florida. (Arthur Lemon, Wisconsin Center for Film and Theater Research, 1951)



The Baltimore-Washington Parkway in Anne Arundel and Prince George's counties, Maryland, was constructed between 1942 and 1954 as a component of a national parkway system. (Sara Amy Leach, April, 1988)

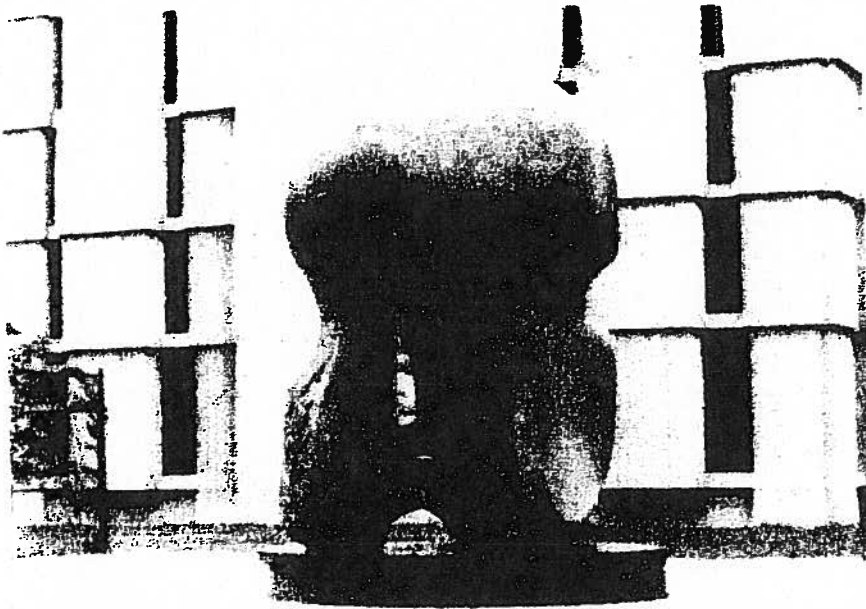
Some resources acquire historical qualities before the passage of 50 years because they either were not built to last that long, or, by their nature, are subject to circumstances that destroy their integrity before 50 years have elapsed. Such resources are viewed by scholars and by the public as "old" even before they are 50 years old. World War II frame temporary buildings were often constructed to meet temporary, intense demands for housing or office space and were not constructed to last long. While they tended to be viewed as automatically expendable, many in fact did survive for decades after the war. Mining structures in the Rocky Mountain West region have a short life-span both because the effects of weather and because entrepreneurs did not invest much in their construction in order to maximize gain and/or limit financial risks. Federal tax laws, competition within industry, changing transportation routes, and shifts in consumer tastes have jeopardized many early motel or motor court complexes, shopping centers, and other roadside buildings. Their rate of survival with integrity from the post-World War II era is very low. Many highways from that same era have undergone "improvements" that result in the loss of historic engineering qualities and original materials. The fact that a resource is jeopardized by a specific proposed project does not, in and of itself, render that resource more historically important than if it were not threatened. But one may evaluate whether a type or category of resources—as a whole—has faced loss at such a rate that relatively young survivors can be viewed as exceptional and historic.

V. TIME

There are several specific issues relating to time that should be addressed in evaluating a less than 50-year-old property. The 50 year period is an arbitrary span of time, designed as a filter to ensure that enough time has passed to evaluate the property in a historic context. However, it was not designed to be mechanically applied on a year by year basis. Generally, our understanding of history does not advance a year at a time, but rather in periods of time which can logically be examined together. For example, events that relate to the Cold War can best be evaluated in relation to other events or properties from the same period. This means that our ability to evaluate properties moves forward in uneven leaps of years.

It should be determined whether the period under consideration calls for a routine historical evaluation or whether the period needs to be viewed in the context of exceptional importance. Without such a determination, certain properties which have just passed the 50-year point might be given greater value, and those just less than 50 years old might be inappropriately ascribed less importance, when the resources should have been evaluated together to determine their relative significance. Several such periods have been examined since the National Historic Preservation Act was passed in 1966. The 50-year period at that time did not yet include World War I. Soon after the law was passed properties related to the First

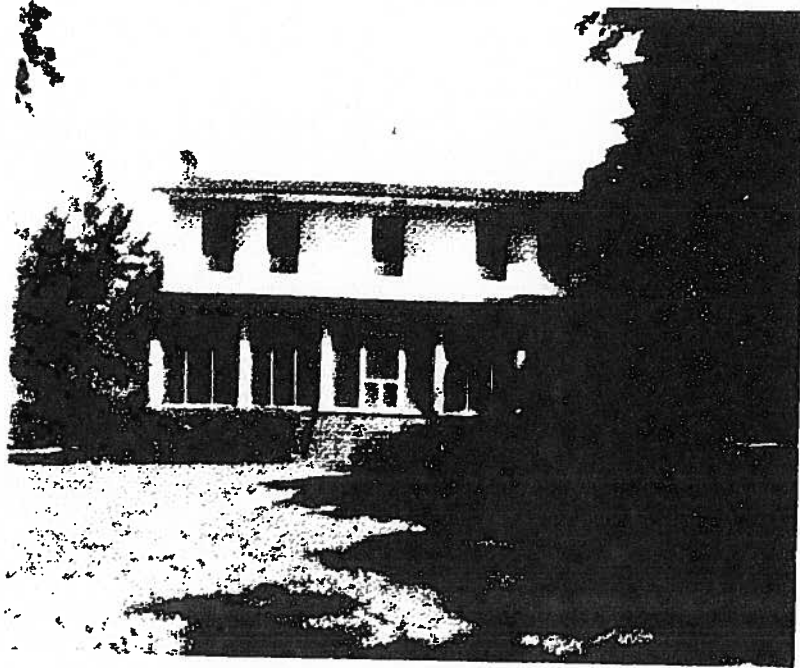
World War were evaluated—but that evaluation only made sense when examined for the entire war, not on a yearly basis. Similar leaps have been involved with the “Roaring Twenties” and the Depression and the Federal government’s response to it. During the past 20 years we have been able to evaluate and list properties, in many categories, constructed or achieving significance during those years, including: Federal projects during the Depression and World War II, the development of air transportation, Art Deco and the International styles of architecture, scientific advances, and sites related to numerous political and social events and individuals. There is now sufficient perspective to enable an evaluation of a number of properties related to the post-World War II era. Some topics for evaluation under Criteria Consideration G include post-World War II development projects; the growth of suburban subdivisions, shopping malls and commercial strip development; the expansion of educational, recreational, and transportation facilities; the Civil Rights movement; the advent of the United States space program; the Vietnam War; and the impact of historic preservation on American cities, towns, and rural areas. An evaluation of some of these categories of resources before others might be possible, either because specific scholarly studies are available, or there exists general historical knowledge about the period or the significance of the resource. A second consideration regarding time is that the appropriate date from which to evaluate a property for exceptional significance is not always the date of construction, but rather, the point at which the property achieved significance. The significance of an architecturally important property can be charted from the time of its construction. But the significance of properties important for historical associa-



Nuclear Energy, sculpture by Henry Moore commemorates the first controlled nuclear chain reaction. The site, on the campus of the University of Chicago, was declared a National Historic Landmark in 1983. Chicago, Cook County, Illinois (Blanche H. Schroer, National Park Service, May 1975)

tions with important events or persons should be dated from the time of the event or the period of association with a historically important individual. For example, Flannery O'Connor's home, Anadalusia, in Milledgeville, Georgia, is significant for its association with O'Connor. She was renowned as a short-story writer of the post-World War II generation, who used the Southern landscape as a major force in shaping her fiction. The period of significance clearly begins in 1951 when she moved there, rather than the early 20th century when the complex of buildings was constructed. Thus, although a property may be more than 50 years of age, if it is significant solely for a reason that dates from within the past 50 years, it must be exceptionally important to be listed in the National Register.

Third, the more recently a property has achieved significance, generally, the more difficult it is to demonstrate exceptional importance. The case for exceptional importance is bolstered when there is a substantial amount of professional, documented materials on the resource and the resource type. A property listed in the National Register 10 or 15 years after it has achieved significance requires clear, widespread recognition of its value to demonstrate exceptional importance. For example, Dulles International Airport Terminal, Loudoun County, Virginia, built in 1962, was determined eligible for the National Register in 1978. That action was based on the ability to evaluate the building compared with other modern buildings and recent airports. Dulles Airport was immediately recognized as one of the most important post-World War II American architectural masterpieces and one of the most innovative airport designs. A 1976 American Institute of Architects' poll selected the building as the third most significant building in the Nation's first 200 years. The building has been widely recognized in professional publications as exceptionally important in the history of American architecture.



Associated with author Flannery O'Connor's productive career, 1951- 1964, Anadalusia, Milledgeville, Baldwin County, Georgia, is where O'Connor lived and did most of her writing. (James R. Lockhart, Georgia Department of Natural Resources, June, 1979)

VI. COMPARATIVE EVALUATION OF THE SIGNIFICANCE OF A PROPERTY

After determining the theme and appropriate time or chronological period with which a property is associated, the geographic limits of the property's context must be established. Exceptional importance does not necessarily mean national significance; rather, it is a measure of a property's importance within the appropriate historic context, whether the geographic scale of that context is lo-

cal, State, or national. In other words, is the property best understood within the framework of a community, a river valley, a region, the State, or the Nation? In evaluating and justifying exceptional importance, it is critical to identify the properties in a geographical context that portray the same values or associations and determine those that best illustrate or represent the historical, architectural, cul-

tural, engineering, or archeological values in question. The scope or level (local, State, or national) at which this evaluation is made is directly related to the geographic level or "scale" of the property's historic context. For example, properties whose importance relates only to local mining activities need only be compared to others found in that locality to determine their comparative value.

VII. ASSOCIATIONS WITH LIVING PERSONS

On rare occasions, properties associated with individuals still living have been listed in the National Register. However, the nomination of such properties is strongly discouraged in order to avoid use of the National Register listing to endorse the work or reputation of a living person. Periodically, however, sufficient scholarship and evidence of historical perspective exist to list a property associated with living persons whose

active life in their field of endeavor is over. In these instances, sufficient time must have elapsed to assess both their field and their contribution in a historic perspective. For example, two properties in Columbus, Ohio, associated with the folk artist Elijah Pierce were listed in the National Register even though the artist was still alive and had achieved significance within the past 50 years. It was demonstrated that Mr. Pierce's body of

work was widely recognized as being exceptionally important within the realm of folk art. The buildings (his residence and barbershop/art gallery) were the only extant properties associated with the artist and that association was long standing (30-40 years). At the time of the nomination Mr. Pierce was 92 years old, and it was unlikely that he would produce additional works which would require a major re-evaluation of his contribution to folk art.



One of America's preeminent folk artists, woodcarver Elijah Pierce, b. 1892, worked in this barber shop/art gallery and lived in the adjacent residence in Columbus, Franklin County, Ohio, for more than thirty years. Because of the exceptional importance of Pierce's work, the Elijah Pierce Residence and Gallery was listed the National Register while Pierce was still living. (Kojo Kamau, July, 1982)

For further guidance on this topic see *Guidelines for Evaluating and Documenting Properties Associated with Significant Persons*.

VIII. PROPERTIES IN HISTORIC DISTRICTS

Under the National Register Criteria there are two ways that a property that has achieved significance within the past 50 years can be eligible for the National Register. First, as discussed above, a property can be individually listed if it is exceptionally important. Properties can also qualify if they are an "integral part" of a historic district that qualifies for National Register listing.

Properties that are integral parts of a district do not need to be individually eligible for the National Register or of individual exceptional importance. An explicit explanation must, however, be given as to how they qualify as integral parts of the district. This is demonstrated by documenting that the property dates from within the district's defined period of significance and that it is associated with one or more of the district's defined areas of significance.

Properties less than 50 years old may be integral parts of a district when there is sufficient perspective to consider the properties as historic. This is accomplished by demonstrating that: (a) the district's period of significance is justified as a discrete

period with a defined beginning and end; (b) the character of the district's historic resources is clearly defined and assessed; (c) specific resources in the district are demonstrated to date from that discrete era; and, (d) the majority of district properties are over 50 years old. In these instances it is not necessary to prove exceptional importance of either the district itself or of the less-than-50-year-old properties. Exceptional importance still must be demonstrated for districts where the majority of properties or the major period of significance is less than 50 years old, and for less-than-50-year-old properties that are nominated individually.

Historic districts with less-than-50 year-old properties that share elements of historical and architectural significance of the districts illustrate the policy discussed above. For example, some historic districts represent planned communities whose plan, layout of the streets and lots, and original construction of homes all began more than 50 years ago. Frequently, construction of buildings continued into the less-than-50-year period, with the later resources resulting from identical historical patterns

as the earlier buildings and representing a continuation of the planned community design. In instances where these later buildings make up only a small part of the district, and reflect the architectural and historic significance of the district, they can be considered integral parts of the district (and contributing resources) without showing exceptional importance of either the district or the less-than-50-year-old buildings.

While some districts have a unified historic and/or architectural development, it is important to recognize that integral does not mean that a district must have homogeneous resources or significance. Districts can also include diverse resources that represent the area's development over time. A commercial or residential area, for example, may form a unified whole, but have resources built in a variety of styles over a long period of time. In such a context, a post-World War II movie theater or recreation facility may have increased significance because these are important buildings and represent that period of the district's history. Thus such buildings often are integral parts of districts in which they are located.

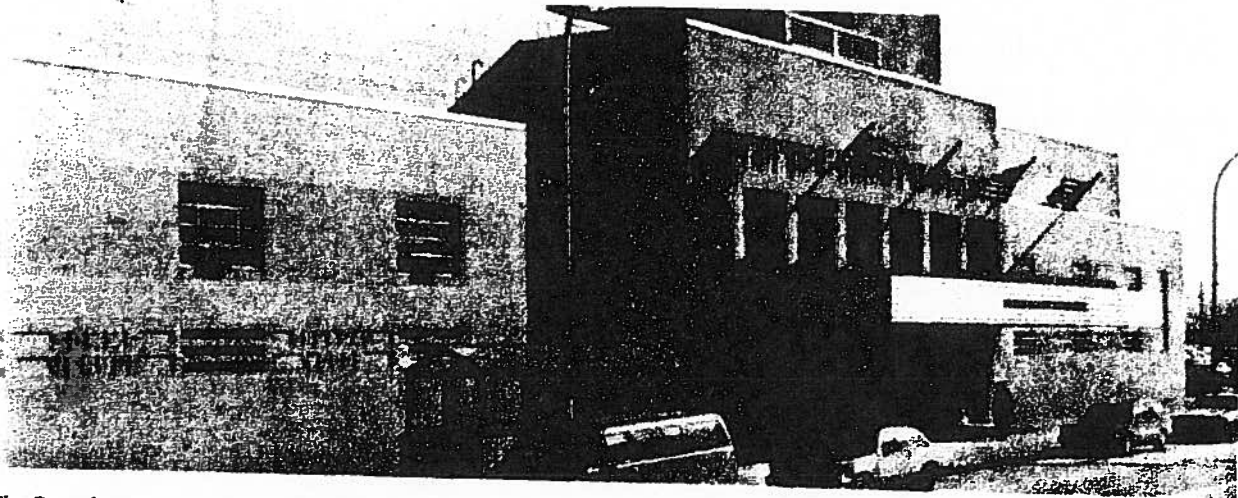
IX. JUSTIFYING THE IMPORTANCE OF PROPERTIES THAT HAVE ACHIEVED SIGNIFICANCE IN THE PAST FIFTY YEARS

The National Register nomination documentation for properties of recent significance must contain deliberate, distinct justification for the "exceptional" importance of the resource. The clarity and persuasiveness of the justification is critical for registering properties that have gained importance in the past 50 years.

The rationale or justification for exceptional importance should be an explicit part of the statement of significance. It should not be treated as self-explanatory. Nominations must make a persuasive, direct case that the

grounds—the historic context—for evaluating a property's exceptional importance exist and that the property being nominated is, within that context, exceptional. This justification must address two issues at the beginning of a nomination's Statement of Significance. The first section should contain, as described in *How to Complete the National Register Registration Form*, a straightforward description of why the property is historically significant—with direct reference to the specific relevant National Register Criteria. Detailed guidance on this topic is contained in *Guidelines for Ap-*

plying the National Register Criteria for Evaluation. The second section should contain the justification as to why the property can be determined to be of exceptional importance. It must discuss the context used for evaluating the property. It must demonstrate that the context and the resources associated with it can be judged to be "historic." It must document the existence of sufficient research or evidence to permit a dispassionate evaluation of the resource. Finally, it must use the background just presented to summarize the way in which the resource is important.



The Onondaga County War Memorial in Syracuse, New York, was erected in the post-World War era as a "living memorial" to those who served in the armed forces. It is an exceptional example of contemporary concrete thin shell vault construction. (John H. Fooks, 1949-1951)

X. EXAMPLES

The following properties, whose period of significance extends to less than 50 years ago, have been listed in or determined eligible for the National Register. The list is not exhaustive, but is intended to illustrate the range of such National Register properties. The thematic approach, that is, studying all or most of the properties related to a historic theme in a given area may be used in nominating groups of historic properties associated with the post-World War II era. The Multiple Property Documentation Form is an excellent way to evaluate and nominate groups of properties. While all properties must meet at least one of the National Register Criteria, many qualify for more than one. **Criterion A** recognizes properties that have made a significant contribution to the broad patterns of our history. **Criterion B** allows the listing of properties that are associated with the lives of persons significant in our past. **Criterion C** recognizes properties that are architecturally significant. And **Criterion D** applies to properties that have yielded or may be likely to yield information important in prehistory or history. (See section XIII. National Register Criteria for Evaluation.)

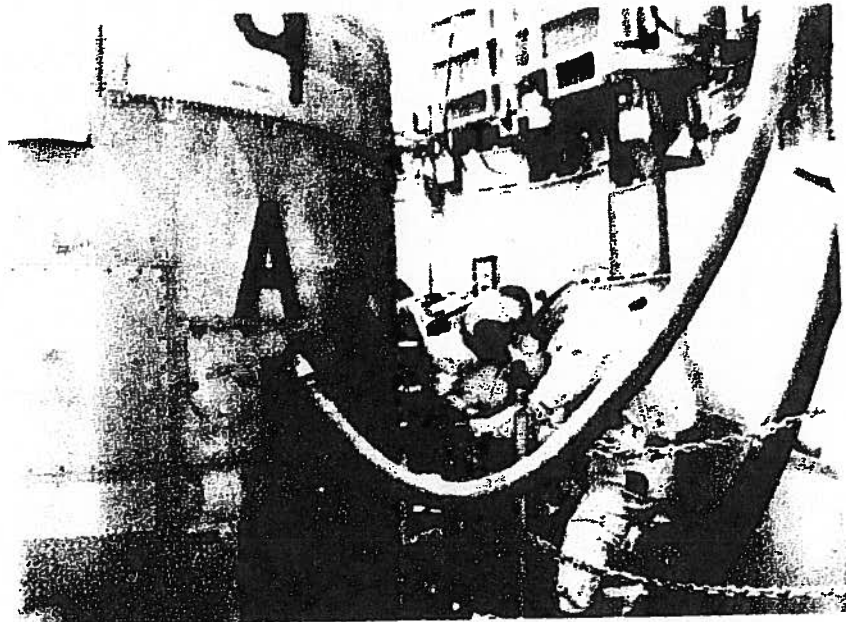
Under National Register Criterion A, properties associated with a variety of exceptionally important historic events have been listed. For example, the inception of the American space program can now be viewed in a historic perspective. Properties in the National Register associated with the space program include research centers, such as the Propulsion and Structural Test Facility at the George C. Marshall Space Flight Center in Huntsville, Alabama, and the Zero Gravity Research Facility at the Lewis Research Center in Cleveland, Ohio; launch sites, including Cape Canaveral Air Force Station in Florida, and Space Launch Complex

10 at Vandenberg Air Force Base in Lompoc, California; flight control facilities, such as the Apollo Mission Control Center in Houston, Texas; and space vehicles such as the Saturn V in Huntsville, Alabama.

The Fleischmann Atmospherium Planetarium in Reno, Nevada is exceptionally important under Criterion A for its role in scientific research and education in Nevada. It was the first planetarium in the nation to feature a 360-degree projector capable of providing horizon-to-horizon images, and through time-lapse photography, show an entire day's weather in a few minutes. In another example, the Student Center of Alaska Pacific Univer-

sity in Anchorage, Alaska, served as the site of the 1971 Alaska Federation of Natives conference, which led to the momentous Alaska Native Claims Settlement Act of 1971. This act represented the largest compensation ever paid to Native settlement claims. This property was evaluated as exceptionally important under Criterion A.

In Topeka, Kansas, the Monroe School, now known as the Brown v. Board of Education National Historic Site, is significant as the property associated with the 1954 landmark United States Supreme Court case, *Brown v. Board of Education*. In that decision, a state's action in maintaining segregation by providing "sepa-



The Titan II ICBM Missile Site 8 (571-7) in Pima County, Arizona, was listed in the National Register in 1992. This view shows a simulated vapor detection check by propellant transfer technicians. (David K. Stumpf, 1992)

rate but equal" public facilities was found unconstitutional. As a result, the 21 States with segregated public schools were forced to desegregate them. In 1994, the property was added to the National Park System.

Under National Register Criterion B, the homes of exceptionally important persons, representing many fields of endeavor have been recognized. The Charlie Parker House in New York City is significant as the home of Charlie "Bird" Parker, creator of a jazz genre known as "be-bop," between 1950 and 1954. During his residency at the house, his career as a jazz master and prominent recording artist was established. The Silver Spring, Maryland home of Rachel Carson was designated a National Historic Landmark. Occupied by her from 1956 to her death in 1964, the house is where she wrote *Silent Spring* which drew public attention to the poisoning of the earth and catapulted her to the forefront of the environmental protection movement. Carson designed and oversaw the construction of the house to provide the domestic environment she needed for writing.

Under National Register Criterion C, properties of recent vintage have been shown to have an exceptional impact at a variety of scales. The Lever House building in New York City, constructed between 1950-1952, is architecturally significant as one of the country's first corporate expressions of the International style in post-World War II America. The Norris and Harriet Coombs "Lustron House" built in Chesterton, Indiana, in 1950 is of exceptional architectural importance at the local level as a rare and intact example of a significant manufactured housing type employing an unusual building material. The Lustron House was constructed with a steel framing system to which porcelain enameled steel panels were attached. The house fits into the prefabricated housing tradition well established by firms such as Alladin and Sears in the early 1900s. The Onondaga County War Memorial, constructed in Syracuse, New York, between 1949 and 1951, is of exceptional architectural importance at the local level as an early example of a "living memorial" erected in the post-World War II era to commemorate duty in the armed services.

Important feats of engineering constructed within the past 50 years also have been recognized in the National Register, such as the Gateway Arch in St. Louis, Missouri, designed in 1947 and constructed between 1963 and 1968, and listed under Criterion C.

The 1956 Solar Building in Albuquerque, New Mexico, was listed in the National Register in the area of engineering because it was an early solar-heated commercial building, the equipment for which survived largely intact. It was constructed when active solar-energy systems were still considered experimental.

It is often challenging to evaluate architectural properties of the post-World War II era one at a time. Several States have effectively used a thematic approach and the Multiple Property Documentation Form to evaluate and nominate groups of properties that usually qualify under Criterion C as examples of particular architectural styles or methods of construction. The National Register listed several residences in North Carolina nominated under the name "Early Modern Architecture Associated with North Carolina State University School of Design."



Completed in the spring of 1950, this pre-fabricated, all-metal Lustron House, Porter County, Indiana, was considered by many at the time to be the house of the future. (Beverly Overmeyer, April, 1992)

Dating from 1950 to 1968, the nominated buildings employed structural innovations, were publicized widely in national and regional architectural periodicals, and form a distinctive body of work with identifiable traits from the beginning to the end of the period of significance.

In a similar fashion, the State of Iowa prepared the "Iowa Usonian Houses by Frank Lloyd Wright MPS." Constructed between 1948 and 1960, the nominated properties grew out of Wright's second great productive period in his long career. The Usonian house "offered the hope that middle-income families could build afford-

able homes of great architectural quality during times when Americans faced unprecedented demands for affordable, single-family housing." The properties share the physical qualities of "a rigid geometry, horizontal detailing, warm colors, 'natural' materials, and a solid, sheltering character." The Iowa Usonian houses illustrate Wright's creative approaches to cost control through standardization and use of common materials.

Sites nominated to the National Register under Criterion D, because they "have yielded or may be likely to yield information important in prehistory or history," are also very difficult

to justify if they are derived from activities of the past 50 years. Scholarly information sufficient to determine the comparative value of recent archeological sites tends to be very limited. It is especially difficult to determine what kinds of information can be derived from site remains as opposed to that available in written records, oral testimony, and photographs. This cautionary point does not constitute a prohibition of all such nominations, but it does illustrate the need for justifying and documenting the exceptional importance of recent archeological sites.

XI. SUMMARY

The National Register Criteria for Evaluation encourage the listing of a property that has achieved significance within the past 50 years only if it is of exceptional importance or if it is a contributing part of a National Register eligible district. While that language sounds restrictive, the crite-

ria are general principles that are applied in specific contexts. The criteria discussion of recently significant properties is not intended to bar consideration of many resources that can be judged unusually important in the recent development of American history, architecture, archeology, engi-

neering, or culture. However, the criteria and National Register program require that nominations for such properties demonstrate that sufficient historical perspective and scholarly, comparative analysis exist to justify the claim of exceptional importance.

XII. SUGGESTED READINGS

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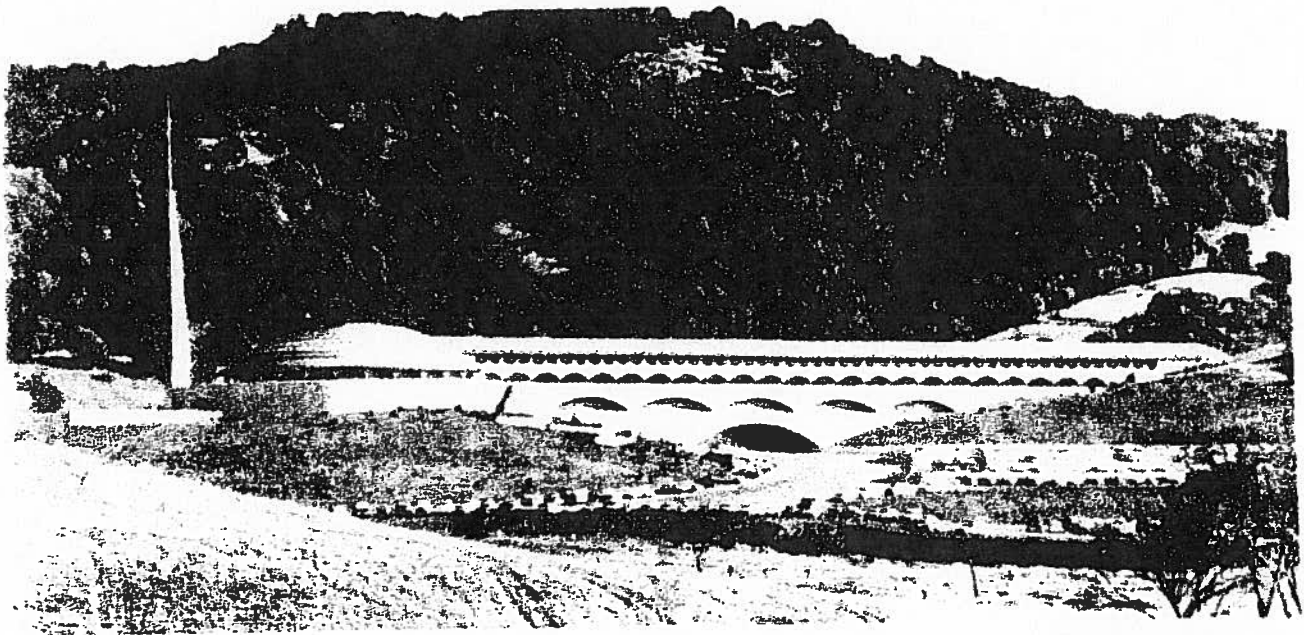
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Frank Lloyd Wright's Marin County Civic Center, Marin County, California, completed in 1958, is an ideal government complex in a beautiful suburban setting. (Aaron Green, Woodbridge, 1990)

XIII. NATIONAL REGISTER CRITERIA FOR EVALUATION

The National Register's standards for evaluating the significance of properties were developed to recognize the accomplishments of all people who have made a contribution to our country's history and heritage. The criteria are designed to guide State and local governments, federal agencies, and others in evaluating potential entries in the National Register.

Criteria for Evaluation: The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and dis-

tinguishable entity whose components may lack individual distinction; or

- D. that have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations: Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the

surviving structure most importantly associated with a historic person or event; or

- c. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life; or
- d. a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- g. a property achieving significance within the past 50 years if it is of exceptional importance.

XIV. NATIONAL REGISTER BULLETINS

The Basics

How to Apply National Register Criteria for Evaluation *

Guidelines for Completing National Register of Historic Places Form

Part A: How to Complete the National Register Form *

Part B: How to Complete the National Register Multiple Property Documentation Form

Researching a Historic Property *

Property Types

Guidelines for Evaluating and Documenting Historic Aids to Navigation *

Guidelines for Identifying, Evaluating and Registering America's Historic Battlefields

Guidelines for Evaluating and Registering Historical Archeological Sites

Guidelines for Evaluating and Registering Cemeteries and Burial Places

How to Evaluate and Nominate Designed Historic Landscapes *

Guidelines for Identifying, Evaluating and Registering Historic Mining Sites

How to Apply National Register Criteria to Post Offices *

Guidelines for Evaluating and Documenting Properties Associated with Significant Persons

Guidelines for Evaluating and Documenting Properties That Have Achieved Significance Within the Last Fifty Years

Guidelines for Evaluating and Documenting Rural Historic Landscapes *

Guidelines for Evaluating and Documenting Traditional Cultural Properties *

Nominating Historic Vessels and Shipwrecks to the National Register of Historic Places

Technical Assistance

Contribution of Moved Buildings to Historic Districts; Tax Treatments for Moved Buildings; and Use of Nomination Documentation in the Part I Certification Process

Defining Boundaries for National Register Properties*

Guidelines for Local Surveys: A Basis for Preservation Planning *

How to Improve the Quality of Photographs for National Register Nominations

National Register Casebook: Examples of Documentation *

Using the UTM Grid System to Record Historic Sites

The above publications may be obtained by writing to the National Register of Historic Places, National Park Service, 1849 C Street, NW, Washington, D.C. 20240. Publications marked with an asterisk (*) are also available in electronic form on the World Wide Web at www.cr.nps.gov/nr, or send your request by e-mail to nr_reference@nps.gov.

APPLICATION AND SUBMITTAL MATERIALS



Supplemental Form (SF)

SUBDIVISION

- Major subdivision action
- Minor subdivision action
- Vacation
- Variance (Non-Zoning)

SITE DEVELOPMENT PLAN

- for Subdivision
- for Building Permit
- Administrative Amendment/Approval (AA)
- IP Master Development Plan
- Cert. of Appropriateness (LUCC)

STORM DRAINAGE (Form D)

- Storm Drainage Cost Allocation Plan

S Z ZONING & PLANNING

- Annexation
- Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)
- Adoption of Rank 2 or 3 Plan or similar
- Text Amendment to Adopted Rank 1, 2 or 3 Plan(s), Zoning Code, or Subd. Regulations
- Street Name Change (Local & Collector)

(L) A APPEAL / PROTEST of...

- Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICATION INFORMATION:

Professional/Agent (if any): CoA Planning Department/Boles Ed. 7924-3342 PHONE: 924-3860
 ADDRESS: 600 2nd St. NW FAX: 924-3339
 CITY: Albq. STATE NM ZIP 87102 E-MAIL: eboles@cabq.gov

APPLICANT: CoA Aviation Department/J. Hinde PHONE: 244-7725
 ADDRESS: Albq. Int'l. Support, P.O. Box 9948 FAX: 842-4278
 CITY: Albuquerque STATE NM ZIP 87119-1048 E-MAIL: jhinde@cabq.gov

Proprietary interest in site: owner List all owners: _____

DESCRIPTION OF REQUEST: City Landmark designation

Is the applicant seeking incentives pursuant to the Family Housing Development Program? Yes No.

SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Lot or Tract No. A Block: _____ Unit: _____
 Subdiv/Addn/TBKA: Support Municipal Addition No. 7
 Existing Zoning: SU-1 Airport # Rel. Fac. Proposed zoning: no change MRGCD Map No _____
 Zone Atlas page(s): M-16 UPC Code: _____

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_Z, V_, S_, etc.): _____

CASE INFORMATION:

Within city limits? Yes Within 1000FT of a landfill? NA
 No. of existing lots: NA No. of proposed lots: NA Total site area (acres): NA

LOCATION OF PROPERTY BY STREETS: On or Near: Support Blvd.
 Between: Walt and Girard

Check if project was previously reviewed by: Sketch Plat/Plan or Pre-application Review Team(PRT) Review Date: _____

SIGNATURE E Boles DATE 14 March 2013
 (Print Name) Ed Boles, City Planning Dept. Applicant Agent

FOR OFFICIAL USE ONLY

- INTERNAL ROUTING
- All checklists are complete
- All fees have been collected
- All case #s are assigned
- AGIS copy has been sent
- Case history #s are listed
- Site is within 1000ft of a landfill
- F.H.D.P. density bonus
- F.H.D.P. fee rebate

Application case numbers	Action	S.F.	Fees
<u>BLucc - 50068</u>	<u>COA</u>	_____	\$ <u>0</u>
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
Hearing date <u>April 10, 2013</u>			Total \$ <u>0</u>

Staff signature & Date: 3-19-13 63 Project # 1009638

FORM L: LANDMARKS AND URBAN CONSERVATION COMMISSION

- CERTIFICATE OF APPROPRIATENESS PUBLIC HEARING
- CERTIFICATE OF APPROPRIATENESS STAFF DECISION
- CERTIFICATE OF COMPLIANCE (HH-Edo UCOZ)

Historic Zone or Designation:	Type of Request:
<input type="checkbox"/> Historic Old Town	<input type="checkbox"/> Alteration
<input type="checkbox"/> Historic Old Town Buffer Zone	<input type="checkbox"/> New Construction
<input type="checkbox"/> Huning Highland	<input type="checkbox"/> Sign (Please read the note below)*
<input type="checkbox"/> Fourth Ward	<input type="checkbox"/> Relocation
<input type="checkbox"/> Eighth & Forrester	<input type="checkbox"/> Demolition
<input type="checkbox"/> City Landmark	<input type="checkbox"/> National Register Nomination Review
<input type="checkbox"/> HH-Edo UCOZ	<input checked="" type="checkbox"/> City Landmark Designation
	<input type="checkbox"/> City Overlay Designation
	<input type="checkbox"/> Other _____

Number and Classification of structures on property:

# <input type="checkbox"/> Significant Structures	Does this request involve a residential property?
# <input type="checkbox"/> Contributing Structures	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
# <input type="checkbox"/> Noncontributing Structures	Are tax credits or preservation loan funds applied
# <input type="checkbox"/> Unclassified Structures	for in connection with this proposal?
	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Attention applicants:

A conference with the LUCC Planner is advised prior to application. Call the LUCC Administrative Assistant at 924-3883 for an appointment. At the conference, the planner will determine if your project may be approved administratively or if a public hearing before the Commission is required. The planner will also determine what materials are required to complete an application. These requirements will be indicated on the "Project Drawing Checklist" that the planner will complete during your pre-application conference. For public hearings, the applicant will prepare packets containing one each of the items with drawings folded to fit into an 8.5" by 14" pocket.

LUCC public hearing applications:

- MA* Project drawing checklist completed during a consultation with LUCC planner
- All materials indicated on the project drawing checklist. **15 packets for residential projects 18 for nonresidential or multi-use projects.**
- Letter detailing the scope of the proposal including:
 1. Extent of work to be done
 2. Use(s) of existing and/or proposed site(s) and structure(s)
 3. Square footage of proposed structure(s)
 4. Proposed phasing of improvements and provisions for interim facilities
 5. Relevant historic facts
- Zone Atlas map with the entire property precisely and clearly outlined and crosshatched
- Office of Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
- Sign Posting Agreement (provided upon application)

Administrative (Staff) Approval checklist:

- Project drawing checklist completed during consultation with LUCC planner
- All materials indicated on the project drawing checklist and required by the LUCC planner
- Letter detailing the scope of the proposal including:
 1. Extent of work to be done
 2. Use(s) of existing and/or proposed site(s) and structure(s)
 3. Square footage of proposed structure(s)
 4. Proposed phasing of improvements and provisions for interim facilities
 5. Relevant historic facts
- Zone Atlas map with the entire property precisely and clearly outlined and crosshatched
- Administrative Approval (LUCCS) Sign Posting Agreement
- LUCC building permit waiver signed by the applicant (provided upon approval)

***PLEASE NOTE:** Approval of a signs in the overlay zones also require a sign permit from Zoning in addition to LUCC approval.

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

agent *applicant*
Ed Boles for Jim Hinde
 Applicant name (print)
E Boles 14 March 2013
 Applicant signature/date

<input checked="" type="checkbox"/> Checklists complete	Application case numbers	Form revised October 2007
<input checked="" type="checkbox"/> Fees collected	<u>13 - LUCC-50068</u>	<u>3-19-13</u>
<input checked="" type="checkbox"/> Case #s assigned	_____	Dev Review Division signature/date
<input checked="" type="checkbox"/> Related #s listed	_____	PROJECT# <u>1009638</u>

64

Request for
City Landmark Designation

Albuquerque International Sunport Terminal
1963-1990

A local news article of 1984 claimed, "The Albuquerque Airport makes one of America's great first impressions." The writer referred to the Albuquerque Metropolitan Air Terminal designed by architect William E. Burk, Jr. in 1962 to replace the 1939 terminal. The 1939 terminal, a Pueblo Revival design by Ernst L. Blumenthal, was built with federal Works Progress Administration assistance and set the style for future Albuquerque air terminal design. It was made a City Landmark in 1990.

The Burk-designed Metropolitan Air Terminal was completed in 1963. In 1990 it was greatly extended and remodeled from plans by Phillip Jacobson and BPLW Architects, whose design principal was Ronald Peters. The resulting building and subject of this request is known as the Albuquerque International Sunport Terminal. The following text explains how the Sunport Terminal, an amalgam of the 1963 and 1990 designs, meets criteria for City Landmark designation (and how such designation would affect future decisions about alteration of the Sunport).

The current Sunport Terminal and its collection of artworks and artifacts still make a great first impression of Albuquerque and New Mexico. More to the point of this request, that impression is manifest on the terminal's North Façade and in the Great Hall (the Lobby, to William Burk, Jr.). This, then, is a request to designate the entire terminal a City Landmark and to identify the features to be preserved as the North Façade, the Great Hall, and certain elements of both.

The following paragraphs list some of the criteria for landmark designation in the Landmarks and Urban Conservation Ordinance, 14-12-7, ROA 1978. Underscored text explains how the Sunport Terminal meets each criterion.

From **§14-12-7 LANDMARKS DESIGNATION**

- (A) *Criteria for Landmark Designation.* Real property may be designated a landmark if it has historical or other cultural significance or integrity, is suitable for preservation, has educational significance, and in addition:
- (2) It is identified with a person who significantly contributed to the history of the city, state, or nation.

See (6) below regarding William E. Burk, Jr.

- (3) It portrays the environment of a group of people in an era of history characterized by a distinctive architectural style.

The style is Pueblo Revival, which derives from architectural traditions of New Mexico that predate the United States. Many important public buildings, and thousands of others, were built in Pueblo Revival Style by New Mexicans during the early to mid-20th century.

- (6) It represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city.

The terminal completed in 1963 was designed by William E. Burk, Jr., a sculptor-turned-architect who practiced architecture for forty years in Albuquerque and served as City Architect for seventeen years. Burk designed hundreds of buildings in the Southwest with the Albuquerque Metropolitan Air Terminal at the local forefront. Its Great Hall (he called it the Lobby) remains at the core of the Sunport Terminal of today. Other Burk designs include commercial, institutional, and residential buildings, even horse racetracks. In Cold War-related work, he researched defense methods and designed special construction for the US Air Force, providing consulting services to other government agencies and private corporations.

- (7) Its preservation is critical because of its relationship to already-designated landmarks or other real property which is simultaneously proposed as a landmark.

The Old Terminal of 1939 is a City Landmark separated from the Sunport Terminal by a more recently constructed air cargo building. The cargo building will be removed as the Sunport Master Plan is implemented, at which time the Old Terminal and the Sunport Terminal will become visible from each other. By protecting both terminals through City Landmark designation, the City can help convey its aviation history as expressed in distinctive regional architecture.

The criteria and explanations listed above provide a background for an answer to **why** the Sunport Terminal should be made a City Landmark. The main reason is the ever-changing nature of airport operations, which would best be balanced with some limited regulation for a building as important to Albuquerque as the Sunport Terminal. Landmark designation will give authority for decisions on alteration and demolition to the Landmarks and Urban Conservation Commission and ensure that the public has an opportunity to comment on proposed changes to the North Façade and Great Hall. These features help form the public's impressions, first and otherwise, of Albuquerque and New Mexico. The rest of the facility will be unaffected by the designation.

Features and characteristics to be preserved:

North Façade

- Building-block massing with projections, recesses, and stair-stepping parapet heights.
- Color scheme of earth-tone stucco and concrete with blue and green trim.
- Free-standing steel canopies.
- West end *portal* and other exterior features of the Burk-designed 1963 terminal.

Great Hall

- Laminated wood beams and corbels with carved and painted imagery, separated by a wood ceiling system that evokes traditional *latilla* ceilings.
- Pattern of similar-size openings to the exterior and interior established by the structural frame.
- Single-volume space with clerestory lighting, divided only by furniture and displays.

CITY OF ALBUQUERQUE



Richard J. Berry, Mayor

PLANNING DEPARTMENT
Suzanne G. Lubar, Acting Director

22 April 2013

RE: City Landmark request for ABQ Sunport Terminal

Dear Neighborhood Association Representative:

As proposed by the City of Albuquerque Aviation Department, the Planning Department is requesting that the Sunport Terminal be designated a City Landmark. If enacted, the designation will require the Aviation Department to obtain approval from the Landmarks and Urban Conservation Commission when alterations are proposed to certain significant features of the building, thereby protecting its architectural character. Those significant features are the north façade and the Lobby or "Great Hall" at the center of the building. Altering other parts of the building would not be subject to Commission approval.

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

The Landmarks and Urban Conservation Commission will hear the designation request at its public hearing scheduled for 3:00 p.m. on Wednesday, May 8, 2013. The meeting site is Plaza del Sol Building, Room 130 (Basement Hearing Room), 600 2nd Street NW, Albuquerque NM 87102. Free off-street parking is available at this address. You are welcome to attend and comment.

In the meantime, please let me know any questions or comments about this request. Thank you.

Sincerely,

Ed Boles, 924-3342, eboles@cabq.gov
Historic Preservation Architect-Planner

68

Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

Sent To **Lee Graham**
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 City, State, ZIP+4 **Albq NM 87125**
 PS Form 3800, August 2006 See Reverse for Instructions

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Sent To **Robin Berry**
 Street, Apt. No., or PO Box No. **2123 Cornell Dr. SE**
 City, State, ZIP+4 **Albq NM 87106**
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Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$	

Sent To **Isabel F. Cabrera**
 Street, Apt. No., or PO Box No. **1720 Buena Vista SE**
 City, State, ZIP+4 **Albq NM 87106**

Hennesy, Maryellen

From: Pierotti, Peter H.
Sent: Wednesday, May 01, 2013 9:42 AM
To: Boles, C. Ed; Hennesy, Maryellen
Cc: Hinde, James D.
Subject: Landmark designation of Sunport Great Hall and North Facade

Ed and Maryellen:

I have confirmed with Jim Hinde that the Aviation Department wants to limit the landmark designation to the Great Hall and the North Façade. The Department does not want the designation to extend to the entire building.

If you have any questions, please call me.

Regards,
Peter

Peter H. Pierotti
Assistant City Attorney, Aviation
505-244-7784 (Aviation)
505-977-1014 (Cell)

NEW MEXICO ARCHITECT

July-August, 1959

Vol. 1, No. 4

Chapter Officers

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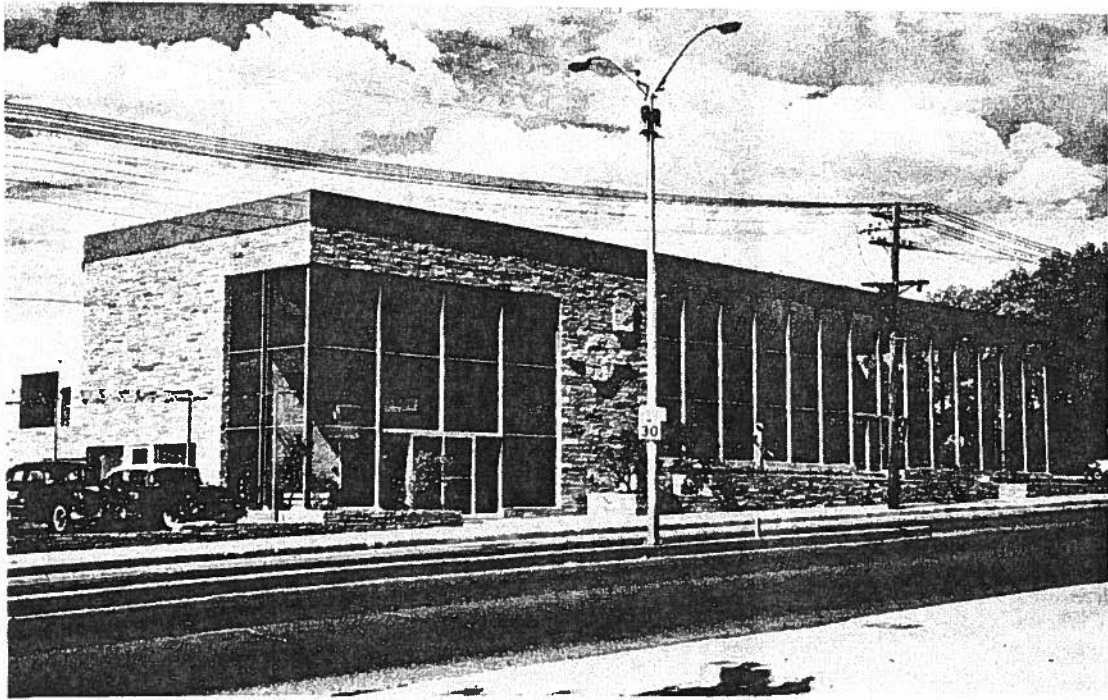
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Contents

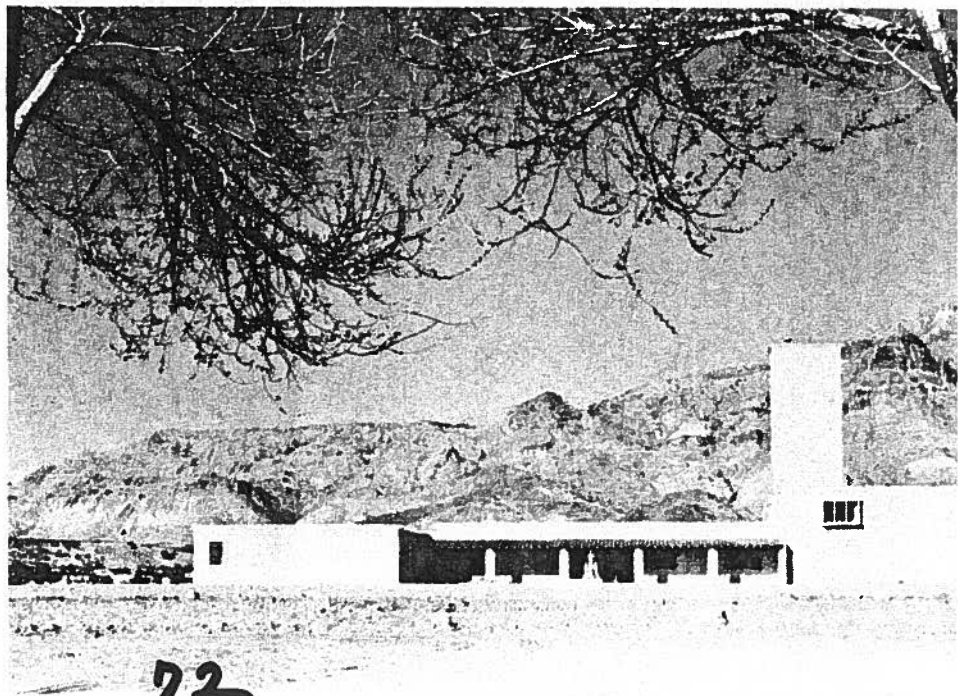
- 5 A Message From The President
- 6 National AIA Convention Report
- 11 Report from The University:
The Creative Process
- 13 Profile: William E. Burk, Jr.
- 15 John Reed, Architect
- 16 Student AIA Convention Report



Galles Motor Compa
Building, Albuquerg
1955
Contractor: Lembke,
Clough and King
Cost: \$400,000

Profile: Burk

Research Laboratory
Building, New Mexico
Institute of Mining and
Technology, Socorro,
1949
Contractor: H. H. Via
Cost: \$350,000



Profile of an Architect: William E. Burk, Jr.



William Burk, Jr. was born in Louisville, Kentucky, April 9, 1909, and subsequently has lived in the West ever since, with the exception of his college, which for two years took him to Cornell University in Ithaca, New York. He then returned to California and was graduated from the University of Southern California in 1931.

Burk came to Santa Fe in 1933 where he headed the Public Works of Art Project for Sculptors in this Western Region. Burk became a registered architect in New Mexico by examination in 1935, and has practiced architecture in this state since that time.

In 1937, he became a member of the staff at the University of New Mexico, and in 1939 created and was the head of the Department of Architecture at the University, which continued as a Pre-Architectural School until 1942. For the period of 1939 to 1942, Mr. Burk accepted a partnership with T. Charles Gastra, but other than those three years, he has been a lone practitioner.

In 1941, Mr. Burk became the Construction Engineer for the Army Air Force at Kirtland Air Force Base. In 1943, he became Field Director of Air Force Project 92, Alamogordo, which was a Research Project investigating operational characteristics of the Air Force's Military Aircraft. This led him into the Manhattan Project, and his research career commenced at that time.

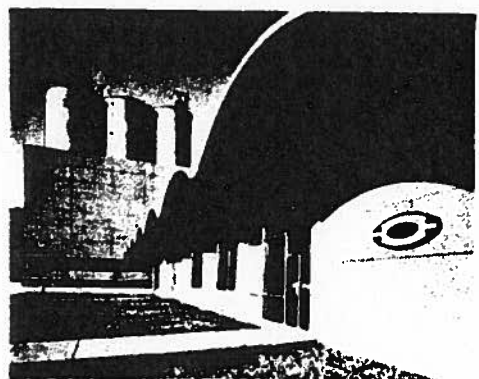
During the war Burk was involved in the work which led to the first explosion of the atomic bomb at Trinity, near Carrizozo, New Mexico. As a result of this work at Alamogor-

do, he became interested in various ramifications of nuclear explosions and their effects on structures. In 1951, he was appointed as a consultant to the Joint Air Defense Board in Colorado Springs, where he wrote the first papers on the design of protective construction. He also presented to the Department of Defense theoretical analyses for methods by which buildings could be built that would withstand nuclear bombs. This has remained a continuing interest, and is responsible for the formation of the firm of Associated Research Design, Inc., of which he is presently director.

This firm has been engaged in classified military projects, primarily concerning the design of protective structures to house military installations which could endure an attack of nuclear weapons. Several basic documents are now in circulation that have been written by that firm. Because of this interest, Burk is a consultant of The RAND Corporation in Santa Monica, California, an Air Force Research Organization, and presently is under contract to the Ballistic Missiles Division in Inglewood, California; Air Forces Special Weapons Center in Albuquerque, New Mexico; and the Office of the Secretary of Defense.

Starting in 1946, he became interested in designing horse racing tracks, and at present Mr. Burk is now working on his 16th design. Some of the tracks that are outstanding are: Turf Paradise in Phoenix, Arizona; Latonia Race Track in Florence, Kentucky;

(Continued on Page 18)



IDEAL CEMENT COMPANY

dick kent
photography

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ALpine 5-4540



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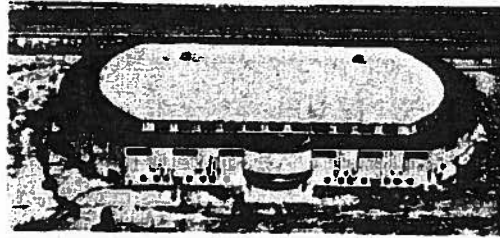


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POST OFFICE BOX 4086
ALBUQUERQUE, NEW MEXICO



Down Goes The Ceiling

This is a Tectum roof deck going into place.



Over 92,000 square feet of TECTUM tile was used on the Coliseum at the New Mexico State Fair grounds to provide a roof deck with thermal insulation, greater noise reduction, beautiful appearance and with a non-combustible rating. TECTUM was chosen for the new Coliseum, designed by Brittaile-Ginner & Dekker Associated, to provide a function necessary in a building where both large and small crowds gather.

Welch-Erwin Corporation

P. O. Box 681
Albuquerque, N. M.
Phone CHapel 3-6638

Profile: William E. Burk, Jr.

(Continued from Page 13)

and currently, the track at Anapra, New Mexico, called Sunland Park. Burk is now considered one of the outstanding authorities in the country on the design of horse racing tracks. He says he is planning on designing race tracks for Acapulco, Mexico and Beirut-Lebanon.

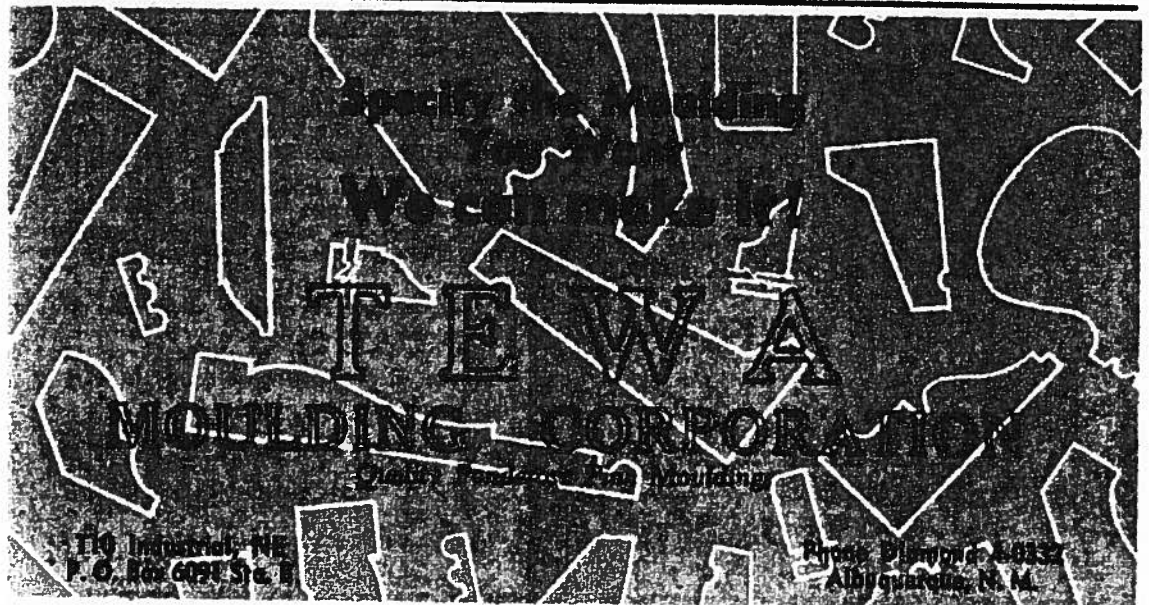
Because of his activities outside of the State of New Mexico, Mr. Burk is registered in Wyoming, Arizona, Colorado, Kentucky and the State of Hawaii, and has done many works away from New Mexico. At the present time, he is working on commissions in Saudi Arabia, Switzerland, Egypt and on the Islands in Hawaii. This year, he will open offices in Beirut, Lebanon to handle work in the Middle East, where he is doing housing projects, office buildings, schools, shopping centers, post offices and industrial installations. His commissions in Hawaii are of a military nature, including the World War II Memorial for the Air Force at Hickam Air Force Base.

Prior to the formation of the New Mexico Chapter of the American Institute of Architects, Burk was a member of the Colorado Chapter, and he became the second President of the New Mexico Chapter, a position he held for two years.

Burk has been a member of the New Mexico Board of Examiners for Architects since 1941, and is presently Secretary of that Board.

Shortly after coming to New Mexico, Burk married Suzanne Sweet of Long Beach, California. They have two boys: William, III, 19, and Charles, 12.

Bill says that his son, Wm. E. Burk, III, is now a Sophomore at the University of California at Berkeley in the College of Architecture, and that on completion of his studies, hopes he will come into the firm as a full partner.



*Excerpt regarding
William E. Burk, Jr.*

DRAFT

DIRECTORY OF HISTORIC NEW MEXICO ARCHITECTS

compiled and edited by

Boyd C. Pratt

with

Carleen Lazzell and Chris Wilson

October 1988

William E. Burk, Jr.
(1909-1988)

Teacher, sculptor, and architect are all titles which described William Emmett Burk, Jr. He was born in Louisville, Kentucky on April 9, 1909 to William Emmett and Mabel (Martin) Burk. His father, a contractor, soon took his family to Mexico City where he built the first cement plant in that location. After additional travelling, the family eventually settled in Denver, Colorado. After graduating from Denver High School, Bill Burk, Jr. studied for two years at Cornell University in the School of Architecture, but then opted for a complete change of scenery to the University of Southern California to study architectural sculpture, where he received his B.F.A. in 1933.

Burk had won the first award for sculpture in the 1930 National Exhibition at the Los Angeles Museum and hoped he could have a career in sculpting. He pursued sculptural work in California but the Depression forced him to take the position as Southwestern Director for the arts program of the Public Works Administration in Santa Fe. Burk did not enjoy this bureaucratic position, so he quit the job and thought, "well, the hell with it, I'll just have to be an architect." He originally opened an office in Santa Fe but soon moved to Albuquerque in 1936.

The move to Albuquerque produced a new challenge -- that of developing a curriculum for the newly established Division of Architecture at the University of New Mexico, where he was part-time instructor and Head of the Division from 1937 to 1942. He later indicated in an interview that "I'm not cut out to be a pedagogue" and from 1943-1945 he switched focuses and worked in research in defense methods and special construction with the Air Force in Scientific Research and Development at Alamogordo, New Mexico.

In 1945, his experience in hospital and health facility architecture began and in 1946, he established his private practice under the title William E. Burk, Jr., A.I.A. architect. On January 1, 1970, he formed Burk and Burk, Architects, A.I.A. with his son, William E. Burk III. He closed his practice on January 1, 1987.

During his lengthy architectural practice he produced a wide range of buildings and building types. He estimated that he designed 1800 buildings in the Southwest and all over the world. His most important job was the Albuquerque Airport, or the Albuquerque Metropolitan Air Terminal as it was labelled in 1963. He chose the Spanish Pueblo Revival Style for a "gateway to the Southwest" because "we could sculpturally do a better job than with the more delicate translated Georgian of the Territorial." A fellow architect, the late Nanelou Blair Byrn, was the designer for the motifs on the mammoth beams which grace the lobby.

Although the Airport is his most notable building, his favorite design was the Turf Paradise Racetrack in Phoenix which he "treated as a stage set." Other buildings he designed include: Beers Motor Company (Santa Fe, 1938); White Star Cafeteria (Albuquerque, 1946); St. Luke's Lutheran Church (Albuquerque, 1956); Motel 6 (Phoenix, 1964); Towerland (Denver, 1964); Garden Apartments (Colorado Springs, 1964); Buergi Restaurant (Albuquerque, 1964); Red Dog Saloon (Albuquerque, 1965); and Air-O-Tel (Reno, 1965).

Burk began a consulting practice through his firm Associated Research Design, Inc., which he formed while maintaining his private practice. He was a consultant in 1951 to the Joint Air Defense Board in Colorado Springs, in 1953 to the Rand Corporation, Santa Monica, California, and in 1956 with the Mitre Corporation of Cambridge, Massachusetts.

Although his professional life was busy with his architectural endeavors, he had a full family life with his wife Suzanne (Sweet) whom he married in Santa Fe on October 31, 1933. This union produced two children, William Burk III, an architect, and Charles Burk, a watercolorist, both of Albuquerque. Mrs. Burk passed away in July of 1977 and William Emmett Burk, Jr. died January 1, 1988. Three grandchildren survive as well as the sons.

Burk, the architect, relied on his background as a sculptor for his design philosophy -- "Simplicity of form and appropriateness of proportion have always been extremely important to me, and I think that's because of the demand on a sculptor for honest interpretation and simplicity." This simple statement was the basis for his many designs and successful career as reflected by his satisfied clients.

The Burk and Burk Architectural Collection is part of the John Gaw Meem Archive of Southwestern Architecture at the University of New Mexico General Library. It comprises one vertical file cabinet of plans.

Sources: Burk and Burk Collection, John Gaw Meem Archive of Southwestern Architecture, UNM Zimmerman Library; New Mexico Architecture January-February 1988, p. 7; Edna Bergman, "The Fate of Architectural Theory in Albuquerque, New Mexico," Unpub. M.Arch. Thesis, University of New Mexico, Albuquerque, 1978; Who's Who in New Mexico (Albuquerque: The Abousleman Co., 1937); Who's Who in New Mexico (Albuquerque: John M. Moore, 1957); Interview with William Burk III, April 8, 1988; "Profile of an Architect: William E. Burk, Jr.," New Mexico Architecture July-August 1959:13,18.

Jan Dodson Barnhart

*Excerpt regarding
William E. Burk, Jr.*

THE FATE OF ARCHITECTURAL THEORY IN ALBUQUERQUE,
NEW MEXICO: BUILDINGS OF FOUR DECADES, 1920-1960

BY

EDNA HEATHERINGTON BERGMAN

B.S., The University of Chicago, 1960

THESIS

Submitted in Partial Fulfillment of the
Requirements for the Degree of

Master of Architecture
in the Graduate School of
The University of New Mexico
Albuquerque, New Mexico

August 1978

SUMMARY FROM INTERVIEW WITH WILLIAM E. BURK, JR.
10 November 1976

William Burk was born in Louisville, Kentucky, and schooled in New York and California. He came to New Mexico more or less accidentally. Having spent two years (1926-28) at the School of Architecture of Cornell University, he "bolted" to the University of Southern California to study architectural sculpture, achieving the BFA in 1933. He did some sculptural work in California, but eventually because of the depression found it necessary to take a job as Southwestern director for arts programs of the Public Works Administration, in Santa Fe. He did not enjoy this administrative position: "I quit my job and thought, well, the hell with it, I'll just have to be an architect." He practiced first in Santa Fe, moving to Albuquerque about 1936.

Burk is interested in architectural education; he helped to design a two-year pre-architecture curriculum for the University of New Mexico in 1939, and taught there from 1937 to 1942. However, he said in the interview "I'm not cut out to be a pedagogue," and indeed his interest in education stems from his consciousness of his theoretical position, especially as a position fiercely attacked by a younger generation of architects during the modern period. He opened the interview by saying, "I come from the

academic school that came through our basic training the old way, and developed a sincere appreciation of the historical significance of architectural period and style." Although he called Sir Bannister Fletcher "our patron saint" and described architecture as "the mirror of the times," he sees no problem in choosing old styles, for symbolical purposes, in modern times; and no difficulty in choosing an historical style for functional reasons. He refuses to allow modernism a monopoly on functionalism, and regards the modern style not as a return to first principles, but as a different (or several different) stylistic vocabulary--and a barren one at that. "I think you're remiss if you don't recognize [function]. But I don't think you take all your clothes off and say this is all there is to it." And again, "I have always avoided the direction of completely convinced modernists...who feel that their mission in life is to peddle black glass and chromium to their customers...I think every job should be analysed for the appropriate design solution." He believes that part of the competence of the architect should be conversance with a variety of styles, including the modern, among which one will be more appropriate than another for any given project, for symbolic as well as functional reasons. One

aspect of the services an architect should be prepared to offer the client, in this view, is the ability to work in any style the client wants, though clearly Burk also regards it as the architect's responsibility to guide such choices, to ensure compatibility with scale and function, and to use a chosen style coherently and with academic correctness. He expressed contempt for the practitioners--builders or badly trained architects--who use bastardized details, mix styles: show ignorance and disrespect for the elements and character of a particular style.

When asked about influential books and magazines, he spoke of Piranesi, whose works "impressed me as a young man;" also of Fragments D'Architecture Antique of D'Espouy.⁷ He spoke admiringly of Japanese ("simplicity after all is the most difficult thing to achieve, and [they] have done better at that than anybody I know of.") and of Renaissance Dutch architecture. When asked what well-known architects he admires, Burk thought first of Garret van Pelt and of the Saarinens ("the great designers"). Louis Kahn he dismissed as "a money-spender" and Frank Lloyd Wright as "a super-salesman." In response to a question about buildings he admires, he mentioned the Seagram's Building in New York, the Nebraska State Capitol ("pivotal"), the Lincoln Memorial, and Saarinen's Gate to the West in St. Louis ("a perfectly superb thing").

Of making such choices he said, "it's like saying you like Mary Pickford...I really do think that greatness is hard to put down." Asked what is the greatest building in the world, he mentioned both the Parthenon and Chartres Cathedral.

Among expositions, he admired the Panama-Pacific in San Francisco ("those were fine rococo, baroque things, they were beautifully done.") Of the 1926 Exposition des Arts-Decoratifs in Paris he said, "it cut a lot of strings loose and educated a lot of clients to get imaginative in solutions." Also, "I remember very well going through the buildings of that exposition, some of the work of Le Corbusier and some of the great Frenchmen... It was really exciting--not very useful, but really exciting. And this was the kind of thing that turned us loose to what they're doing so much of now."

Asked about his own work, Burk said, "Oh dear, I don't think any of it's been very important." And soon was engrossed in a description of the functional requirements of horse-racing tracks, followed later by a discussion, in response to the interviewer's questions, of the style chosen for a track in Phoenix, which he treated as a stage-set, and for which the stylistic choice reflected styles common in the region and historically justifiable. In discussing the Albuquerque Sunport, a project too recent (1963) to fall within the limits of the current study, he spoke with enthusiasm about both functional

planning and of the choice of a regional style for a "gateway to the Southwest." The pueblo style was chosen "because we could sculpturally do a better job" than with the delicate translated Georgian of Territorial.

Burk does think in sculptural terms of buildings: "Simplicity of form and appropriateness of proportion have always been extremely important to me, and I think that's because of the demand on a sculptor for honest interpretation and simplicity." But he also regards the modern styles as stripped of ornament by economic necessity and loss of craftsmen's skills. In talking about his works, he is as interested in their functions as in their aesthetics. What most characterizes his approach is his unselfconscious thinking in terms of styles academically defined and symbolically as well as functionally employed.

~~SUMMARY FROM INTERVIEW WITH ARTHUR DEKKER
19 March 1977~~

~~Although he was born in Denver in 1922, Arthur W. Dekker grew up in Roswell, New Mexico. After graduating from the University of Kansas in 1948 with a B.S. in Architectural Engineering, he wanted to return to the southwest, and found a job with Brittelle and Ginner, with whom he worked in 1948 and 1951, joining as Associate in 1953 and partner in 1954.~~

~~Engineering more than design is Dekker's interest, and of the Tingley Coliseum, of which John Ginner said,~~



City of Albuquerque
Planning Department
Landmarks and Urban Conservation
Commission
P.O. Box 1293
Albuquerque, New Mexico 87103

Project #1009638
13-LUCC-50068
Application for City Landmark



Landmarks & Urban
Conservation Commission

Date: May 13, 2013

OFFICIAL NOTIFICATION OF DECISION

City of Albuquerque Planning Department, Ed Boles, agent for City of Albuquerque Aviation Department (J.Hinde), requests a recommendation of approval for Landmark Designation for the Albuquerque International Sunport located at 2200 Sunport Blvd. on a portion of Tract A-1 of the sunport Municipal addition, No. 9, (M-16)

On May 8, 2013 the Landmarks and Urban Conservation Commission voted to **RECOMMEND APPROVAL TO THE CITY COUNCIL** for Project #1009638/13-LUCC-50068 based on the following findings:

APPROVED FINDINGS:

1. This is a request for a recommendation to the City Council of a City landmark designation for a portion the Albuquerque International Sunport Terminal, a building at 2200 Sunport Boulevard SE, which address is on Tract A-1 of the Sunport Municipal Addition.
2. The City of Albuquerque is the owner of the property and application was submitted by the City of Albuquerque Aviation Department.
3. The subject property is zoned SU-1 for Airport and Related Facilities.
4. §14-12-7 of the Landmarks and Urban Conservation Ordinance provides procedures and criteria for evaluating the suitability of a property for City landmark designation.
5. The Albuquerque International Sunport Terminal has cultural and architectural significance in its use of architectural motifs inspired by indigenous cultures of New Mexico. It is the latest and the best-known example of an Albuquerque transportation terminal to exhibit these motifs in a tradition of architectural design of transportation facilities in Albuquerque for more than a century.
6. The Albuquerque International Sunport Terminal is suitable for preservation. It is a working facility in good structural condition and repair. The significant features proposed for landmark designation

are the north façade and the great hall. Less significant parts of the terminal are subject to more frequent change and need not be preserved to City landmark standards.

7. The Albuquerque International Sunport Terminal has educational significance because its design evinces respect for New Mexico's ancient landscape and the indigenous architecture it inspired. The Terminal declares visually that New Mexico is different from wherever a traveler's airliner may have departed.
8. A portion of the Albuquerque International Sunport Terminal meets a criterion for City Landmark designation in that it represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city, architect William E. Burk, Jr. William E. Burk, Jr. practiced architecture in Albuquerque for forty years and his body of work includes commercial, institutional, and residential buildings, many of which are noteworthy.
9. The features of the Albuquerque Sunport Terminal building that are significant and help to define the architectural character of the building are the north façade and the lobby, or "great hall".
10. The architectural features of the north façade that are significant and worthy of preservation are the building block massing with projecting and recessed elements and varying roof heights; the color scheme of earth-tone stucco and concrete with medium blue trim: the stair-step motif, painted medium blue in stucco and metal façade features including certain window groups; the free-standing steel canopies, and the light wells between the elevated roadway and the facade.
11. The architectural features of the lobby, or "Great Hall" that are significant and worthy of preservation are the laminated wood beams and corbels with carved and painted imagery, separated by a wood-clad ceiling system that evokes traditional latilla ceilings, painted accent colors and designs on the laminated beams, the pattern of windows and openings to other interior areas as defined by the structural frame, the single-volume space with clerestory windows, a space divided only by furniture, fixtures, displays and escalators, and the floor of multi-tone brick in a pattern.
12. The request fulfills the intent of the Landmarks and Urban Conservation Ordinance in that it serves to preserve, protect, enhance, perpetuate and promote the use of structures and areas of historical, cultural, and architectural significance located within the City.

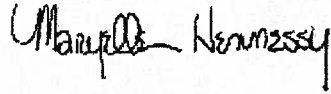
APPEAL: IF YOU WISH TO APPEAL A FINAL DECISION YOU MUST DO SO IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. The applicant or any person aggrieved by decision of city staff may appeal the decision of the city staff designated by the Mayor relative to a Certificate of Appropriateness to the Commission. The applicant or any person aggrieved by decision of the Commission (LUCC) may appeal the decision to the City Council. Any city staff or Commission decision is final unless appeal is initiated by application to the city within 15 days of the decision. The date the determination is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or holiday as listed in §3-1-12, the next working day is considered as the deadline for filing the appeal. A building permit dependent on a case shall not be issued and a proposed project not requiring a building permit shall not be initiated until an appeal is decided or the time for filing the appeal has expired without an appeal being filed.

The City Council, after consideration of the appeal record, may decline to hear an appeal if it finds that all city plans, policies and ordinances have been properly followed. If it decides that there is substantial

question that all City plans, policies and ordinances have not been properly followed or are inadequate, it shall hear the appeal.

ALL CASES THAT RECEIVED APPROVAL ON **May 8, 2013** WILL BE MAILED A CERTIFICATE OF APPROPRIATENESS, AFTER THE 15-DAY APPEAL PERIOD HAS EXPIRED ON **May 23, 2013**.

Sincerely,

A handwritten signature in black ink that reads "Maryellen Hennessy". The signature is written in a cursive style with a large initial "M".

Maryellen Hennessy
Senior Planner, Landmarks and Urban Conservation Commission

LUCC MINUTES

May 8, 2013

Page 2

**4. Project #1009638
13LUCC-50068
Application for City Landmark
Designation**

City of Albuquerque Planning Department, Ed Boles, agent for City of Albuquerque Aviation Department (J. Hinde), requests a recommendation of approval for Landmark Designation for the Albuquerque International Sunport located at 2200 Sunport Blvd. on a portion of Tract A-1 of the Sunport Municipal Addition, No. 9. (M-16)

PLANNING STAFF PRESENT

Maryellen Hennessy

Ed Boles

PERSON (S) PRESENT TO SPEAK

NONE

CHAIR CLARK: First, order of business today is Project #1009638, 13LUCC-50068, application for Landmark Designation, City of Albuquerque Planning Department, Ed Boles, agent for the City of Albuquerque Aviation Department. Mr. Boles?

MR. BOLES: Thank you, Mr. Chair. I am the agent for the Aviation Department, on behalf of the Planning Department, that is. And I've also prepared this staff report with substantial help from Ms. Hennessey. So, I'm going to introduce you to this and also, just fair warning, I'm going to ask if there's interested, any of the applicants and supporters to speak at some point. So, I don't think I'll be using all of the, minutes allocated to this report.

This is a fairly unusual City Landmark request, because this building is not all very old. It's also unusual because the proposal is to protect only a part of the building, and in fact the proposed landmark is outlined on Exhibit "A, in your Staff Report, as a part of the building, including the North façade and an interior space known as the Great Hall or the Lobby. So, this is a request for a recommendation by the LUCC to the City Council for designation of portions of the Albuquerque International Sunport Terminal, as a City Landmark.

Only two features of the building are identified as significant and proposed to be preserved through city landmark designation, the north facade of the building and the lobby area or Great Hall. And I would add parenthetically that there are some features within those two big significant features that are identified in the proposed guidelines and significant features lists.

LUCC MINUTES

May 8, 2013

Page 3

For more than a century, Albuquerque's transportation terminals have been designed to express regional cultural character in their architecture and this tradition is exemplified in the Sunport Terminal Building. Designation as a City Landmark will result in LUCC review of any plans for alterations of significant features of the North Facade and the Great Hall under the procedures and criteria established in the Landmarks and Urban Conservation Ordinance. A portion of the Albuquerque International Sunport Terminal meets the criteria for City Landmark designation, due to its cultural and architectural significance to the city, landmark designation may ensure that certain significant architectural features will be retained in the long term and that it will continue to impress visitors and make locals proud. The proposal supports relevant city plans, policies and guidelines.

With that, obviously there is in this report on page 2 and 3 and 4 and 5, quite a bit of background information, history of terminal design in Albuquerque starting with the Railroad Terminal and going up through some of the various air terminals. I'd like to jump forward though, or back as it were to evaluation of the significance here and if we need to return to some of that earlier material, of course, we can.

So, in the evaluation of significance, this application is based on three essential requirements in the Landmarks and Urban Conservation Ordinance, the first of which is historical or other cultural significance or integrity. And the comment on that point is that the Sunport Terminal possesses cultural significance in its use of architectural motifs inspired by indigenous cultures of New Mexico. It is the latest and best known example of an Albuquerque transportation terminal to exhibit these motifs in a short term tradition of more than a century, short term of course relative to the ancient tradition.

Second, is suitability for preservation; the Sunport Terminal is surely suitable for preservation as a working facility in good structural condition and repair. Preservation is a high standard and certain significant features identified in this report are worthy of that standard. Less significant parts of terminal are subject to more frequent change and need not be preserved to City Landmark standards.

Third, of the essential criteria, is educational significance. The Sunport Terminal is significant educationally because its design evinces respect for New Mexico's ancient landscape and the indigenous architecture it inspired. The terminal declares visually that New Mexico is different from wherever a traveler's airliner may have departed. It presents in admittedly derivative fashion an invitation to attend to New Mexico's unique cultural and geographical qualities. Whether expressed in architecture, dance, music, visual arts, spiritual practice or other activity, those qualities identify New Mexico as a place well worth learning about.

LUCC MINUTES

May 8, 2013

Page 4

And then there are the, there is rather, the list of criteria from which any one or more may be chosen to support an application of this type. And we've selected two of those, the first is; it portrays, meaning the proposed landmark portrays the environment of a group of people in an era of history characterized by a distinctive architectural style. In this instance New Mexico is the environment, New Mexicans are the people and the twentieth century is the era of history.

The architectural style is Pueblo Revival, which derives from ancient architectural traditions of the American Southwest. This style is beyond distinctive; it's derived from the building traditions of its place of origin. Such styles are very rare in the United States, where most architectural revivals are based on distant sources.

Important public buildings and thousands of others were built in Pueblo Revival Style by New Mexicans during the Twentieth Century. After New Mexico Statehood was achieved in 1912, and somewhat beforehand, all sorts of buildings were designed with pueblo inspired massing and motifs. The Old Air Terminal Building of 1939 and its neighboring TWA Hangar expressed pueblo revival character in a distinctive airport. That character is seen less often in major Albuquerque buildings nowadays, but it persists. The Sunport Terminal carried that persistence into the late Twentieth Century and now into the Twenty First.

A second of those other criteria that may be applied to a landmark request. It represents the work of an architect designer or master builder whose individual work has influenced the development of the city. I stress the word "individual", because the architect in question here, William E. Burk Jr., practiced briefly in a partnership with another architect, but most of his decades of practice were as a sole practitioner.

The Sunport Terminal meets this criterion for City Landmark Designation via William E. Burk, Jr. Mr. Burk was a sculptor turned architect who practiced architecture forty years in Albuquerque. Burk designed hundreds of buildings in the Southwest, the Albuquerque Metropolitan Air Terminal of 1963, was a prime example and of course that building is the one that contained the Great Hall or the "Lobby" as he called it. That buildings Great Hall remains at the core of the Sunport Terminal of today, which justifies applying this influential architect criterion.

Other Burk designs include; commercial, institutional and residential buildings, even several horse racing tracks and a fire proof concrete horse barn design to protect valuable equines. Local products of this diverse practice include, Sandia High School, the former R.L. Harrison machinery dealership at 1801 4th Street NW, an American Furniture Store in downtown Albuquerque that's been demolished, and Burk's former office, a pre-fab steel building of his invention at 512 Yale Boulevard S.E.

LUCC MINUTES

May 8, 2013

Page 5

Among Burk's many local residential projects are the distinctive Park Plaza and McHenburk apartments, the Hibben and Water Tank Houses, and the Raabe "Kelvinator" House, a National-Register-listed house at 324 Hermosa SE. He served on the architectural review committee of La Resolana Addition, post-World War II subdivision near Washington and Indian School Road NE, and designed houses in such areas as Ridgecrest and Spruce Park.

In Cold War-related work, Burk researched defense methods and designed special construction for the US Air Force at Kirtland Air Force Base and White Sands Missile Range while providing consulting services to other agencies and corporations. Whether working on defense projects or commercial development, he combined a penchant for research and innovation with artistic flair.

And on that point, about Mr. Burk, we made some late additions to your staff report attachments. Two articles, one from New Mexico Architect Magazine of 1959, July, August, that is, 1959 and then an item from a directory of historic architects in New Mexico that was written by Jan Barnhart. So, I believe that the application of the influential architect criterion is very applicable here.

The next part of the staff report after the significance, the evaluation of significance, has to do with significant features and recommended general preservation guidelines, because as in any request like this it's part of your charge to identify those significant features and recommend general preservation guidelines for use by the City Council, which will presumably pass an ordinance incorporating them, after which you'll be asked to create and adopt some specific development guidelines for the landmark, which are expected to conform to the general. So, those are all in writing on page 9 of your staff report. I'll not read through them, but of course we understand that you may have questions about some of them and rather than take those now, I think I'd like to offer an opportunity to speak to Jim Hinde, who's the Aviation Department Director, to Ron Peters, who's here with us today, who was the designer of the 1990 expansion of the terminal, and then of course also to William Burk III, who's with us today, son of William E. Burk, Jr.

CHAIR CLARK: Thank you, sir.

NOT RECOGNIZED: Good afternoon. This won't take long for me I'll leave the pros to come up here to give you some architectural insight...

CHAIR CLARK: Sir, please identify yourself?

JIM HINDE: Oh, I'm sorry. I'm Jim Hinde, Director of Aviation for the City of Albuquerque.

CHAIR CLARK: Thank you, Mr. Hinde.

LUCC MINUTES

May 8, 2013

Page 6

MR. HINDE: You bet. We have been contemplating this for several years, now. We've had several administrations that have tried to change the architecture, in particular in the Great Hall. We're very proud of the Airport the way it is. It really sends out a sense of place when people arrive there. We have other Airport directors that come through there all of the time and they're just amazed by the facility. I've been to dozens of airports through the United States and by the time get glazed over by glass and steel. And so, we very much want to preserve, particularly the Great Hall, in that front façade, to preserve that sense of place at the terminal does express. Thank you.

CHAIR CLARK: Thank you, sir.

RON PETERS: I'm Ron Peters, Architect. I had the honor of being the lead design architect for the 1985 program when we expanded the terminal facility, so this project's near and dear to my heart. I've lived and breathed the terminal facility for many, many, many years still working out there on...trying to maintain the context and the character of this very unique New Mexican piece of architecture.

When we did the project in 1985, when we started the design, had the opportunity to sit down with Mr. Burk and review the documents that he had prepared for the 1960's terminal expansion, which was well worth the time spent with Bill and getting his opinion as to what we would be doing to his building. There's a lot of tradition, a lot of history in that building and we try to maintain as much of it as we could. There was an extensive programming done for the terminal that involved probably more people in the City of Albuquerque than, I think, have ever been involved in public works project.

This was the largest capital improvements project in the history of the State of New Mexico, at the time that was not a highway project. It was a hundred and twenty two million dollar expansion project taken on by the city at this time. Needless to say it was a tremendous political football. We needed to interview every City Councilman, every County Commissioner, anybody, any director of any agency that may step foot in this facility and we had to makeover twenty-nine public hearing presentations to the community on the design and what we were going to be doing at the terminal. Because the terminal had to maintain and stay open while it was being renovated and restored. So, it was very important that the public knew what was going on. It's where the introduction of the "Chile Brothers" came from, if you all remembered during the construction, the creation of the Chile Brothers. And what had happened to lead people through this terminal during a time of stress, it is a time of stress, but there's a tremendous amount of history that's still is hidden out at the terminal that a lot of us don't see.

The underground tunnel is still there. It's now a mechanical tunnel, a mechanical chase with all the murals that were down that tunnel, are still preserved in the tunnel. There's just a tremendous amount of New Mexico history that has come in the development of this project.

LUCC MINUTES

May 8, 2013

Page 7

There have been over...this was...we just made a presentation to University of New Mexico about graduates, projects of graduates of UNM and this was one that was presented to their exhibit and we had over twenty-seven graduates of the University of New Mexico working on this project while we did it and they were all architectural graduates. So, there was tremendous amount of local involvement when we did this facility.

The...it's received multiple design awards, don't want to go into the number of them that there's been, but it's received extreme amount of national recognition, that is key, national recognition. People, to this day I am stopped and people comment on the quality of the contextual design of the Albuquerque Terminal and how it is New Mexico and it does speak to the regional quality of the area.

The arts program in the terminal that was developed out of the overall terminal and the terminal was designed to handle the art. The art wasn't brought in later and added to the terminal, the terminal and the art are one. So, there was a lot of this that was done through this entire process. The design of the terminal wasn't just, "let's just do this and then we're done with it". All of John Gawmeem's buildings were toured by the design team to look at and to gain from them a lot of the important character and detailing and scale that was so important to this project.

In developing and engaging the Great Hall and Mr. Burk chastised me for causing, for calling it the Great Hall, he says, "It's the lobby dammit", "it's the lobby", "It's not the Great Hall". And you know, he looked at it being as that way, it was the main lobby in this facility that transferred people from their automobiles out to the aircraft and that transition space was very important.

The research that I did with Ed and the running down, the laminated timbers and who developed those, there's a piece of the original timber that was used as a design guide, here in town, hanging down at Boise Cascade and they still talk about this project and the development of those laminated beams and how they were hauled down here and put up in place, very, very unique part of the overall terminal that we definitely embraced and kept. And when we transitioned all that to the curb and the north façade, which is what we're looking at is protecting is that scale and that transition from the automobile coming into what is truly a New Mexico piece of architecture and then into this wonderful lobby/great hall. It is a wonderful experience for visitors, not only coming through from the other side, but residents of this community coming in and I think we're very fortunate being able to create for Albuquerque and that was the direction of the Mayor at the time, Mayor Kinny. It was Mayor Kinny and then it went to Major Schultz and there was a third major there before we finished, but it was a directive from the city leaders that this shall be about the character and the architecture, and the scale, and the colors of New Mexico and Albuquerque. But we're New Mexico's Airport, not just Albuquerque's.

LUCC MINUTES

May 8, 2013

Page 8

We had a big burden to carry here when we did the design and I think we pulled it off. We opened the terminal up, we recognized the importance of color and texture and values to the terminal facility and hopefully, Bill Burk would be very proud of what we've done, and I think he was. He looked at the drawings before he passed away and he just said "Ok" adequate. He was happy with what we had done and I think, hopefully the Landmarks Commission will recognize that, as we do, that it's a very significant piece of Albuquerque and New Mexico architecture. And we're not trying to do something that will keep the facility from functioning. That we're very careful working that out with the Aviation Director and the Aviation Department to make sure that anything we classify in this landmark designation will not hurt the operations of the terminal facility. So, I'll be happy to answer any questions. Thank you. I appreciate the time.

CHAIR CLARK: Thank you Mr. Peters. Good afternoon, Mr. Burk.

MR. BURK: Mr. Chairman, members. I'm Bill Burk, III. William Burk, Jr. was my dad, which always made it awkward working with him, because he was Junior, but older and no one knew who to get on the phone. I was in college when they did the phase I and then I was part of the firm when we did phase II and phase III. I got to do all of, not fun stuff, usually, conveyor system, things like that.

I just want to add a couple of things. This was really a labor of love for him, the airport. He had worked at Kirtland during the war, with facility development, when you did everything in a hurry and there was not budget, you know, you just did it. And it came back to bite us, because nobody knew where any of the utilities were that were coming from Kirtland, or what was in it and was...

The other thing was he had a vision...he was on the traveling public side not the airline side; he said that a lot of times. And he had a vision of unassigned gate positions, is the way he wanted to do. Where he always had planes at the closest gates, he said "Why walk past an empty gate to get to your airplane"? And he actually did a thing one day that I happened to be at where he invited all the local managers of the various airlines and there were a lot of them, to bring their schedule and he sat down in our conference room and he had a floor plan of the airport and he gave them all a handful of little airplanes and he said, "Ok now go through your schedule", and they were putting them. And he showed them that 90 some percent of the time you could park at the 6 gates, in those days, the six gates right in front of the airport. And then they said, "But yeah then we'd have to not have as many ground crew". "Yeah", but then the union wouldn't let us, so that's what happened to that. It was a good idea, but...

But I want to commend you guys on proposing to keep just parts of it, because the part that interfaces with the airplanes changing. The technology changes, the security changes all that stuff. I remember a big...we were in the middle of one of these phases, I don't remember which one and the security rules changed, this was way before 9/11, but they changed then too and all of a sudden we had to do a different way of letting people into the airplanes. The fire department said, "You can't do that". "That's a fire exit you can't

LUCC MINUTES

May 8, 2013

Page 9

keep people...So, they had a big meeting and guess who won? The security people won, but it was an interesting one.

But when it was built, it was really the only one in the country that I know of that looked like the location where it was. All of the other airports were interchangeable, they were aluminum and glass and steel and they kind of still are, there getting a little better, but I commend you on the effort and I think it's a great idea. Thanks.

CHAIR CLARK: Thank you, sir.

MR. BOLES: Any questions or comments?

CHAIR CLARK: Commissioners?

COMMISSIONER AUSTIN: Mr. Boles you've asked for the brick floors to be included? When actually were those done? Because I think the originals were tile floors, weren't they?

MR. BOLES: Yes. Mr. Chair, Commissioner Austin. The 1963 Terminal had ceramic tile floors and the tiles were different colors, they were laid in patterns that remind us of weaving, textures and such designs. There may be a photograph of that appearance in your staff report, there's supposed to be. (Inaudible) At any rate the current situation is of course, brick flooring, I guess it's pretty thin brick, but obviously not a tile floor. None the less, it's a ceramic material seems to me that, well it's not the original design it's not the only thing that's been modified in that space. And honestly, it's one of those things that as a significant feature it's a sub-set of the space and if for instance; some alternate flooring material were proposed for that space, I don't think the mention of the brick pattern here would preclude a change of that material. The point is that it's a ceramic base material it's in a pattern, which was true in 1963 and it's true today. So, depending on the needs of the Aviation Department, the prerogatives of the Landmarks Commission at a time when some alteration of that might be proposed, it seems to me that it's possible to treat that flexibly, just as, if I may so; the definition of the Great Hall itself can be treated somewhat flexibly. The point is that it's a special single volume, not that it can't ever be changed in any way, but that it ought to be preserved as a big volume. And I'm getting here at maybe what is a larger point about this application and that is, that this airport has already been modified since 1963 in drastic fashion. And from my standpoint this application is an attempt to get the best things that remain from the 1963 design and the best features of 1990 design and retain them without precluding further change, both on the north façade and the Great Hall. I don't see these features that have been proposed as the significant features as sacred features, I see them as, like any other architectural materials things that deteriorate, things that eventually maybe proposed for substitution with another material and the question is, "Will the intent behind this application be served in any approved alteration later on"? And I think that's where the Landmarks Commission comes in, it has the discretion in a way to decide about that. It's an awfully long answer to your question. (Inaudible) then ask me again.

LUCC MINUTES

May 8, 2013

Page 10

COMMISSIONER AUSTIN: I think my question is, when were these brick floors put in and the ceramic floors taken out?

MR. BOLES: I'm sorry. They were put in 1990, the brick...

COMMISSIONER AUSTIN: Ok. Thank you. (inaudible) yes.

MR. BOLES: First three phases starting in 63 and then going into the 1970's (Inaudible) and early 80's, so, 1990 is when the brick was introduced. I'm sorry I didn't understand it.

COMMISSIONER AUSTIN: Thank you.

CHAIR CLARK: Yes? (Inaudible)

COMMISSIONER HOROWITZ: Mr. Boles I have a couple of questions here, having been in a meeting yesterday, where I was visited by a City Council member. And I guess my question is; I want assurance that nothing in this application precludes changing items of decor, such as the biplane, replacing them with something that perhaps is more significant to Albuquerque or New Mexico?

MR. BOLES: Well Mr. Chair and Commissioner Horowitz I would just say that you don't see anything about the biplane or any of the works of art or for that matter; any of the displays in the Great Hall in the list of significant features. So, as I read it, they are not at issue here. The significant features are at issue, but not those other items.

COMMISSIONER HOROWITZ: That's what I thought. I thank you. One further question Mr. Boles. The space divided only by furniture, fixtures, displays and escalators, and then there is nothing in this plan that would preclude displays of local art or kiosk, or anything else?

MR. BOLES: I don't see anything that would.

COMMISSIONER HOROWITZ: I'm a happy camper and I will say that I do not miss turning my ankle on the tile floors, because they were brutal to people wearing heels. Thank you.

MR. BOLES: Interesting.

CHAIR CLARK: Commissioner Myers?

COMMISSIONER MYERS: I was just going to go back to Mr. Austin's question and I was just going to point out the picture that I believe the Chair is looking at there. That...I don't know what page of our...I think it was an additional handout?

LUCC MINUTES

May 8, 2013

Page 11

MS. HENNESSY: Mr. Chair, Commissioner Myers that was the supplemental attachment that was e-mailed to you, upon your request. (Inaudible)

COMMISSIONER MYERS: I might like to see, although maybe it's rough on people walking in heels. I might like to see some reference to that original tile that was in there. Maybe, see some reference to that as some of the... I don't know exactly how will do this, since it's not currently a feature, you know, but I'd like maybe to think about that a little bit to think maybe that we mention it somehow that that was a significant feature in, when it was first done in 1963, or something like that. I mean, I don't know if we can do that, but I think it's worth mentioning that, because I kind of think that was an interesting feature of it.

MS. HENNESSY: Mr. Chair Commissioner Myers I had a little something to add to this discussion and that is that should a recommendation be sent to the City Council, for the designation and should the City Council approve that, you will then have the opportunity to adopt more specific guidelines for the property. Commissioner Horowitz mentioned about changing exhibits and arts and kiosks and I also had a lot of concern about that, because we would not want to have to be involved in that. And I think that in the specific guidelines we can really spell those things out and make it clear and what kinds of things require a certificate.

COMMISSIONER MYERS: Great. I think there'd be a time then for that, you know, so thank you for answering that.

CHAIR CLARK: Are there any other comments from the commissioners?

COMMISSIONER HOROWITZ: I would like to commend staff and specifically Ms. Hennessy and Mr. Boles and those people responsible for the reconstruction of the airport for bringing this forward. I think there are certain characteristics to this that do bare land marking to keep the basic structure of the building free from political influence, in terms of preserving what is a Great Lobby or a Great Hall and a very noteworthy façade and I'd just like to express my appreciation for your work on this.

CHAIR CLARK: Thank you, commissioner, any other comments? Yes sir...(inaudible) yes you may, thank you.

MR. PETERS: Mr. Chair, members of the Commission, just to further add, there are pieces of the original floor, still at the terminal. And there down at the west end, going up to the admin offices down there, we left those in. There's also part of the original wrought iron hand railing design that was done that's left there in its place. The transition from the tile to the brick floor was a maintenance issue, as much as high heels. The Saltillo Tile and the tile that was in there required to be waxed about 3 to 4 times a year and the cost of the wax to do that became extreme expensive to the Aviation Department. So, we started looking for another indigenous material to New Mexico for the flooring. What would that be? Brick floors they are inch and a half inch thick pavers

LUCC MINUTES

May 8, 2013

Page 12

and we did a test pattern down in the tunnel, right at the bottom of the stairway that used to come down from the satellite, we did a test pattern there of the brick to see how high heels would go over the brick and how well it would be. And we actually have a...had a study done on the grouting and how we did the grouting so that we wouldn't get a woman's heel caught in it and that was done along with the design pattern, the Navajo pattern in the brick that was designed to mimic the Navajo Culture in the pattern, which has been carried through now if you'll aware the renovation has been done recently on the FIDS and BIDS. You look very closely at the background, they're glass panels, it's a Navajo Travelers Rug. Everything that we've ever done in the terminal relates regionally and contextually to this community and this state and the Navajo Rug that's the...used as a design of the for the FIDS and BIDS background, also has the little error in it that every Navajo maker had always done to sign it. They had their own little error in it. You have to look closely to FIDS and BIDS, but the error's there. So, we followed all of that, so a lot of it what was done was done for the regionalism for what was New Mexico and that's why I'm so excited about this terminal. It is and speaks Albuquerque and New Mexico. So, thank you, I appreciate your time.

CHAIR CLARK: Thank you Mr. Peters. Any further comments? Staff? Visitors? I will know close the floor and allow the commissioners to discuss the issue. Yes, Commissioner Chavez?

COMMISSIONER CHAVEZ: Thank you Mr. Chairman. Just in the interest of full disclosure I did work at the City's Aviation for seven years, with Mr. Hinde, also involved in the projects with Mr. Peters and it was, I was the Arts Program Manager there and, so, I just want to put that out there as well, but it was an absolute joy to be part of that department and to work in that environment, because it was an opportunity to not only run a first class airport and the see the operations very professional. But also to see the regional heritage and the cultural and the arts, promoted and supported in a very harmonious way with the operations. So it was a pleasure to be a part of that I really enjoyed it and I'm thoroughly delighted to see this brought before the commissioners and look forward to supporting this project.

CHAIR CLARK: Thank you, Commissioner Chavez. Any other comments from the commissioners? None at all?

I'd like to take this opportunity to say also, how much I appreciate and how proud I am to come from Albuquerque. It's amazing sometimes when you get off the plane and you step into the terminal listening to people as you walk from the gate through the main hall how impressed they are pointing at this or looking at that or what have you. So, it's always a pleasure to interact with travelers who haven't been here before.

Bob's not here to do all the other fancy stuff that goes along with it, but I presume everybody's read the findings. And do you have any comments, particularly about the findings for this application? Give everybody a chance to check their notes.

LUCC MINUTES

May 8, 2013

Page 13

MR. BOLES: Mr. Chair?

CHAIR CLARK: Yes.

MR. BOLES: We found a little flaw in the final staff recommendation, below the findings, on page 13. And that is "a left over mis-description of the legal description of the Sunport". Where it says, "Tract A-1 of the Sunport Municipal Addition Number 9, the number 9 should be deleted" that is not applicable here.

CHAIR CLARK: So noted. Thank you, Mr. Boles.

MR. BOLES: Thank you.

CHAIR CLARK: Do I hear a motion?

COMMISSIONER CHAVEZ: Mr. Chairman?

CHAIR CLARK: Yes, Commissioner Chavez?

COMMISSIONER CHAVEZ: We'll I'll speak loudly, but...it's on, all right. In the matter of case #13-LUCC-50068, project #1009638, findings 1 through 12, I move that we approve this application for recommendation of City Landmark Designation for a portion of the Albuquerque International Sunport Terminal, as noted in the staff report.

COMMISSIONER MYERS: I second that motion.

CHAIR CLARK: Thank you Commissioner Myers. All those in favor, say "Aye". All opposed, motion passes with one (1) opposition. Thank you very much.

FINAL ACTION TAKEN:

NOW, THEREFORE, BE IT RESOLVED THAT the Landmarks and Urban Conservation Commission voted to **Forward a Recommendation of APPROVAL to the City Council** of Project 1009638/13-LUCC-50068, based on the following findings:

APPROVED FINDINGS:

1. This is a request for a recommendation to the City Council of a City landmark designation for a portion the Albuquerque International Sunport Terminal, a building at 2200 Sunport Boulevard SE, which address is on Tract A-1 of the Sunport Municipal Addition.
2. The City of Albuquerque is the owner of the property and application was submitted by the City of Albuquerque Aviation Department.

LUCC MINUTES

May 8, 2013

Page 14

3. The subject property is zoned SU-1 for Airport and Related Facilities.
4. §14-12-7 of the Landmarks and Urban Conservation Ordinance provides procedures and criteria for evaluating the suitability of a property for City landmark designation.
5. The Albuquerque International Sunport Terminal has cultural and architectural significance in its use of architectural motifs inspired by indigenous cultures of New Mexico. It is the latest and the best-known example of an Albuquerque transportation terminal to exhibit these motifs in a tradition of architectural design of transportation facilities in Albuquerque for more than a century.
6. The Albuquerque International Sunport Terminal is suitable for preservation. It is a working facility in good structural condition and repair. The significant features proposed for landmark designation are the north façade and the great hall. Less significant parts of the terminal are subject to more frequent change and need not be preserved to City landmark standards.
7. The Albuquerque International Sunport Terminal has educational significance because its design evinces respect for New Mexico's ancient landscape and the indigenous architecture it inspired. The Terminal declares visually that New Mexico is different from wherever a traveler's airliner may have departed.
8. A portion of the Albuquerque International Sunport Terminal meets a criterion for City Landmark designation in that it represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city, architect William E. Burk, Jr. William E. Burk, Jr. practiced architecture in Albuquerque for forty years and his body of work includes commercial, institutional, and residential buildings, many of which are noteworthy.
9. The features of the Albuquerque Sunport Terminal building that are significant and help to define the architectural character of the building are the north façade and the lobby, or Great Hall.
10. The architectural features of the north façade that are significant and worthy of preservation are the building block massing with projecting and recessed elements and varying roof heights; the color scheme of earth-tone stucco and concrete with medium blue trim; the stair-step motif, painted medium blue in stucco and metal façade features including certain window groups; the free-standing steel canopies, and the light wells between the elevated roadway and the facade.
11. The architectural features of the lobby, or Great Hall that are significant and worthy of preservation are the laminated wood beams and corbels with carved and painted imagery, separated by a wood-clad ceiling system that evokes traditional

LUCC MINUTES

May 8, 2013

Page 15

latilla ceilings, painted accent colors and designs on the laminated beams, the pattern of windows and openings to other interior areas as defined by the structural frame, the single-volume space with clerestory windows, a space divided only by furniture, fixtures, displays and escalators, and the floor of multi-tone brick in a pattern.

12. The request fulfills the intent of the Landmarks and Urban Conservation Ordinance in that it serves to preserve, protect, enhance, perpetuate and promote the use of structures and areas of historical, cultural, and architectural significance located within the City.

MOTION BY: COMMISSIONER CHAVEZ

SECONDED BY: COMMISSIONER MYERS

MOTION PASSES 4 to 1

COMMISSIONER AUSTIN VOTED NO

5. OTHER BUSINESS: Revisions to LUCC Rules of Procedure

FINAL ACTION TAKEN:

NOW, THEREFORE, BE IT RESOLVED THAT the Landmarks and Urban Conservation Commission voted to **APPROVE** the **Revisions to LUCC Rules of Procedure**.

MOTION BY: COMMISSIONER HOROWITZ

SECONDED BY: COMMISSIONER AUSTIN

MOTION PASSES UNANIMOUSLY

6. ADJOURNED: 4:00



LANDMARKS AND URBAN CONSERVATION COMMISSION

AGENDA

WEDNESDAY, May 8, 2013

3:00 P.M.

**Plaza Del Sol Building
600 Second Street NW
Basement Hearing Room
Albuquerque, New Mexico**

MEMBERS

James Clark – Chair

Regina Chavez – Vice Chair

Lauren Austin – J. Matt Myers

Robert G. Heiser - Amy Horowitz

INDIVIDUALS WITH DISABILITIES who need special assistance to participate at this hearing should contact the Planning Department, at 924-3860(VOICE) or TTY users may access the voice number via the New Mexico Relay Network by calling 1-800-659-8331.

Due to the number of cases and the time required for each, a time limit shall be imposed on all parties in interest to each case. Limits are necessary so that the LUCC may give the last case on the agenda the same attention given the first. Limits shall be as follows:

Staff Report:	Five Minutes
Applicant:	Ten Minutes
Other Interested Parties	Two Minutes Each
Applicant Rebuttal:	Five Minutes
Staff Rebuttal	Five Minutes
Floor Closed:	Commissioners' discussion and vote

1. Call to Order:
2. Additions and/or Changes to the Agenda.
3. Approval of the March 13, 2013 minutes.

4. **Project #1009638
13LUCC-50068
Application for City Landmark Designation**

City of Albuquerque Planning Department, Ed Boles, agent for City of Albuquerque Aviation Department (J. Hinde), requests a recommendation of approval for Landmark Designation for the Albuquerque International Sunport located at 2200 Sunport Blvd. on a portion of Tract A-1 of the Sunport Municipal Addition, No. 9. (M-16)

5. **Other Business:** Revisions to LUCC Rules of Procedure

6. **Adjourn:**

NOTICES OF DECISION will be mailed only to the applicant or agent. All other interested parties can view and print a copy of the decision at the following website or a hard copy is available at our office on the 3rd floor, City Planning. www.cabq.gov/planning/lucc/luccagenda.html

CITY OF ALBUQUERQUE



Richard J. Berry, Mayor

PLANNING DEPARTMENT

Suzanne G. Lubar, Acting Director

14 March 2013

James Clark, Chair, and
Members, Landmarks and Urban Conservation Commission

RE: City Landmark request for the ABQ Sunport Terminal

Dear Mr. Clark and LUCC Members:

As agent for the Aviation Department, the Planning Department requests a recommendation from the Commission that the Albuquerque International Sunport Terminal be designated a City Landmark.

This request is intended to protect the north façade and the Lobby or "Great Hall" from inappropriate alteration. Altering other parts of the building will not be subject Commission approval if this request leads to City Landmark designation.

We have notified four neighborhood associations near the Sunport of this request and it has been advertised as required. Please forward any questions. Thanks.

Sincerely,

Ed Boles
Historic Preservation Architect-Planner

Copy: James Hinde, Director, Aviation Department
Ron Peters, HistoricStreetscapes PLLC

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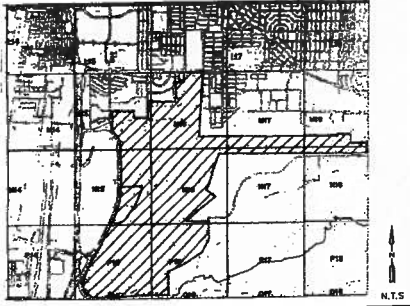
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VICINITY MAP
 ZONE ATLAS MAPS
 L-16-Z, M-15-Z, M-16-Z, M-17-Z, M-18-Z, N-15-Z, N-16-Z, N-17-Z, N-18-Z, P-15-Z, & P-19-Z

- DISCLOSURE STATEMENT**
 PURPOSE OF PLAT
 1. TO CREATE TWO (2) NEW TRACTS OF LAND FROM TWO (2) EXISTING TRACTS AND ONE (1) UNPLATTED PARCEL WITH EMPHASIS ON TRACT A-2 WITH REFERENCES TO TRACT A-1.
 2. TO DEDICATE A SIX (6) FOOT WIDE STRIP OF LAND FOR ADDITIONAL RIGHT OF WAY ALONG A PORTION OF UNIVERSITY BLVD. SE.
 3. TO GRANT AN ADDITIONAL PUBLIC ROAD EASEMENT ALONG SPIRIT DRIVE SE.
 4. TO VACATE A PORTION OF AN EXISTING PUBLIC ROAD EASEMENT ALONG SPIRIT DRIVE SE.
 5. TO VACATE EXISTING EASEMENTS AS SHOWN HEREON.
 6. TO UPDATE EASEMENTS FILED AFTER THE FILING DATE OF REFERENCE NO. 2.
 7. TO CREATE THREE (3) NEW GAS GO. OF NEW MEXICO EASEMENTS.

- NOTES**
 1. BEARINGS ARE NEW MEXICO STATE PLANE GRID BEARINGS, CENTRAL ZONE, NAD 83.
 2. DISTANCES ARE GROUND DISTANCES.
 3. BEARINGS AND DISTANCES IN PARENTHESES () ARE PER PLAT OF RECORD.
 4. THE PROPERTY SHOWN ON THIS PLAT LIES WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF ALBUQUERQUE.
 5. PLAT SHOWS OR REFERENCES ALL EASEMENTS OF RECORD.

SUBDIVISION DATA
 1. GROSS SUBDIVISION AREA: 2,354,899 ACRES
 2. TOTAL NUMBER OF TRACTS CREATED: 2
 3. TOTAL MILEAGE OF FULL WIDTH STREETS CREATED: 0
 4. DATE OF SURVEY: DECEMBER 2009
 5. S.P. TALOS LOG NO: 2009031890

SOLAR NOTE
 NO PROPERTY WITHIN THE AREA OF THIS PLAT SHALL AT ANY TIME BE SUBJECT TO A DEED RESTRICTION, COVENANT, OR BINDING AGREEMENT PROHIBITING SOLAR COLLECTORS FROM BEING INSTALLED ON BUILDINGS OR ERRECTED ON LOTS OR PARCELS WITHIN THE AREA OF PROPOSED PLAT. THE FOREGOING REQUIREMENT SHALL BE A CONDITION TO APPROVAL OF THIS PLAT.

- REFERENCE DOCUMENTS**
 1. TRACTS 1, D-1-A-1, & D-1-A-2, UNIVERSITY OF NEW MEXICO BUSINESS PARK, BK 83C, PAGE 40.
 2. SUNPORT MUNICIPAL ADDITION-TRACTS A THRU M, A REPLAT OF THE LANDS OF ALBUQUERQUE INTERNATIONAL AIRPORT; BK 2002C, PAGE 289.
 3. SPIRIT DRIVE / CLARK CARR BLVD. REALIGNMENT LOCATION MAP / HORIZONTAL CONTROL SHEET 3 OF 51, CITY PROJECT NO. 5822-10.

LANDFILL DISCLOSURE STATEMENT
 THE SUBJECT PROPERTY IS LOCATED NEAR A FORMER LANDFILL. DUE TO THE SUBJECT PROPERTY BEING NEAR A FORMER LANDFILL, CERTAIN PRECAUTIONARY MEASURES MAY NEED TO BE TAKEN TO ENSURE THE HEALTH AND SAFETY OF THE PUBLIC. RECOMMENDATIONS MADE BY A PROFESSIONAL ENGINEER WITH EXPERTISE IN LANDFILLS AND LANDFILL GAS ISSUES (AS REQUIRED BY THE "INTERIM GUIDELINES FOR DEVELOPMENT WITHIN 1000 FEET OF LANDFILLS", REVISED AUGUST 28, 2000) SHALL BE CONSULTED PRIOR TO DEVELOPMENT OF THE SITE.

THIS IS TO CERTIFY THAT TAXES ARE CURRENT & PAID ON
 UPCR: 10190542033020101
 UPCR: 10152543610420117
 PROPERTY OWNER OF RECORD:
 CITY OF ALBUQUERQUE
 BERNALILLO COUNTY TREASURER'S OFFICE
 10-13-11



LEGAL DESCRIPTION
 A CERTAIN TRACT OF LAND KNOWN AS TRACT A OF THE SUNPORT MUNICIPAL ADDITION, TRACTS A, B, C, D, E, F, G, H, I, J, K, L & M, A REPLAT OF LANDS OF ALBUQUERQUE INTERNATIONAL AIRPORT, WITHIN SECTIONS 1, 2, 3, 4, 9, 10, TOWNSHIP 9 NORTH, RANGE 3 EAST AND SECTIONS 33, 34, 35, 36, TOWNSHIP 10 NORTH, RANGE 3 EAST, CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO AS THE SAME IS SHOWN ON THE PLAT THEREOF, FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON AUGUST 23, 2002 IN BOOK 2002C, PAGE 289, INCLUDING A PARCEL KNOWN AS TRACT 1, UNIVERSITY OF NEW MEXICO BUSINESS PARK, FILED FEBRUARY 15, 1993 IN BOOK 89C, PAGE 40 AS THE SAME IS SHOWN AND DESIGNATED ON SAID PLAT OF SUNPORT MUNICIPAL ADDITION FILED AUGUST 23, 2002 IN BOOK 2002C, PAGE 289; AND ALSO INCLUDING A PARCEL KNOWN AS UNM LANDS, UNPLATTED, AS THE SAME IS SHOWN AND DESIGNATED ON SAID PLAT OF SUNPORT MUNICIPAL ADDITION FILED AUGUST 23, 2002 IN BOOK 2002C, PAGE 289.

NOTICE OF SUBMISSION PLAT CONDITION
 THE PLAT OF TRACTS A-1 AND A-2, SUNPORT MUNICIPAL ADDITION HAS BEEN GRANTED A VARIANCE OR WAIVER FROM CERTAIN SUBDIVISION REQUIREMENTS PURSUANT TO SECTION 14-14-8-1 OF THE CITY OF ALBUQUERQUE SUBDIVISION ORDINANCE.
 FUTURE SUBDIVISION OF LANDS WITHIN THIS PLAT, ZONING SITE DEVELOPMENT PLAN APPROVALS, AND DEVELOPMENT PERMITS MAY BE CONDITIONED UPON DEDICATION OF RIGHTS-OF-WAY AND EASEMENTS, AND/OR UPON INFRASTRUCTURE IMPROVEMENTS BY THE OWNER FOR WATER, SANITARY SEWER, STREETS, DRAINAGE, GRADING AND PARKS IN ACCORDANCE WITH CURRENT RESOLUTIONS, ORDINANCES AND POLICIES IN EFFECT AT THE TIME FOR ANY SPECIFIC PROPOSAL.
 THE CITY AND AMFCA (WITH REFERENCE TO DRAINAGE) MAY REQUIRE AND/OR PERMIT EASEMENTS TO BE ADDED, MODIFIED, OR REMOVED WHEN FUTURE PLATS AND/OR SITE DEVELOPMENT PLANS ARE APPROVED. BY ITS APPROVAL OF THIS SUBDIVISION THE CITY MAKES NO REPRESENTATION OR WARRANTIES AS TO AVAILABILITY OF UTILITIES OR FINAL APPROVAL OF ALL REQUIREMENTS INCLUDING (BUT NOT LIMITED TO) THE FOLLOWING ITEMS: WATER AND SANITARY SEWER AVAILABILITY, FUTURE STREET DEDICATIONS AND/OR IMPROVEMENTS; PARK AND OPEN SPACE REQUIREMENTS; DRAINAGE REQUIREMENTS AND/OR IMPROVEMENTS; AND EXCAVATION, FILLING OR GRADING REQUIREMENTS. ANY PERSON ATTEMPTING DEVELOPMENT OF LANDS WITHIN THIS SUBDIVISION IS CAUTIONED TO INVESTIGATE THE STATUS OF THESE ITEMS, AT SUCH TIME AS ALL SUCH CONDITIONS HAVE BEEN SATISFACTORILY MET. THE CITY ENGINEER SHALL APPROVE A RECORDABLE DOCUMENT, REMOVING SUCH CONDITIONS FROM ALL OR FROM A PORTION OF THE AREA WITHIN THE SUBJECT SUBDIVISION.

FREE CONSENT
 THE SUBDIVISION HEREON DESCRIBED IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER THEREOF AND INCLUDES (1) THE GRANT AND DEDICATION AS SHOWN OF THE ADDITIONAL RIGHT-OF-WAY IN FREE SIMPLE ALONG UNIVERSITY BOULEVARD SE TO THE CITY OF ALBUQUERQUE, A NEW MEXICO MUNICIPAL CORPORATION, (CITY) AS WELL AS THE GRANT OF A PUBLIC ROAD, DRAINAGE, LANDSCAPE AND UTILITY EASEMENT TO EXTEND SPIRIT DRIVE SE; AND (2) IN COMMON WITH THE CITY AND ABOCMIA, THE GRANT OF JOINT OR COMMON, NON-EXCLUSIVE PUBLIC UTILITY EASEMENT TO HOLDERS OF CITY FRANCHISE OR SIMILAR AGREEMENTS FOR GAS, ELECTRICAL, POWER, WATER, SEWER AND COMMUNICATION SERVICES FOR BURIED OR UNDERGROUND DISTRIBUTION LINES, CONDUITS AND PIPES AS SHOWN HEREIN, WHICH INCLUDES THE RIGHT TO TRIM INTERFERING TREES AND SHRUBS, AND FOR NO OTHER PURPOSES. SAID OWNER DOES HEREBY CONSENT TO ALL OF THE FOREGOING AND DOES HEREBY CERTIFY THAT THIS SUBDIVISION IS ITS FREE ACT AND DEED.

OWNER OF TRACTS A-1 & A-2, SUNPORT MUNICIPAL ADDITION
 By: Robert J. Perry, Chief Administrative Officer
 CITY OF ALBUQUERQUE, A NEW MEXICO MUNICIPAL CORPORATION
 ACKNOWLEDGMENT
 (STATE OF NEW MEXICO)
 COUNTY OF BERNALILLO)
 THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 11th DAY OF August, 2011.
 BY: ROBERT J. PERRY, CHIEF ADMINISTRATIVE OFFICER
 CITY OF ALBUQUERQUE, A NEW MEXICO MUNICIPAL CORPORATION
 MY COMMISSION EXPIRES: 2011
 Notary Public: Marc E. Chavez

- PUBLIC UTILITY EASEMENTS**
 PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:
 A. PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICE.
 B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.
 C. QWEST FOR THE INSTALLATION, MAINTENANCE AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.
 D. CABLE TV FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE, AND MAINTAIN FACILITIES FOR THE PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTEE FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO OTHER CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERRECTED 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 ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMERS/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER
 IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SHOWN ON THIS PLAT.

PLAT OF
 TRACTS A-1 & A-2
 SUNPORT MUNICIPAL ADDITION
 WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
 T9N, R3E, NMPM &
 WITHIN SECTIONS 33, 34, 35 & 36
 T10N, R3E, NMPM
 CITY OF ALBUQUERQUE
 BERNALILLO COUNTY, NEW MEXICO
 JULY 2011

PROJECT NO.: 1001157
 APPLICATION NO. 10-70295

UTILITY APPROVALS:
 PNM ELECTRIC SERVICES: 9-14-11
 NEW MEXICO GAS COMPANY: 8-25-2011
 QWEST TELECOMMUNICATIONS: 09-30-11
 COMCAST: 9-1-11

CITY APPROVALS:
 CITY SURVEYOR: 8-11-11
 TRAFFIC ENGINEERING, TRANSPORTATION DIVISION: 10-11-11
 PARKS & RECREATION DEPARTMENT: 1/31/11
 A.B.C.W.U.A.: 08/21/11
 A.M.A.F.C.A.: 8-31-11
 CITY ENGINEER: N/A
 REAL PROPERTY DIVISION: 9-16-11
 ENVIRONMENTAL HEALTH DEPARTMENT: 10-13-11
 DRB CHAIRPERSON, PLANNING DEPARTMENT: 10-13-11

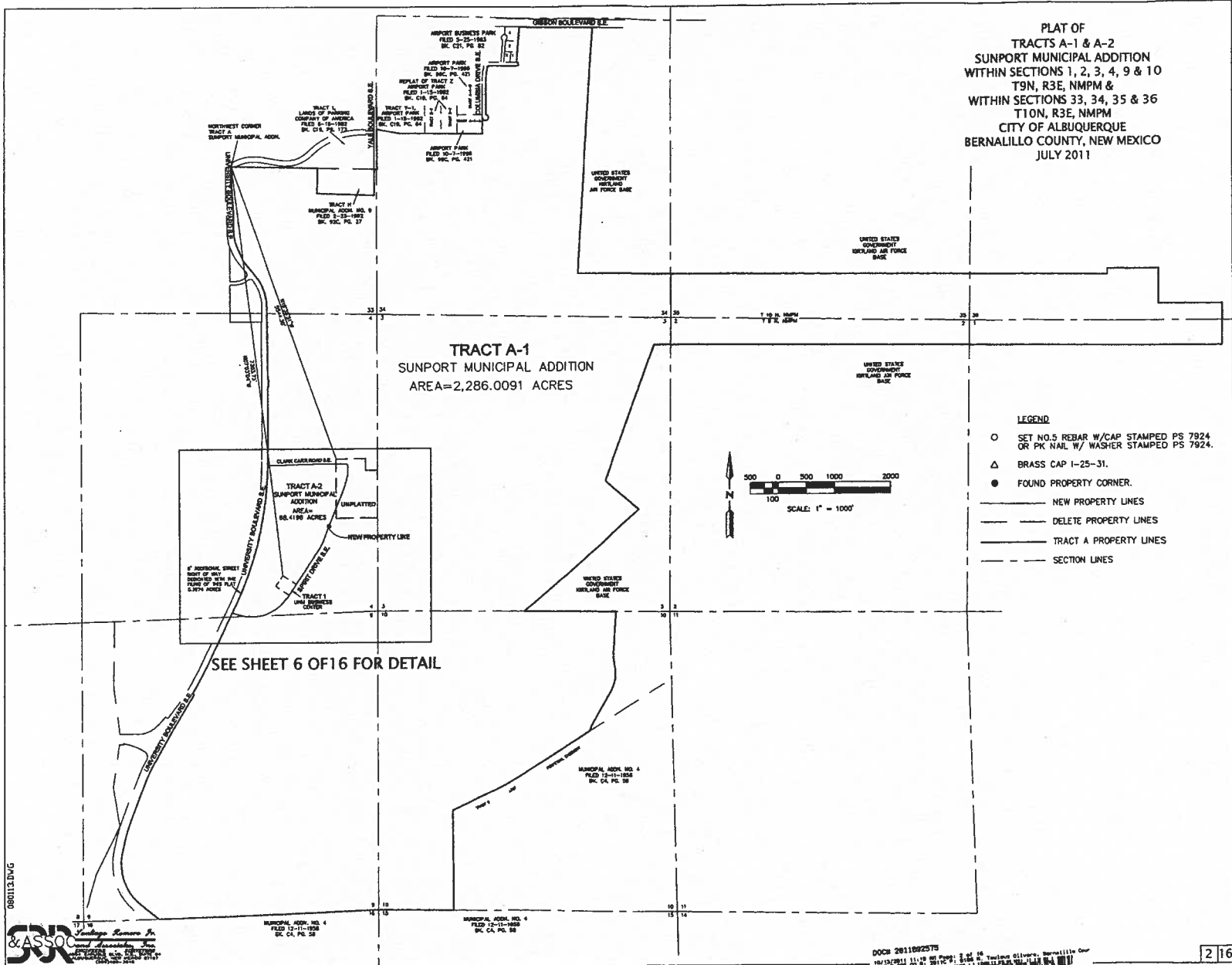
SURVEYOR'S CERTIFICATION
 I, SANTIAGO ROMERO JR., NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR NO. 7824, DO HEREBY CERTIFY THAT THE MAP AND SURVEY SHOWN HEREON WAS PREPARED BY ME OR UNDER MY SUPERVISION AND DIRECTION, AND MEETS THE MINIMUM REQUIREMENTS FOR MONUMENTATION AND SURVEYS OF THE ALBUQUERQUE SUBDIVISION ORDINANCE, AND FURTHER MEETS THE MINIMUM STANDARDS FOR LAND SURVEYING IN THE STATE OF NEW MEXICO AND THAT THE SAME IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.
 THE WORDS "CERTIFICATION" AND "CERTIFY" AS USED HEREIN ARE UNDERSTOOD TO BE AN EXPRESSION OF PROFESSIONAL OPINION BY THE SURVEYOR, BASED ON MY BEST KNOWLEDGE AND BELIEF, AS SUCH, NEITHER CONSTITUTES A GUARANTEE NOR A WARRANTY, EXPRESSED OR IMPLIED.

SANTIAGO ROMERO JR.
 NEW MEXICO PROFESSIONAL SURVEYOR NO. 7824
 DATE: 8/10/2011



501

PLAT OF
 TRACTS A-1 & A-2
 SUNPORT MUNICIPAL ADDITION
 WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
 T9N, R3E, NMPM &
 WITHIN SECTIONS 33, 34, 35 & 36
 T10N, R3E, NMPM
 CITY OF ALBUQUERQUE
 BERNALILLO COUNTY, NEW MEXICO
 JULY 2011



- LEGEND**
- SET NO.5 REBAR W/CAP STAMPED PS 7924 OR PK NAIL W/ WASHER STAMPED PS 7924.
 - △ BRASS CAP 1-25-31.
 - FOUND PROPERTY CORNER.
 - NEW PROPERTY LINES
 - - - DELETE PROPERTY LINES
 - TRACT A PROPERTY LINES
 - - - SECTION LINES

SEE SHEET 6 OF 16 FOR DETAIL

060113.DWG

SR & ASSOC
 Surveyors & Associates, Inc.
 10000 N. 24th St., Suite 100
 Albuquerque, NM 87112
 (505) 263-1111

MUNICIPAL ADD. NO. 4
 FILED 12-31-1928
 B.C. CA. PG. 28

MUNICIPAL ADD. NO. 4
 FILED 12-31-1928
 B.C. CA. PG. 28

DOCH 2811082575
 10/12/2011 11:49 AM Page: 2 of 2
 PLAT FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO
 10/12/2011 11:49 AM

2 | 16

106

PLAT OF
TRACTS A-1 & A-2
SUPPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011

LEGAL DESCRIPTION TRACT A-1, SUPPORT MUNICIPAL ADDITION, CREATED BY THIS PLAT

A CERTAIN TRACT OF LAND KNOWN AS TRACT A-1, LOCATED WITHIN TRACT A OF THE SUPPORT MUNICIPAL ADDITION, FILED AUGUST 23, 2000 IN PLAT BK. 2002, PG. 289, WITHIN SECTIONS 27, 33, 34, 35 & 36, TOWNSHIP 10 NORTH, RANGE 3 EAST, NMPM, AND SECTIONS 1, 2, 3, 4, 9 & 10, TOWNSHIP 9 NORTH, RANGE 3 EAST, NMPM AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A POINT BEING THE NORTHWEST CORNER OF TRACT A AS SHOWN ON THE REPLAT OF THE LANDS OF THE CITY OF ALBUQUERQUE, ALBUQUERQUE INTERNATIONAL AIRPORT, AND ALSO BEING A FOUND CHISELED "X" IN SIDEWALK. THE POINT OF BEGINNING LIES N28°39'56"E AND A DISTANCE OF 4425.85 FEET FROM MONUMENT 7-25-31"

THENCE S 88°41'01" E, A DISTANCE OF 1,548.29 FEET ALONG THE PROPERTY LINE COMMON WITH TRACT 1 OF PARKING COMPANY OF AMERICA (FILED 8/16/82, BK C19, PG 173) TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 5823";

THENCE S 02°00'58" W, A DISTANCE OF 451.91 FEET ALONG THE PROPERTY LINE COMMON WITH TRACT H, MUNICIPAL ADDITION NO. 9 (FILED 2/25/92, BK. 926, PG 27) TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 5823";

THENCE S 87°42'34" E, A DISTANCE OF 1,019.95 FEET ALONG THE PROPERTY LINE COMMON WITH SAID TRACT TO A FOUND CHISELED "Y" ATOP CONCRETE BARBER WALL.

THENCE N 00°10'36" E, A DISTANCE OF 469.31 FEET ALONG THE PROPERTY LINE COMMON WITH SAID TRACT TO A FOUND PK NAIL WITH DISK STAMPED "URS PS 7924";

THENCE S 88°40'48" E, A DISTANCE OF 50.01 FEET ALONG THE PROPERTY LINE COMMON WITH THE RIGHT OF WAY LINE OF YALE BLVD. S.E. TO THE EAST QUARTER CORNER BETWEEN SECTIONS 33 & 34, TOWNSHIP 10 NORTH, RANGE 3 EAST, NMPM, POINT BEING A FOUND 3-1/4" ALUM. CAP STAMPED "LS 5823, 1991 (1/4 CORNER)";

THENCE N 00°02'33" S, A DISTANCE OF 727.86 FEET ALONG THE SECTION LINE BETWEEN SECTIONS 33 & 34 TO A FOUND PK NAIL WITH DISK STAMPED "URS PS 7924";

THENCE S 78°21'38" E, A DISTANCE OF 418.64 FEET, ALONG THE PROPERTY LINE COMMON WITH TRACT Y-1 AIRPORT PARK (FILED 1/15/82, BK C28, PG 64) TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "4UG6 5823";

THENCE S 89°18'45" E, A DISTANCE OF 1477.63 FEET ALONG THE PROPERTY LINE COMMON WITH TRACT Z-7, Z-8, Z-5 Z-4-A AND A-1-A, REPLAT OF TRACT Z AIRPORT PARK (FILED 2/12/83, BK C28, PG 118) TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "ALS LS 7716";

THENCE N 00°26'48" W, A DISTANCE OF 298.48 FEET ALONG THE PROPERTY LINE COMMON WITH TRACT A-1-A OF SAID REPLAT TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924";

THENCE ALONG A CURVE TO THE LEFT ALONG THE RIGHT OF WAY LINE OF COLUMBIA DR. SE AND WITH A DELTA OF 289°41'16", A RADIUS OF 88.00 FEET, A LENGTH OF 248.85 FEET, A TANGENT OF 68.44 FEET, A CHORD BEARING OF N 50°20'53" E AND A CHORD LENGTH OF 84.73 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924";

THENCE N 00°00'28" E, A DISTANCE OF 817.20 FEET ALONG THE EAST RIGHT OF WAY LINE OF COLUMBIA DR. S.E. TO A FOUND NO. 5 REBAR WITH ALUM. CAP STAMPED "THREE SURVEY PLS 3518";

THENCE ALONG A CURVE TO THE RIGHT ALONG THE EAST RIGHT OF WAY LINE OF COLUMBIA DR. S.E. AND WITH A DELTA 120°48'48", A RADIUS OF 1,208.98 FEET, A LENGTH OF 253.81 FEET, A TANGENT OF 128.38 FEET, A CHORD BEARING OF N 08°53'50" E AND A CHORD LENGTH OF 253.34 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924";

THENCE ALONG A CURVE TO THE RIGHT ALONG THE EAST RIGHT OF WAY LINE OF COLUMBIA DR. S.E. AND WITH A DELTA OF 78°02'44", A RADIUS OF 23.00 FEET, A LENGTH OF 34.05 FEET, A TANGENT OF 20.28 FEET, A CHORD BEARING OF N 51°08'37" E, AND A CHORD LENGTH OF 31.48 FEET TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 89°50'01" E, A DISTANCE OF 478.74 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF MILES ROAD, S.E. TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE N 03°44'00" E, A DISTANCE OF 4.22 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF MILES ROAD, S.E. TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 89°46'15" E, A DISTANCE OF 30.06 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF MILES ROAD, S.E. TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE N 03°53'01" E, A DISTANCE OF 59.84 FEET ALONG THE WEST RIGHT OF WAY LINE OF GRARD BLVD. S.E. TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE N 89°52'08" W, A DISTANCE OF 30.07 FEET ALONG THE NORTH RIGHT OF WAY LINE OF MILES ROAD S.E. TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE N 03°57'38" E, A DISTANCE OF 585.71 FEET ALONG THE PROPERTY LINE COMMON WITH LOT 1, 2 & 3 OF THE REPLAT FOR THE AIRPORT BUSINESS PARK (FILED 5/25/83, BK C21, PG 82) TO A FOUND NO. 4 REBAR.

THENCE S 88°44'06" E, A DISTANCE OF 127.68 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF GIBSON BLVD. S.E. TO A SET CHISELED "X" ON CONCRETE.

THENCE S 88°51'37" E, A DISTANCE OF 1187.39 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF GIBSON BLVD. S.E. TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "4UG6 5823";

THENCE S 03°34'59" W, A DISTANCE OF 2189.78 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 03°04'37" W, A DISTANCE OF 2189.88 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND PK NAIL WITH DISK STAMPED "URS PS 7924";

THENCE S 89°21'33" E, A DISTANCE OF 1684.27 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 3 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 89°21'53" E, A DISTANCE OF 2681.97 FEET, ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 89°21'53" E, A DISTANCE OF 2681.98 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924", LOCATED ON THE SECTION LINE BETWEEN SECTIONS 35 AND 36, TOWNSHIP 10 NORTH, RANGE 3 EAST, NMPM.

THENCE S 89°21'53" E, A DISTANCE OF 2511.15 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH ALLEGIBLE PLASTIC CAP.

THENCE N 00°38'04" E, A DISTANCE OF 163.21 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND PK NAIL WITH DISK STAMPED "URS PS 7924";

THENCE S 89°21'53" E, A DISTANCE OF 863.25 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 00°38'07" W, A DISTANCE OF 815.40 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 89°21'53" E, A DISTANCE OF 1118.83 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND 3-1/4" MONUMENT STAMPED "XOOLE & POULS ENGINEERING";

THENCE S 00°38'07" W, A DISTANCE OF 303.15 FEET, ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924". THIS POINT IS LOCATED ON THE TOWNSHIP LINE BETWEEN TOWNSHIP 9 AND TOWNSHIP 10, RANGE 3 EAST, NMPM.

THENCE S 00°38'07" W, A DISTANCE OF 449.38 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A SET CHISELED "X" ON ASPHALT.

THENCE N 89°22'16" W, A DISTANCE OF 4524.89 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924" AND WHICH IS LOCATED ON THE SECTION LINE BETWEEN SECTIONS 1 AND 2, TOWNSHIP 9 NORTH, RANGE 3 EAST, NMPM.

THENCE N 89°22'16" W, A DISTANCE OF 2677.40 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE N 89°22'16" W, A DISTANCE OF 2981.92 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 89°23'57" E, A DISTANCE OF 2801.00 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 50°41'53" E, A DISTANCE OF 794.68 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS LEASED TO THE ALBUQUERQUE INTERNATIONAL SUPPORT RUNWAY 12-30 EXTENSION TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 48°43'07" W, A DISTANCE OF 2735.72 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924", AND LOCATED ON THE SECTION LINE BETWEEN SECTIONS 3 & 10, TOWNSHIP 9 NORTH, RANGE 3 EAST, NMPM.

THENCE S 89°28'16" E, A DISTANCE OF 1691.17 FEET ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF KIRTLAND AIR FORCE BASE AND ALSO BEING THE SECTION LINE BETWEEN SECTIONS 3 & 10, TOWNSHIP 9 NORTH, RANGE 3 EAST, NMPM, TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 03°31'19" W, A DISTANCE OF 707.53 FEET ALONG THE PROPERTY LINE COMMON WITH THE WEST EASEMENT LINE OF IRA SPEICHER DR. S.E. TO A FOUND MAG NAIL WITH DISK STAMPED "URS PS 7924";

THENCE ALONG THE PROPERTY LINE COMMON WITH THE WEST EASEMENT LINE OF IRA SPEICHER DR. S.E., BEING A CURVE TO THE LEFT WITH A DELTA ANGLE OF 19°30'00", A RADIUS OF 954.83 FEET, A LENGTH OF 238.33 FEET, A TANGENT OF 129.06 FEET, A CHORD BEARING OF 504°13'41" E AND A CHORD LENGTH OF 237.55 FEET TO A FOUND MAG NAIL WITH DISK STAMPED "URS PS 7924";

THENCE S 11°58'41" E, A DISTANCE OF 24.22 FEET ALONG THE PROPERTY LINE COMMON WITH THE WEST EASEMENT LINE OF IRA SPEICHER DR. S.E. TO A FOUND MAG NAIL WITH DISK STAMPED "URS PS 7924";

THENCE ALONG THE PROPERTY LINE COMMON WITH THE WEST EASEMENT LINE OF IRA SPEICHER DR. S.E. BEING A CURVE TO THE RIGHT WITH A DELTA ANGLE OF 42°10'51", A RADIUS OF 572.86 FEET, A LENGTH OF 421.83 FEET, A TANGENT OF 220.99 FEET, A CHORD BEARING OF 509°06'47" W AND A CHORD LENGTH OF 412.38 FEET TO A FOUND PK NAIL.

THENCE S 30°11'04" W, A DISTANCE OF 827.80 FEET ALONG THE PROPERTY LINE COMMON WITH THE WEST EASEMENT LINE OF IRA SPEICHER DR. S.E. TO A FOUND PK NAIL.

THENCE ALONG THE PROPERTY LINE COMMON WITH THE WEST EASEMENT LINE OF IRA SPEICHER DR. S.E. BEING A CURVE TO THE LEFT WITH A DELTA ANGLE OF 12°28'32", A RADIUS OF 854.81 FEET, A LENGTH OF 207.30 FEET, A TANGENT OF 104.05 FEET, A CHORD BEARING OF 523°56'32" W AND A CHORD LENGTH OF 208.89 FEET TO A FOUND PK NAIL.

THENCE S 89°27'19" W, A DISTANCE OF 1582.78 FEET ALONG THE PROPERTY LINE COMMON WITH THE NORTH EASEMENT LINE OF TRACT B ATSF RAILWAY PERPETUAL EASEMENT TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE ALONG THE PROPERTY LINE COMMON WITH THE NORTH EASEMENT LINE OF TRACT B ATSF RAILWAY PERPETUAL EASEMENT BEING A CURVE TO THE RIGHT WITH A DELTA ANGLE OF 06°43'23", A RADIUS OF 2825.00 FEET, A LENGTH OF 331.49 FEET, A TANGENT OF 185.83 FEET, A CHORD BEARING OF S 61°50'54" W AND A CHORD DISTANCE OF 331.30 FEET TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 65°12'33" W, A DISTANCE OF 877.75 FEET ALONG THE PROPERTY LINE COMMON WITH THE NORTH EASEMENT LINE OF TRACT B ATSF RAILWAY PERPETUAL EASEMENT TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 00°28'15" E, A DISTANCE OF 1787.14 FEET ACROSS TRACT B ATSF RAILWAY PERPETUAL EASEMENT AND ALONG THE PROPERTY LINE COMMON WITH THE LANDS OF MUNICIPAL ADDITION NO. 4 (FILED 12/11/88, BK C-4, PG 58) TO A FOUND NO. 5 REBAR WITH NO CAP. THIS POINT IS LOCATED ON THE SECTION LINE COMMON WITH SECTIONS 10 AND 15, TOWNSHIP 9 NORTH, RANGE 3 EAST, NMPM.

THENCE N 89°18'43" W, A DISTANCE OF 1342.48 FEET ALONG SAID SECTION LINE AND WHICH IS THE PROPERTY LINE COMMON WITH SAID MUNICIPAL ADDITION NO. 4 TO A FOUND CONCRETE MONUMENT WITH EMBEDDED PK NAIL WITH DISK STAMPED "LS 5678". THIS POINT IS THE SECTION CORNER FOR SECTIONS 9, 10, 15 & 16, TOWNSHIP 9 NORTH, RANGE 3 EAST, NMPM.

THENCE S 87°36'28" W, A DISTANCE OF 1325.69 FEET ALONG THE SECTION LINE BETWEEN SECTIONS 9 & 10, TOWNSHIP 9 NORTH, RANGE 3 EAST, NMPM, AND WHICH IS THE PROPERTY LINE COMMON WITH SAID MUNICIPAL ADDITION NO. 4 TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924";

THENCE S 87°35'55" W, A DISTANCE OF 653.55 FEET ALONG SAID SECTION LINE AND WHICH IS THE PROPERTY LINE COMMON WITH SAID MUNICIPAL ADDITION NO. 4 TO A FOUND NO. 5 REBAR WITH ALLEGIBLE PLASTIC CAP.



DOC# 2811892575
20110714 11:19 AM Page 18 of 18
Trusting Officers, Bernalillo Co.
Bernalillo County Clerk

29

**PLAT OF
TRACTS A-1 & A-2
SUNPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011**

THENCE S 87°30'24" W, A DISTANCE OF 876.51 FEET ALONG SAID SECTION LINE WHICH IS THE PROPERTY LINE COMMON WITH SAID MUNICIPAL ADDITION NO. 4 TO A FOUND 1" IRON PIPE. SAID POINT IS THE QUARTER CORNER BETWEEN SECTIONS 9 & 16, TOWNSHIP 9 NORTH, RANGE 3 EAST, NMPM.

THENCE S 88°16'13" W, A DISTANCE OF 1270.68 FEET ALONG SAID SECTION LINE TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF UNIVERSITY BLVD. S.E. TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924" AND TO THE SOUTHWEST CORNER OF THE TRACT HEREIN DESCRIBED,

THENCE N 52°52'43" W, A DISTANCE OF 413.79 FEET ALONG SAID EASTERLY RIGHT OF WAY LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE RIGHT ALONG SAID RIGHT OF WAY LINE AND WITH A DELTA OF 69°15' 56", A RADIUS OF 922.00 FEET, A LENGTH OF 1058.34 FEET, A TANGENT OF 801.80 FEET, A CHORD BEARING OF N 19°30'32" W AND A CHORD LENGTH OF 1007.90 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 13°28'28" E, A DISTANCE OF 224.84 FEET ALONG SAID RIGHT OF WAY LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE RIGHT ALONG SAID RIGHT OF WAY LINE AND WITH A DELTA OF 07°52' 32", A RADIUS OF 2422.00 FEET, A LENGTH OF 332.91 FEET, A TANGENT OF 188.72 FEET, A CHORD BEARING OF N 17°24'42" E AND A CHORD LENGTH OF 332.85 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 21°20'58" E, A DISTANCE OF 833.97 FEET ALONG SAID RIGHT OF WAY LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE RIGHT ALONG SAID RIGHT OF WAY LINE AND WITH A DELTA OF 09°24'23", A RADIUS OF 1022.00 FEET, A LENGTH OF 167.78 FEET, A TANGENT OF 84.08 FEET, A CHORD BEARING OF N 28°03'09" E AND A CHORD LENGTH OF 167.60 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 30°45'20" E, A DISTANCE OF 1469.50 FEET ALONG SAID RIGHT OF WAY LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 58°28'45" W, A DISTANCE OF 32.44 FEET ALONG SAID RIGHT OF WAY LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE LEFT ALONG SAID RIGHT OF WAY LINE AND WITH A DELTA OF 05°44' 16", A RADIUS OF 3881.65 FEET, A LENGTH OF 388.75 FEET, A TANGENT OF 193.53 FEET, A CHORD BEARING OF N 28°39'57" E, AND A CHORD LENGTH OF 388.58 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 25°47'49" E, A DISTANCE OF 1248.09 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF UNIVERSITY BLVD. S.E. TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 8544".

THENCE ALONG A CURVE TO THE LEFT ALONG THE NORTHERLY EASEMENT LINE OF SPIRIT DRIVE S.E. AND WITH A DELTA OF 00°00'45", A RADIUS OF 25.00 FEET, A LENGTH OF 21.82 FEET, A TANGENT OF 11.68 FEET, A CHORD BEARING OF S 00°47'58" W AND A CHORD LENGTH OF 21.14 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE LEFT ALONG SAID NORTHERLY EASEMENT LINE AND WITH A DELTA OF 50°00'45", A RADIUS OF 25.00 FEET, A LENGTH OF 21.82 FEET, A TANGENT OF 11.68 FEET, A CHORD BEARING OF S 49°13'19" E AND A CHORD LENGTH OF 21.14 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE S 74°13'41" E, A DISTANCE OF 126.52 FEET ALONG SAID NORTHERLY EASEMENT LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE LEFT ALONG SAID NORTHERLY EASEMENT LINE AND WITH A DELTA OF 71°47'53", A RADIUS OF 747.25 FEET, A LENGTH OF 836.38 FEET, A TANGENT OF 540.90 FEET, A CHORD BEARING OF N 69°52'22" E AND A CHORD LENGTH OF 878.31 FEET TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 8544".

THENCE S 56°01'37" E, A DISTANCE OF 10.00 FEET ALONG SAID NORTHERLY EASEMENT LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 33°58'23" E, A DISTANCE OF 70.00 FEET ALONG THE WESTERLY EASEMENT LINE OF SPIRIT DRIVE S.E. TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 56°02'53" W, A DISTANCE OF 1.20 FEET ALONG THE WESTERLY EASEMENT LINE OF SPIRIT DRIVE S.E. TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE S 33°50'28" W, A DISTANCE OF 230.00 FEET ALONG THE WESTERLY EASEMENT LINE OF SPIRIT DRIVE S.E. TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE S 56°02'53" E, A DISTANCE OF 0.67 FEET ALONG THE WESTERLY EASEMENT LINE OF SPIRIT DRIVE S.E. TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 33°58'23" E, A DISTANCE OF 724.88 FEET ALONG THE WESTERLY EASEMENT LINE OF SPIRIT DRIVE S.E. TO A FOUND CHISELED "X" IN CONCRETE.

THENCE ALONG A CURVE TO THE LEFT ALONG SAID WESTERLY EASEMENT LINE AND WITH A DELTA OF 11°59'54", A RADIUS OF 1037.48 FEET, A LENGTH OF 217.28 FEET, A TANGENT OF 108.03 FEET, A CHORD BEARING OF N 27°57'39" E AND A CHORD LENGTH OF 216.88 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 21°57'39" E, A DISTANCE OF 850.28 FEET ALONG SAID WESTERLY EASEMENT LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE LEFT ALONG SAID WESTERLY EASEMENT LINE AND WITH A DELTA OF 21°35'08", A RADIUS OF 857.00 FEET, A LENGTH OF 360.53 FEET, A TANGENT OF 182.43 FEET, A CHORD BEARING OF N 11°10'06" E AND A CHORD LENGTH OF 358.40 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 00°22'33" E, A DISTANCE OF 28.38 FEET ALONG SAID WESTERLY EASEMENT LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE LEFT ALONG SAID WESTERLY EASEMENT LINE AND WITH A DELTA OF 81°08'01", A RADIUS OF 50.00 FEET, A LENGTH OF 79.50 FEET, A TANGENT OF 50.97 FEET, A CHORD BEARING OF N 45°10'28" W AND A CHORD LENGTH OF 71.39 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE S 89°18'17" W, A DISTANCE OF 410.38 FEET ALONG THE SOUTHERLY EASEMENT LINE OF CLARK CARR RD. S.E. TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE S 88°45'08" W, A DISTANCE OF 855.38 FEET ALONG SAID SOUTHERLY EASEMENT LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE LEFT ALONG SAID SOUTHERLY EASEMENT LINE AND WITH A DELTA OF 47°30'58", A RADIUS OF 25.00 FEET, A LENGTH OF 20.68 FEET, A TANGENT OF 10.99 FEET, A CHORD BEARING OF S 85°04'39" W AND A CHORD LENGTH OF 20.08 FEET TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE LEFT ALONG SAID SOUTHERLY EASEMENT LINE AND WITH A DELTA OF 40°27'02", A RADIUS OF 25.00 FEET, A LENGTH OF 17.85 FEET, A TANGENT OF 9.21 FEET, A CHORD BEARING OF S 21°03'38" W AND A CHORD LENGTH OF 17.28 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF UNIVERSITY BLVD. S.E. MARKED BY A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE LEFT ALONG THE EASTERLY RIGHT OF WAY LINE OF UNIVERSITY BLVD. S.E. AND WITH A DELTA OF 00°45'42", A RADIUS OF 5782.58 FEET, A LENGTH OF 78.88 FEET, A TANGENT OF 38.43 FEET, A CHORD BEARING OF N 00°34'00" E AND A CHORD LENGTH OF 78.86 FEET TO A FOUND CHISELED "X" IN CONCRETE.

THENCE N 00°08'28" E, A DISTANCE OF 33.23 FEET ALONG SAID EASTERLY RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 00°05'22" E, A DISTANCE OF 8.75 FEET ALONG SAID EASTERLY RIGHT OF WAY LINE TO A FOUND CHISELED "X" IN CONCRETE.

THENCE N 00°57'03" E, A DISTANCE OF 546.13 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 00°06'08" E, A DISTANCE OF 746.50 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 10°11'58" E, A DISTANCE OF 69.30 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 00°07'16" E, A DISTANCE OF 40.00 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE S 89°52'44" E, A DISTANCE OF 5.00 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 00°07'16" E, A DISTANCE OF 20.00 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 89°52'44" W, A DISTANCE OF 5.00 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 10°00'33" W, A DISTANCE OF 68.32 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 00°08'08" E, A DISTANCE OF 18.87 FEET ALONG SAID RIGHT OF WAY LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 00°44'48" W, A DISTANCE OF 538.88 FEET ALONG SAID RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

THENCE N 00°08'08" E, A DISTANCE OF 448.17 FEET ALONG SAID RIGHT OF WAY LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924", AND TO THE SOUTHWEST CORNER OF TRACT A-1 OF MUNICIPAL ADDITION NO. 9 (FILED 6/12/88, BK C30, PG 146).

THENCE N 89°57'58" W, A DISTANCE OF 8.08 FEET TO A FOUND CHISELED "X" IN SIDEWALK, AND TO A POINT ON THE NEW EASTERLY RIGHT OF WAY LINE OF UNIVERSITY BLVD. S.E.

THENCE N 00°18'01" W, A DISTANCE OF 278.88 FEET ALONG SAID NEW EASTERLY RIGHT OF WAY LINE TO A FOUND CHISELED "X" IN SIDEWALK.

THENCE ALONG A CURVE TO THE LEFT AND WITH A DELTA OF 40°00' 00", A RADIUS OF 843.00 FEET, A LENGTH OF 588.53 FEET, A TANGENT OF 308.83 FEET, A CHORD BEARING OF N 20°18'01" W AND A CHORD LENGTH OF 578.85 FEET TO A FOUND CHISELED "X" IN ROAD, AND TO A POINT ON THE EXISTING EASTERLY RIGHT OF WAY LINE OF UNIVERSITY BLVD. S.E.

THENCE N 40°18'01" W, A DISTANCE OF 338.24 FEET ALONG SAID EASTERLY RIGHT OF WAY LINE TO A FOUND CHISELED "X" IN SIDEWALK.

THENCE N 29°23'57" W, A DISTANCE OF 258.55 FEET ALONG SAID EASTERLY RIGHT OF WAY LINE TO A SET NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE ALONG A CURVE TO THE RIGHT ALONG SAID EASTERLY RIGHT OF WAY LINE AND WITH A DELTA OF 22°22' 48", A RADIUS OF 724.00 FEET, A LENGTH OF 284.38 FEET, A TANGENT OF 144.05 FEET, A CHORD BEARING OF N 11°33'12" W AND A CHORD LENGTH OF 282.57 FEET TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "URS PS 7924".

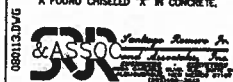
THENCE N 00°18'01" W, A DISTANCE OF 333.28 FEET ALONG SAID EASTERLY RIGHT OF WAY LINE TO A FOUND NO. 5 REBAR WITH PLASTIC CAP STAMPED "PS 7924".

THENCE N 04°17'02" W, A DISTANCE OF 475.00 FEET ALONG SAID EASTERLY RIGHT OF WAY LINE TO SET CHISELED "X" IN SIDEWALK.

THENCE N 00°17'07" W, A DISTANCE OF 350.54 FEET ALONG SAID EASTERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING AND CONTAINING 2.286,0091 ACRES (89,576,556 SQ. FT.), MORE OR LESS

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LEGAL DESCRIPTION FOR TRACT A-2, CREATED BY THIS PLAT

A CERTAIN TRACT OF LAND KNOWN AS TRACT A-2, BEING A PORTION OF TRACT A OF THE SUNPORT MUNICIPAL ADDITION, FILED AUGUST 23, 2002 IN PLAT BK. 2002C, PG. 288, AND ALSO BEING A PORTION OF A PARCEL IDENTIFIED AS UNPLATTED LANDS OF UNIVERSITY OF NEW MEXICO WITHIN SAID TRACT A OF THE SUNPORT MUNICIPAL ADDITION, AND ALSO BEING ALL OF TRACT 1, UNIVERSITY OF NEW MEXICO BUSINESS PARK, FILED FEBRUARY 15, 1993 IN PLAT BK. 93C, PG. 40, SITUATE WITHIN SECTION FOUR, TOWNSHIP NINE NORTH, RANGE THREE EAST, NEW MEXICO PRINCIPAL MERIDIAN, AND MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A SET NUMBER FIVE REBAR WITH CAP STAMPED PS 7824 AND WHICH IS LOCATED S 19°50'07" E, A DISTANCE OF 6551.10 FEET FROM THE NORTH-EAST CORNER OF TRACT A-1, SUNPORT MUNICIPAL ADDITION, POINT BEING A CHISELED "X" ON CONCRETE, SAID CHISELED "X" IS LOCATED S 49°34'01" W, A DISTANCE OF 6921.09 FEET FROM THE ALBUQUERQUE SURVEY CONTROL MONUMENT "19-119" AND ALSO N 28°39'57" E, A DISTANCE OF 4422.84 FEET FROM THE NEW MEXICO DEPARTMENT OF TRANSPORTATION MONUMENT "1-25-31";

THENCE N 80°18'17" E, A DISTANCE OF 410.38 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF CLARK CARR ROAD SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 75.50 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 90.00 FEET AND A DELTA ANGLE OF 91°00'01" TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE S 00°22'33" W, A DISTANCE OF 28.38 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 960.53 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 957.00 FEET AND A DELTA ANGLE OF 21°35'09" ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE S 21°57'39" W, A DISTANCE A 690.28 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 217.26 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 1037.48 FEET AND A DELTA ANGLE OF 11°59'54" ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A FOUND CHISELED "X" ON THE CONCRETE;

THENCE S 33°58'23" W, A DISTANCE OF 724.88 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH PLASTIC CAP STAMPED "PS 7824";

THENCE S 59°02'53" W, A DISTANCE OF 1.20 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH PLASTIC CAP STAMPED "PS 7824";

THENCE S 33°50'28" W, A DISTANCE OF 230.00 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH PLASTIC CAP STAMPED "PS 7824";

THENCE S 59°02'53" E, A DISTANCE OF 0.87 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH PLASTIC CAP STAMPED "PS 7824";

THENCE S 39°58'29" W, A DISTANCE OF 78.00 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH A PLASTIC CAP STAMPED "PS 7824";

THENCE, S 50°13'37" W, A DISTANCE OF 10.00 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A FOUND NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 908.39 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 747.25 FEET AND A DELTA ANGLE OF 71°47'33" ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A FOUND NUMBER FOUR REBAR;

THENCE N 74°13'41" W, A DISTANCE OF 128.52 FEET ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 21.82 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A DELTA ANGLE OF 50°04'49" ALONG THE WEST RIGHT-OF-WAY LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE N 85°47'02" E, A DISTANCE OF 8.00 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF UNIVERSITY AVENUE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 16.58 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 19.00 FEET AND A DELTA ANGLE OF 50°04'49" ALONG THE EAST RIGHT-OF-WAY LINE OF UNIVERSITY AVENUE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE N 25°47'49" E, A DISTANCE OF 119.35 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF UNIVERSITY AVENUE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 2244.22 FEET ALONG A CURVE TO THE LEFT WITH A RADIUS OF 5788.58 FEET AND A DELTA ANGLE OF 22°12'48" ALONG THE EAST RIGHT-OF-WAY LINE OF UNIVERSITY AVENUE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE N 08°09'04" E, 65.82 FEET ALONG THE EAST RIGHT-OF-WAY OF UNIVERSITY AVENUE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 199.99 FEET ALONG A CURVE TO THE LEFT WITH A RADIUS OF 5794.06 FEET AND A DELTA ANGLE OF 01°58'40" ALONG THE EAST RIGHT-OF-WAY OF UNIVERSITY AVENUE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 9.93 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 13.00 FEET AND A DELTA ANGLE OF 49°27'20" ALONG THE EAST RIGHT-OF-WAY LINE OF UNIVERSITY AVENUE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE N 49°34'22" W, A DISTANCE OF 11.90 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE 20.08 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A DELTA ANGLE OF 47°20'59" ALONG THE SOUTH RIGHT-OF-WAY LINE OF CLARK CARR ROAD SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED "PS 7824";

THENCE N 89°46'09" E, A DISTANCE OF 955.39 FEET ALONG THE SOUTH RIGHT-OF-WAY OF CLARK CARR ROAD SE TO THE POINT OF BEGINNING.

TRACT A-2 CONTAINS 86.4198 ACRES.

LEGAL DESCRIPTION FOR TRACT 1, UNIVERSITY OF NEW MEXICO BUSINESS PARK INCLUDED WITHIN TRACT A-2 BY THIS PLATTING ACTION

A CERTAIN TRACT OF LAND KNOWN AS TRACT 1, UNIVERSITY OF NEW MEXICO BUSINESS PARK, FILED IN THE OFFICE OF THE BERNALILLO COUNTY CLERK FILED ON FEBRUARY 15, 1993 IN BK. 93C, PG. 40, DATED FEBRUARY 15, 1993, WITHIN TRACT A OF THE SUNPORT MUNICIPAL ADDITION, FILED AUGUST 23, 2002 IN PLAT BK. 2002C, PG. 288, AND WITHIN SECTION FOUR, TOWNSHIP NINE NORTH, RANGE THREE EAST, NEW MEXICO PRINCIPAL MERIDIAN, AND MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A FOUND NUMBER FIVE REBAR WITH A CAP STAMPED URS PS 7824 AND WHICH IS LOCATED S 07°03'04" E, A DISTANCE OF 7303.73 FEET FROM THE NORTH-EAST CORNER OF TRACT A-1, SUNPORT MUNICIPAL ADDITION, POINT BEING A CHISELED "X" ON CONCRETE, SAID CHISELED "X" IS LOCATED S 49°34'01" W, A DISTANCE OF 6921.09 FEET FROM THE ALBUQUERQUE SURVEY CONTROL MONUMENT "19-119" AND ALSO N 28°39'57" E, A DISTANCE OF 4422.84 FEET FROM THE NEW MEXICO DEPARTMENT OF TRANSPORTATION MONUMENT "1-25-31";

THENCE S 59°02'53" E, A DISTANCE OF 288.83 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE S 39°58'29" W, A DISTANCE OF 230.00 FEET ALONG THE WEST EXISTING EASEMENT LINE OF SPIRIT DRIVE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE N 89°02'53" W, A DISTANCE OF 288.10 FEET TO A FOUND NUMBER FIVE REBAR WITH A CAP STAMPED URS PS 7824;

THENCE N 33°57'39" E, A DISTANCE OF 230.00 FEET TO THE POINT OF BEGINNING.

TRACT CONTAINS 1.5289 ACRES.

LEGAL DESCRIPTION FOR UNPLATTED LANDS OF UNIVERSITY OF NEW MEXICO INCLUDED WITHIN TRACTS A-1 & A-2 BY THIS PLATTING ACTION

A CERTAIN TRACT OF LAND KNOWN AS UNPLATTED LANDS OF UNIVERSITY OF NEW MEXICO, WITHIN TRACT A OF THE SUNPORT MUNICIPAL ADDITION, FILED AUGUST 23, 2002 IN PLAT BK. 2002C, PG. 288, AND WITHIN SECTION FOUR, TOWNSHIP NINE NORTH, RANGE THREE EAST, NEW MEXICO PRINCIPAL MERIDIAN, AND MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A FOUND NUMBER FIVE REBAR WITH A CAP STAMP ILLEGIBLE AND WHICH IS LOCATED S 19°50'07" E, A DISTANCE OF 6544.30 FEET FROM THE NORTH-EAST CORNER OF TRACT A-1, SUNPORT MUNICIPAL ADDITION, POINT BEING A CHISELED "X" ON CONCRETE, SAID CHISELED "X" IS LOCATED S 49°34'01" W, A DISTANCE OF 6921.09 FEET FROM THE ALBUQUERQUE SURVEY CONTROL MONUMENT "19-119" AND ALSO N 28°39'57" E, A DISTANCE OF 4422.84 FEET FROM THE NEW MEXICO DEPARTMENT OF TRANSPORTATION MONUMENT "1-25-31";

THENCE N 80°24'24" E, A DISTANCE OF 822.32 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE S 00°02'16" E, A DISTANCE OF 208.53 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE N 80°18'58" E, A DISTANCE OF 208.65 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE S 00°01'34" E, A DISTANCE OF 883.72 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824, NEXT TO A FOUND BENT NUMBER SIX REBAR;

THENCE S 89°16'39" W, A DISTANCE OF 730.50 FEET TO A SET CHISELED "X" ON CONCRETE;

THENCE N 00°02'20" W, A DISTANCE OF 1043.96 FEET TO THE POINT OF BEGINNING.

TRACT CONTAINS 18.4837 ACRES.

LEGAL DESCRIPTION FOR ADDITIONAL PUBLIC STREET EASEMENT GRANTED BY THIS PLATTING ACTION

A STRIP OF LAND ALONG THE WESTERN EDGE OF THE EXISTING 88 FOOT SPIRIT DRIVE SE EASEMENT AND WHICH IS GRANTED FOR ADDITIONAL EASEMENT TO THE EXISTING 88 FOOT SPIRIT DRIVE SE EASEMENT, SAID STRIP OF LAND IS LOCATED WITHIN TRACT A OF THE SUNPORT MUNICIPAL ADDITION, FILED AUGUST 23, 2002 IN PLAT BK. 2002C, PG. 288, AND WITHIN SECTION FOUR, TOWNSHIP NINE NORTH, RANGE THREE EAST, NEW MEXICO PRINCIPAL MERIDIAN, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824 AND WHICH IS LOCATED S 08°42'59" E, A DISTANCE OF 7498.26 FEET FROM THE NORTH-WEST CORNER OF SAID TRACT A, SUNPORT MUNICIPAL ADDITION, POINT BEING A CHISELED "X" ON CONCRETE, SAID CHISELED "X" IS LOCATED S 49°34'01" W, A DISTANCE OF 6921.09 FEET FROM THE ALBUQUERQUE SURVEY CONTROL MONUMENT "19-119" AND ALSO N 28°39'57" E, A DISTANCE OF 4422.84 FEET FROM THE NEW MEXICO DEPARTMENT OF TRANSPORTATION MONUMENT "1-25-31";

THENCE, S 33°50'28" W, A DISTANCE OF 230.00 FEET TO A SET NUMBER FIVE REBAR WITH CAP STAMPED PS 7824;

THENCE, S 59°02'53" E, A DISTANCE OF 0.87 FEET TO A SET NUMBER FIVE REBAR WITH CAP STAMPED PS 7824;

THENCE, N 39°58'29" E, A DISTANCE OF 230.00 FEET TO A SET NUMBER FIVE REBAR WITH CAP STAMPED PS 7824;

THENCE, N 59°02'53" W, A DISTANCE OF 1.20 FEET TO THE POINT OF BEGINNING.

AREA CONTAINS 215 SQUARE FEET OR 0.0048 ACRES.

PLAT OF TRACTS A-1 & A-2 SUNPORT MUNICIPAL ADDITION WITHIN SECTIONS 1, 2, 3, 4, 9 & 10 T9N, R3E, NMPM & WITHIN SECTIONS 33, 34, 35 & 36 T10N, R3E, NMPM CITY OF ALBUQUERQUE BERNALILLO COUNTY, NEW MEXICO JULY 2011

LEGAL DESCRIPTION FOR 8' ADDITIONAL PUBLIC STREET RIGHT-OF-WAY DEDICATED BY THIS PLATTING ACTION

A 8 FOOT WIDE STRIP OF LAND ALONG THE WESTERN EDGE OF TRACT A-2, WHICH IS DEDICATED FOR ADDITIONAL PUBLIC STREET RIGHT-OF-WAY FOR UNIVERSITY AVENUE, LOCATED WITHIN TRACT A OF THE SUNPORT MUNICIPAL ADDITION, FILED AUGUST 23, 2002 IN PLAT BK. 2002C, PG. 288, AND WITHIN SECTION FOUR, TOWNSHIP NINE NORTH, RANGE THREE EAST, NEW MEXICO PRINCIPAL MERIDIAN, AND MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A SET NUMBER FIVE REBAR WITH A CAP STAMP PS 7824 AND WHICH IS LOCATED S 08°40'17" E, A DISTANCE OF 5380.04 FEET FROM THE NORTH-EAST CORNER OF TRACT A-1, SUNPORT MUNICIPAL ADDITION, POINT BEING A CHISELED "X" ON CONCRETE, SAID CHISELED "X" IS LOCATED S 49°34'01" W, A DISTANCE OF 6921.09 FEET FROM THE ALBUQUERQUE SURVEY CONTROL MONUMENT "19-119" AND ALSO N 28°39'57" E, A DISTANCE OF 4422.84 FEET FROM THE NEW MEXICO DEPARTMENT OF TRANSPORTATION MONUMENT "1-25-31";

THENCE S 49°34'22" E, A DISTANCE OF 11.90 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE 8.93 FEET ALONG A CURVE TO THE LEFT WITH A RADIUS OF 13.00 FEET AND A DELTA ANGLE OF 49°27'20" ALONG THE PROPERTY LINE COMMON WITH TRACT A-2 TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE 198.99 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 5794.06 FEET AND A DELTA ANGLE OF 01°58'40" ALONG THE PROPERTY LINE COMMON WITH TRACT A-2 TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE S 08°09'04" W, A DISTANCE OF 65.82 FEET ALONG THE PROPERTY LINE COMMON WITH TRACT A-2 TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE 2244.22 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 5788.58 FEET AND A DELTA ANGLE OF 22°12'48" ALONG THE PROPERTY LINE COMMON WITH TRACT A-2 TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE S 89°47'49" W, A DISTANCE OF 119.35 FEET ALONG THE PROPERTY LINE COMMON WITH TRACT A-2 TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE 16.58 FEET ALONG A CURVE TO THE LEFT WITH A RADIUS OF 19.00 FEET AND A DELTA ANGLE OF 50°04'49" ALONG THE PROPERTY LINE COMMON WITH TRACT A-2 TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE S 89°47'02" W, A DISTANCE OF 8.00 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE 21.82 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A DELTA ANGLE OF 50°04'49" ALONG THE ORIGINAL EAST RIGHT-OF-WAY LINE OF UNIVERSITY AVENUE SE TO A FOUND NUMBER FIVE REBAR WITH A CAP STAMPED PS 8544;

THENCE N 25°47'49" E, A DISTANCE OF 119.35 FEET TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE 2512.47 FEET ALONG A CURVE TO THE LEFT WITH A RADIUS OF 5782.58 FEET AND A DELTA ANGLE OF 24°33'47" ALONG THE ORIGINAL EAST RIGHT-OF-WAY LINE OF UNIVERSITY AVENUE SE TO A SET NUMBER FIVE REBAR WITH A CAP STAMPED PS 7824;

THENCE 17.85 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 25.00 FEET AND A DELTA ANGLE OF 49°27'20" TO THE POINT OF BEGINNING.

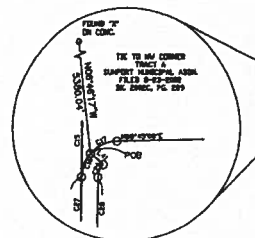
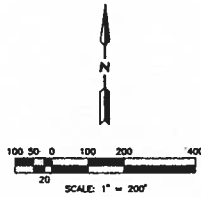
ADDITIONAL PUBLIC STREET RIGHT-OF-WAY CONTAINS 0.3874 ACRES.

Doc# 2011082375

2011 JUL 11 11:00 AM
JENNIFER L. GIBSON, County Clerk
BERNALILLO COUNTY, NEW MEXICO



601



- LEGEND**
- SET NO.5 REBAR W/CAP STAMPED PS 7924 OR PK NAIL W/ WASHER STAMPED PS 7924.
 - △ BRASS CAP I-25-3L
 - FOUND PROPERTY CORNER.
 - NEW PROPERTY LINES
 - - - DELETE PROPERTY LINES
 - TRACT A PROPERTY LINES
 - - - SECTION LINES

PLAT OF TRACTS A-1 & A-2 SUNPORT MUNICIPAL ADDITION WITHIN SECTIONS 1, 2, 3, 4, 9 & 10 T9N, R3E, NMPM & WITHIN SECTIONS 33, 34, 35 & 36 T10N, R3E, NMPM CITY OF ALBUQUERQUE BERNALILLO COUNTY, NEW MEXICO JULY 2011

TRACT A-2
68.4196 ACRES

UNM LANDS (UNPLATTED) 18.4937 ACRES
JUDGMENT NO. CV 99-06245 DOC. #200212259 FILED 9-25-2002 BK. 442, PG. 2214
PARCEL TO BE ELIMINATED BY THIS PLAT

LINE	LENGTH	BEARING
L17	33.23	N0010°28'E
L33	28.38	S0022°33'W
L34	236.00	S33°02'28"W
L35	70.00	S33°02'28"W
L36	10.00	N58°01'37"W
L37	128.52	N74°14'41"W
L38	119.35	N58°07'48"E
L39	6.00	N88°17'00"E
L40	119.35	N28°47'48"E
L41	11.30	N48°24'22"W
L46	65.62	N88°02'24"E
L47	1.20	N58°02'33"E
L48	0.67	S88°02'33"E

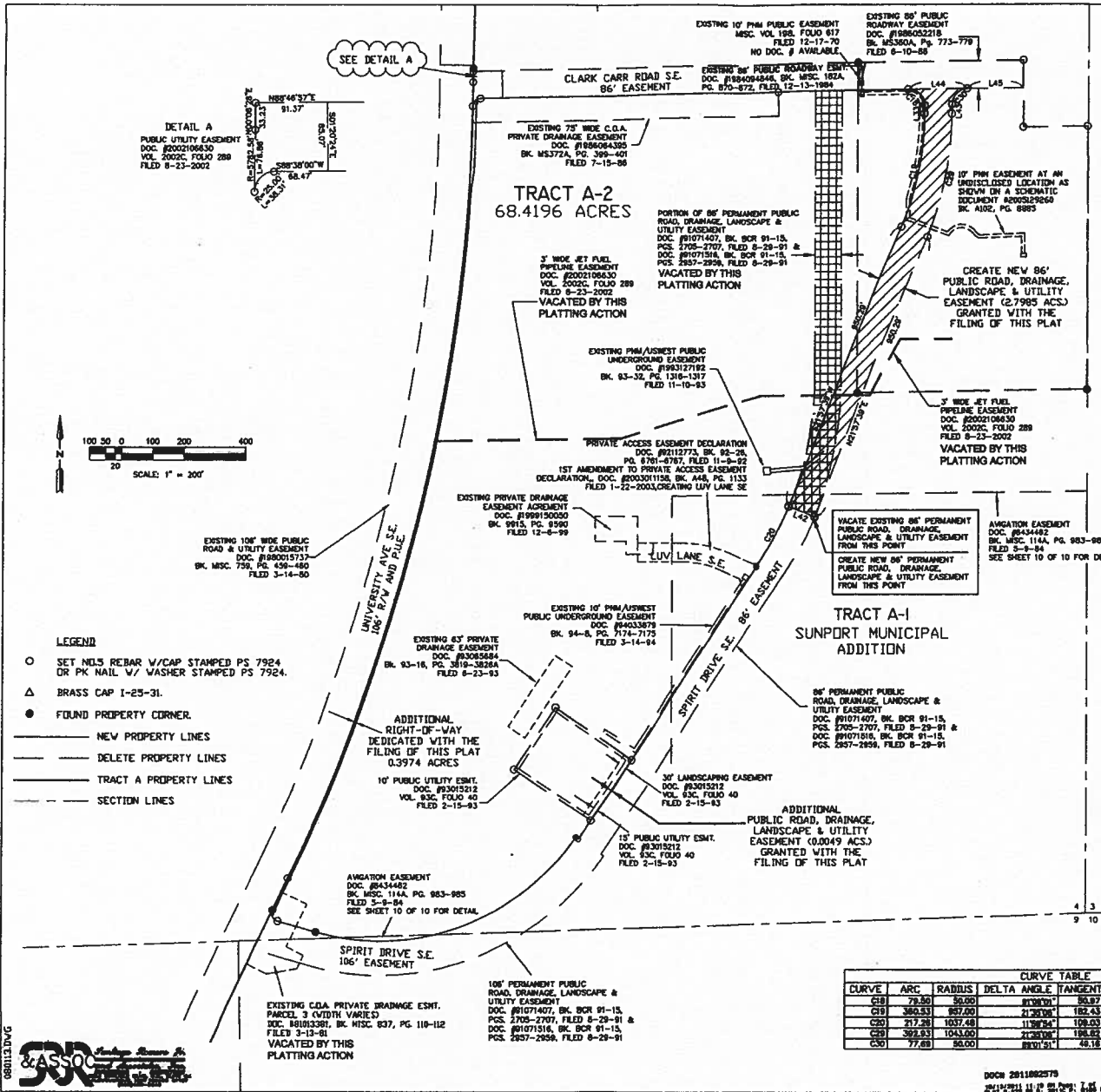
CURVE	ARC	RADIUS	DELTA ANGLE	TANGENT	CH. DIRECTION	CH. DISTANCE
C15	76.98	5782.58	0°45'42"	38.43	N0024°00'E	76.98
C16	17.53	25.00	40°27'02"	6.79	N21°02'38"E	17.53
C17	20.88	25.00	47°50'04"	10.98	N88°04'30"E	20.88
C18	78.50	30.00	81°08'01"	50.97	S48°10'28"E	71.39
C19	386.53	657.00	21°30'06"	182.43	S11°10'06"W	358.40
C20	217.38	1037.48	11°02'41"	108.63	S32°32'30"E	216.96
C21	938.38	747.23	71°47'43"	540.80	S58°24'22"W	876.31
C22	21.82	25.00	20°00'45"	11.86	N48°13'18"W	21.14
C23	21.82	25.00	20°00'45"	11.86	N00°47'28"E	21.14
C24	18.38	18.38	20°00'45"	6.88	N07°11'36"E	18.08
C25	2244.32	5788.58	22°12'46"	1136.36	N14°41'25"E	2230.18
C26	8.53	13.50	40°27'20"	4.97	N21°01'12"E	8.34
C27	252.17	5782.58	24°32'40"	1276.38	N14°24'11"E	2492.70
C28	198.99	5784.06	1°38'40"	100.00	N01°24'53"E	199.98



DOC# 2891892578
APPROVED BY: [Signature] 6/21/11
BY: [Signature] 6/21/11

110

PLAT OF
TRACTS A-1 & A-2
SUNPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011

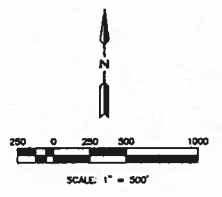


LINE	LENGTH	BEARING
L33	28.38	S89°24'24"W
L42	88.00	S87°27'20"E
L43	28.55	N89°24'24"E
L44	182.49	S87°24'24"W
L45	177.77	N89°24'24"E

CURVE	ARC	RADIUS	DELTA ANGLE	TANGENT	CH. DIRECTION	CH. DISTANCE
C18	79.50	50.00	81°38'01"	86.87	S45°12'20"E	71.30
C19	350.53	857.00	21°30'00"	182.43	S11°07'08"W	358.40
C20	217.28	1037.48	11°38'54"	108.03	S22°57'38"W	218.86
C21	395.83	1043.00	2°30'00"	195.82	N11°02'08"E	395.81
C22	77.68	50.00	89°01'51"	49.18	N44°53'28"E	70.11

DCOR 2811062578
 PREPARED BY: L. S. ...
 ...

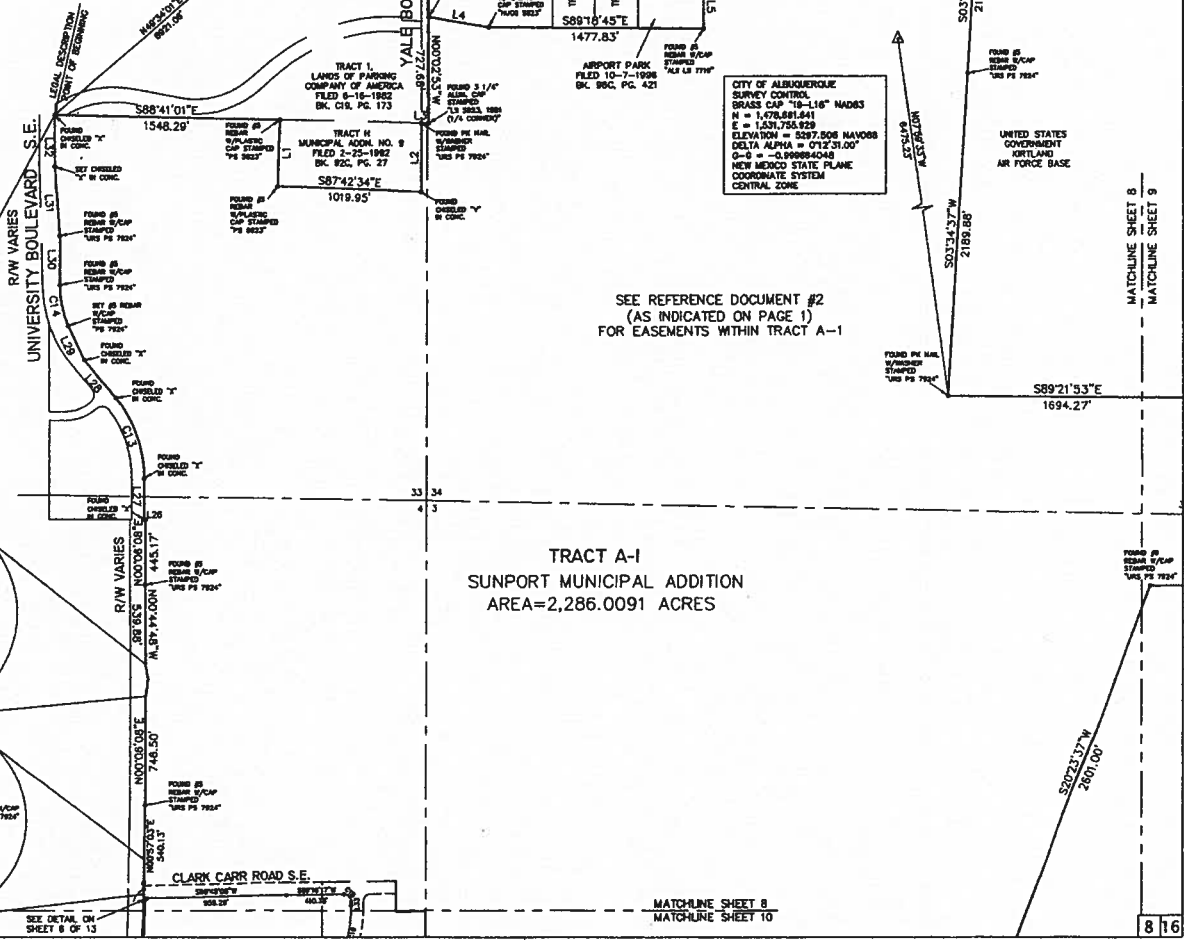
**PLAT OF
 TRACTS A-1 & A-2
 LANDS OF
 SUNPORT MUNICIPAL ADDITION
 WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
 T9N, R3E, NMPM &
 WITHIN SECTIONS 33, 34, 35 & 36
 T10N, R3E, NMPM
 CITY OF ALBUQUERQUE
 BERNALILLO COUNTY, NEW MEXICO
 JULY 2011**



CITY OF ALBUQUERQUE
 SURVEY CONTROL
 BRASS CAP "18-116" NAD83
 N = 1,478,691.841
 E = 1,531,755.925
 ELEVATION = 5297.506 NAVD83
 DELTA ALPHA = 0°12'31.00"
 G-G = -0.999984248
 NEW MEXICO STATE PLANE
 COORDINATE SYSTEM
 CENTRAL ZONE

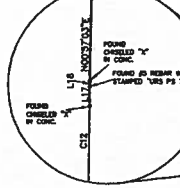
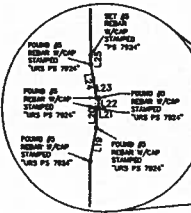
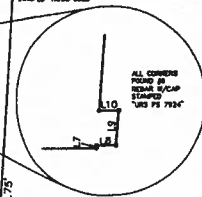
- LEGEND**
- SET NO. 3 REBAR W/ CAP STAMPED PS 7924 OR PK NAIL W/ WASHER STAMPED PS 7924.
 - △ BRASS CAP 1-25-31.
 - FOUND PROPERTY CORNER.
 - NEW PROPERTY LINES
 - - - DELETE PROPERTY LINES
 - TRACT A PROPERTY LINES
 - SECTION LINES

MADOT BRASS CAP
 1-25-31 NAD83
 N = 1,470,324.802
 E = 1,523,308.899
 DELTA ALPHA = 0°13'21.36"
 G-G = -0.999977036
 NEW MEXICO STATE PLANE
 COORDINATE SYSTEM
 CENTRAL ZONE



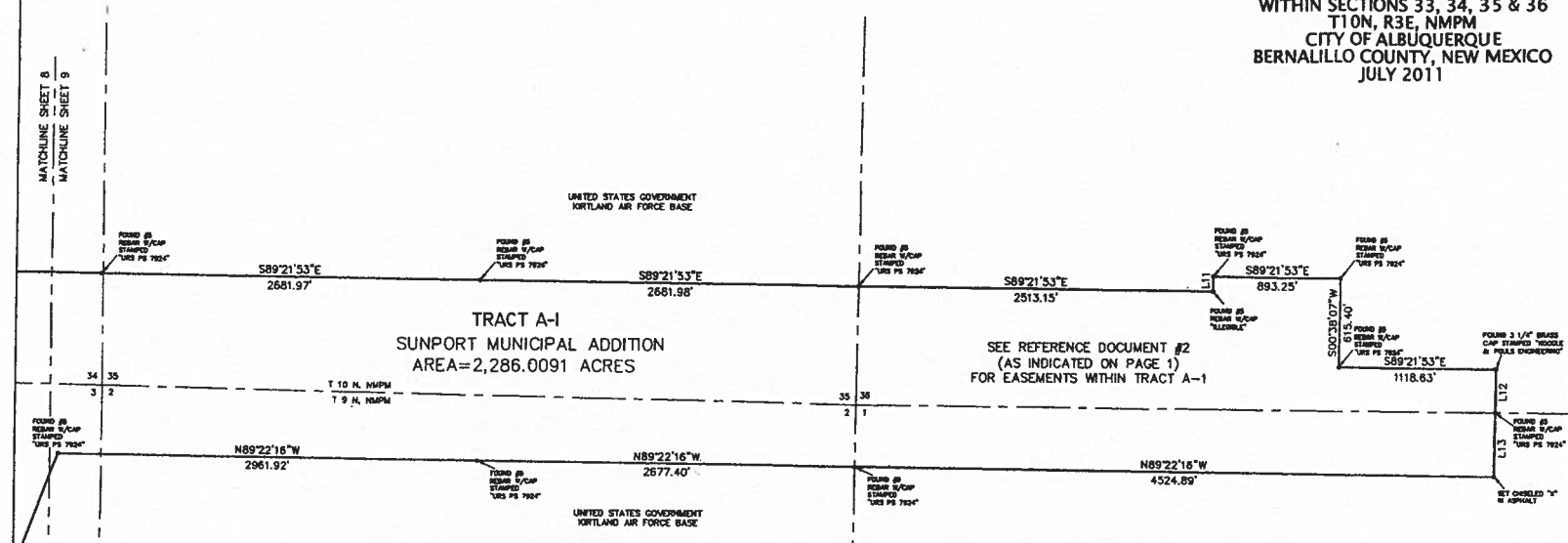
TRACT A-1
 SUNPORT MUNICIPAL ADDITION
 AREA=2,286.0091 ACRES

SEE REFERENCE DOCUMENT #2
 (AS INDICATED ON PAGE 1)
 FOR EASEMENTS WITHIN TRACT A-1



112

PLAT OF
TRACTS A-1 & A-2
LANDS OF
SUNPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011



TRACT A-1
SUNPORT MUNICIPAL ADDITION
AREA=2,286.0091 ACRES

SEE REFERENCE DOCUMENT #2
(AS INDICATED ON PAGE 1)
FOR EASEMENTS WITHIN TRACT A-1

LINE	LENGTH	BEARING
L1	431.91	S00°00'36\"W
L2	469.31	N00°10'38\"E
L3	39.01	S89°49'45\"E
L4	412.64	S79°21'36\"E
L5	298.44	N00°06'49\"W
L6	473.74	S89°30'01\"E
L7	4.83	N03°44'00\"E
L8	30.08	S89°49'15\"E
L9	384.44	N02°52'01\"E
L10	30.07	N03°34'00\"W
L11	103.81	N00°28'34\"E
L12	303.13	S00°30'07\"W
L13	443.39	S00°30'07\"W
L14	44.68	S11°30'41\"E
L15	854.64	S11°30'41\"E
L16	38.44	N00°00'00\"E
L17	33.20	N00°00'00\"E
L18	87.91	N00°00'00\"E
L19	69.50	N00°11'56\"E
L20	60.00	N00°07'16\"E
L21	3.00	S89°38'44\"E
L22	20.00	N00°17'16\"E
L23	5.00	N00°32'44\"W
L24	69.38	N10°00'00\"E
L25	184.71	N00°00'00\"E
L26	0.00	N00°00'00\"E
L27	278.08	N00°10'00\"W
L28	336.24	N49°18'00\"W
L29	258.20	N03°22'00\"W
L30	243.20	N00°10'00\"W
L31	473.00	N04°17'00\"W
L32	350.54	N00°17'00\"W
L33	85.30	N00°00'00\"E
L34	230.00	N03°22'00\"E
L35	78.00	N03°22'00\"E
L36	60.00	N06°01'27\"W
L37	184.30	N14°12'00\"E
L38	119.20	N05°47'00\"E
L39	119.20	N05°47'00\"E
L40	119.20	N05°47'00\"E
L41	0.00	N05°47'00\"E
L42	0.00	N05°47'00\"E
L43	0.00	N05°47'00\"E
L44	0.00	N05°47'00\"E
L45	0.00	N05°47'00\"E
L46	0.00	N05°47'00\"E
L47	0.00	N05°47'00\"E
L48	0.00	N05°47'00\"E
L49	0.00	N05°47'00\"E
L50	0.00	N05°47'00\"E

PERMETER DATA IN PARENTHESES () FOR
SUNPORT MUNICIPAL ADDITION
FILED AUGUST 23, 2002; PLAT BK. 2002C, PG. 289

CURVE	ARC	RADIUS	DELTA ANGLE	TANGENT	CH. DIRECTION	CH. DISTANCE
C1	240.85	35.00	220°14'00\"	88.44	N00°20'00\"E	84.73
C2	235.01	1808.85	170°06'00\"	728.39	N04°03'30\"E	258.34
C3	34.00	25.00	78°00'00\"	20.36	N01°00'00\"E	31.48
C4	250.33	854.83	18°30'00\"	128.36	S04°13'41\"E	257.83
C5	421.83	572.96	42°10'37\"	220.01	S00°00'47\"E	432.36
C6	(774.17)	(4720.00)	(72°00'00\"	(700.00)	(S00°00'47\"E)	(432.37)
C7	207.30	854.61	12°28'32\"	104.06	S43°38'35\"E	208.99
C8	(847.00)	(1633.30)	(104.00)	(104.00)	(S00°00'00\"E)	(847.00)
C9	331.48	2825.00	8°43'24\"	168.83	S01°30'54\"E	331.30
C10	1096.34	922.00	20°15'00\"	601.00	N12°29'47\"E	1007.80
C11	132.01	3422.00	7°54'32\"	166.72	N17°24'55\"E	332.55
C12	167.78	1022.00	8°24'24\"	84.08	N20°33'00\"E	167.60
C13	306.70	3061.85	3°44'36\"	183.53	N20°00'21\"E	306.50
C14	2582.88	5782.58	20°51'01\"	1316.50	N12°37'00\"E	2571.52
C15	388.33	843.00	60°00'00\"	308.83	N20°18'00\"E	378.55
C16	284.38	724.00	22°20'24\"	144.05	N11°33'12\"E	282.57
C17	78.30	35.00	81°38'01\"	50.87	S48°00'28\"E	71.39
C18	308.35	657.00	21°33'00\"	162.43	S11°10'00\"E	358.40
C19	217.28	1037.48	11°38'24\"	100.00	S27°37'36\"E	216.00
C20	336.39	747.25	21°17'54\"	348.90	S08°38'22\"E	378.31
C21	2515.05	2768.58	24°33'40\"	1277.70	N12°24'51\"E	2468.34
C22	2512.47	8782.58	44°52'40\"	1276.38	N12°24'51\"E	2468.70

- LEGEND
- SET NO. 5 REBAR W/CAP STAMPED PS 7924 OR PK NAL W/ WASHER STAMPED PS 7924.
 - △ BRASS CAP I-25-31.
 - FOUND PROPERTY CORNER
 - NEW PROPERTY LINES
 - - - DELETE PROPERTY LINES
 - TRACT A PROPERTY LINES
 - SECTION LINES



DOCN 2011082975
JULY 2011 11:10 AM, P. 1 of 14
SUNPORT MUNICIPAL ADDITION, BERNALILLO COUNTY, NEW MEXICO

119

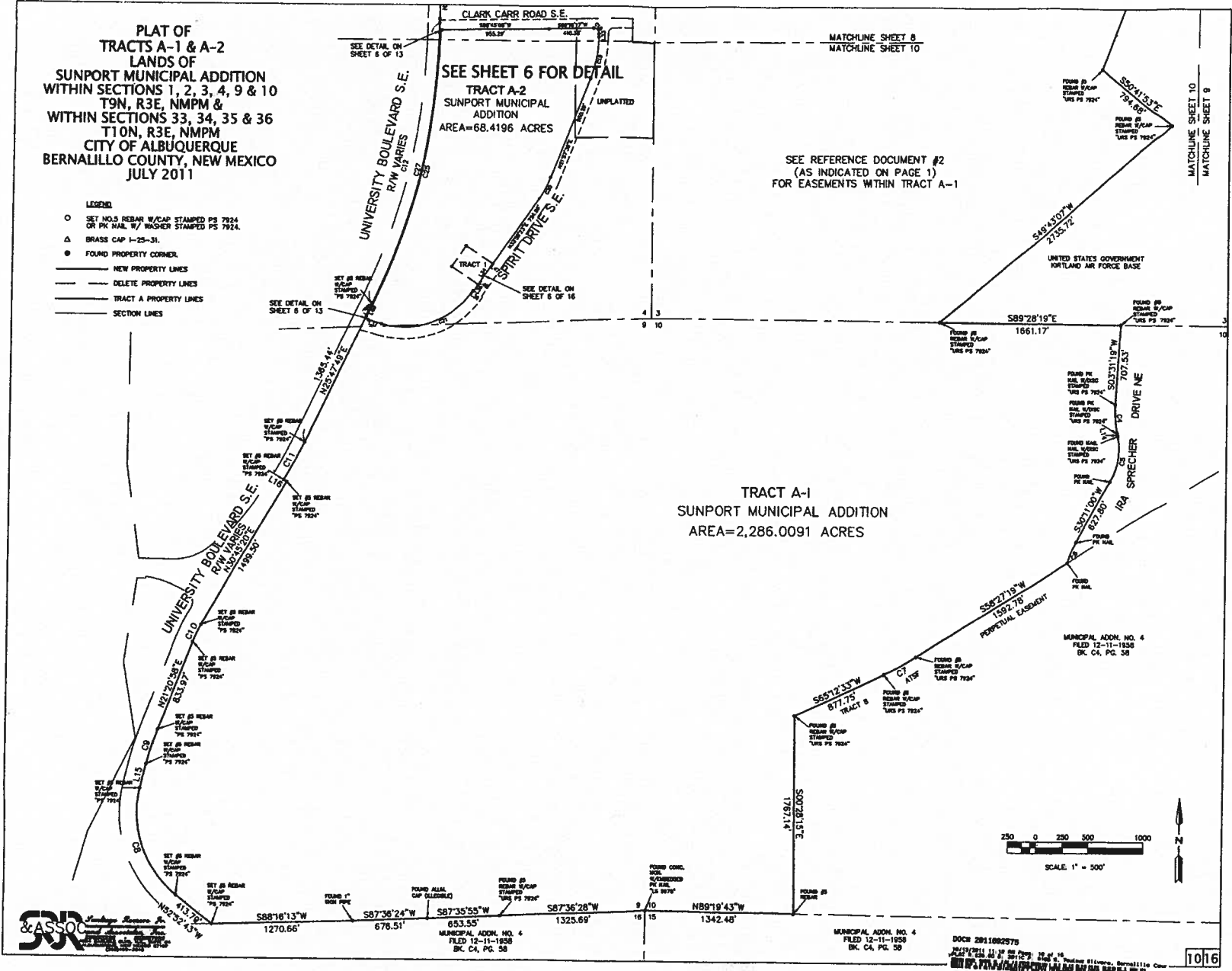
PLAT OF
TRACTS A-1 & A-2
LANDS OF
SUNPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011

- LEGEND
- SET NO.5 REBAR W/CAP STAMPED PS 7924 OR PK NAIL W/ WASHER STAMPED PS 7924
 - ▲ BRASS CAP 1-25-31
 - FOUND PROPERTY CORNER
 - NEW PROPERTY LINES
 - - - DELETE PROPERTY LINES
 - TRACT A PROPERTY LINES
 - SECTION LINES

SEE SHEET 6 FOR DETAIL
TRACT A-2
SUNPORT MUNICIPAL
ADDITION
AREA=68.4196 ACRES

SEE REFERENCE DOCUMENT #2
(AS INDICATED ON PAGE 1)
FOR EASEMENTS WITHIN TRACT A-1

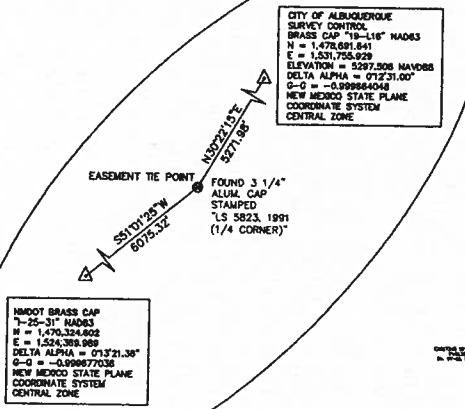
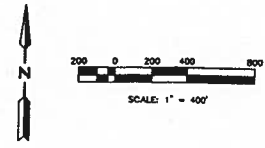
TRACT A-1
SUNPORT MUNICIPAL ADDITION
AREA=2,286.0091 ACRES



DOC# 2811082575
FILED 12-11-1938
BK. C4, PG. 58

114

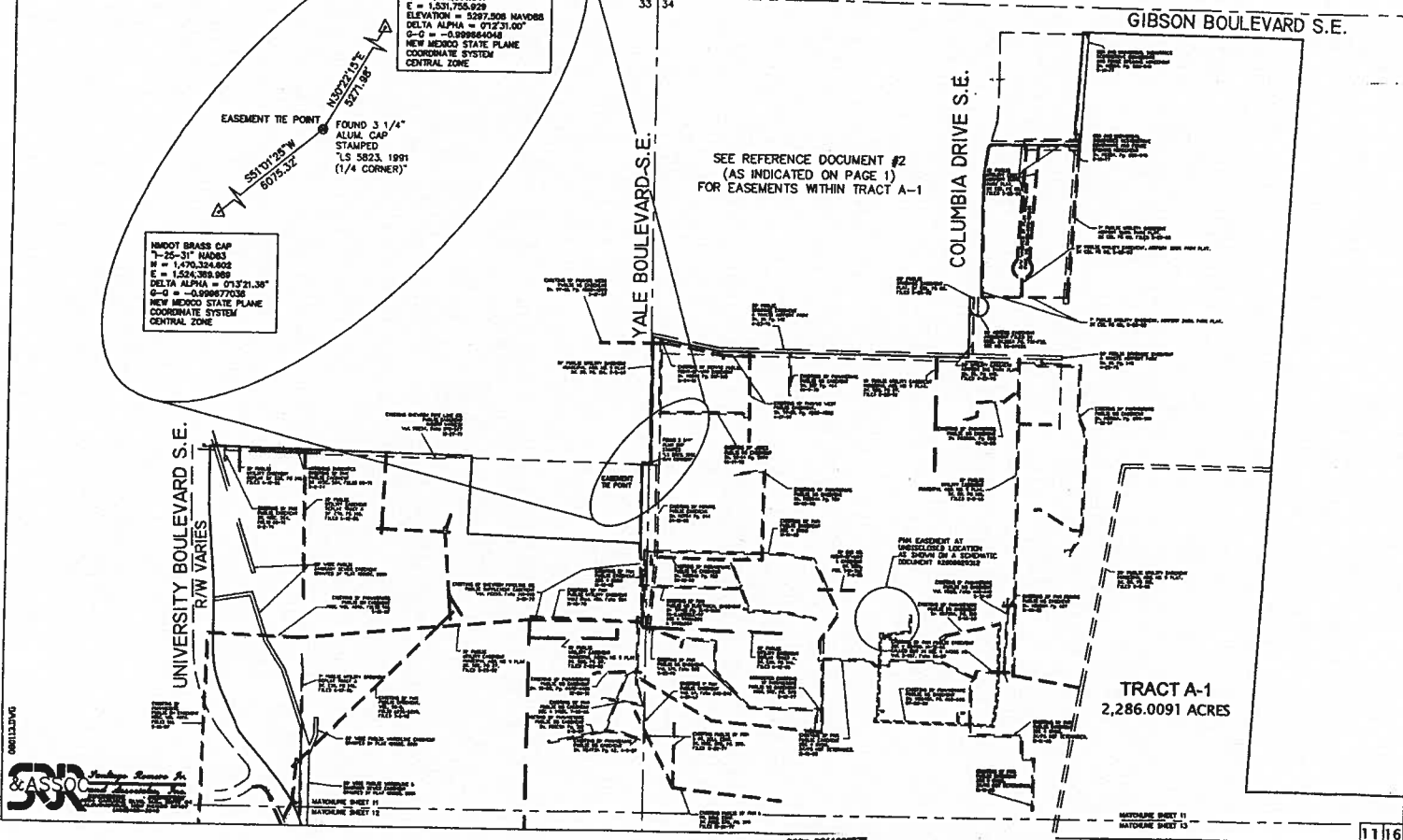
PLAT OF
TRACTS A-1 & A-2
LANDS OF
SUNPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011



CITY OF ALBUQUERQUE
SURVEY CONTROL
BRASS CAP "18-116" MADE3
N = 1,478,691.841
E = 1,531,755.929
ELEVATION = 5297.208 NAVD83
DELTA ALPHA = 0°12'31.00"
G-C = -0.999984048
NEW MEXICO STATE PLANE
COORDINATE SYSTEM
CENTRAL ZONE

NM001 BRASS CAP
7-25-01 MADE3
N = 1,470,324.602
E = 1,524,398.989
DELTA ALPHA = 0°13'21.38"
G-C = -0.999977036
NEW MEXICO STATE PLANE
COORDINATE SYSTEM
CENTRAL ZONE

SEE REFERENCE DOCUMENT #2
(AS INDICATED ON PAGE 1)
FOR EASEMENTS WITHIN TRACT A-1



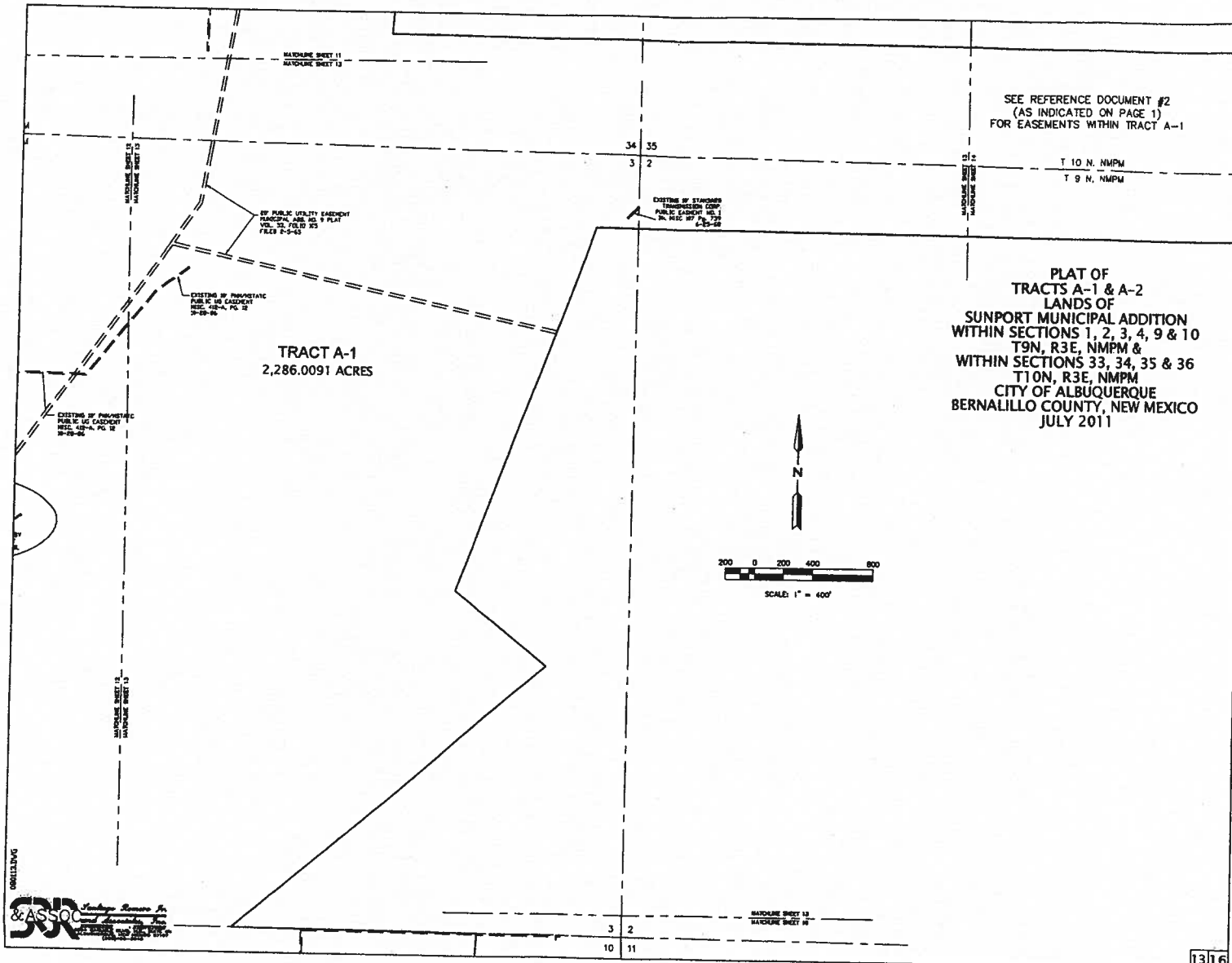
DATE/TIME



DOC# 2811890575
APPROVED BY: [Signature] State of New Mexico, Bernalillo County
REGISTERED PROFESSIONAL SURVEYOR AND ENGINEER

1116

115



CHALLENGE
S&ASSOC
Surveyors & Associates, Inc.
10000 Santa Fe Avenue, Suite 100
Santa Fe, NM 87505
Phone: 505-825-1111
Fax: 505-825-1112
www.sandassoc.com

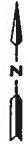
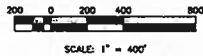
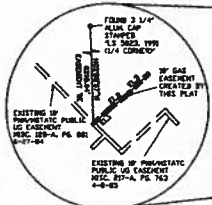
DOC# 2011082570
APPROVED BY THE BOARD OF COUNTY COMMISSIONERS, BERNALILLO COUNTY, NEW MEXICO
DATE: 07/20/11

116

PLAT OF
TRACTS A-1 & A-2
LANDS OF
SUNPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011

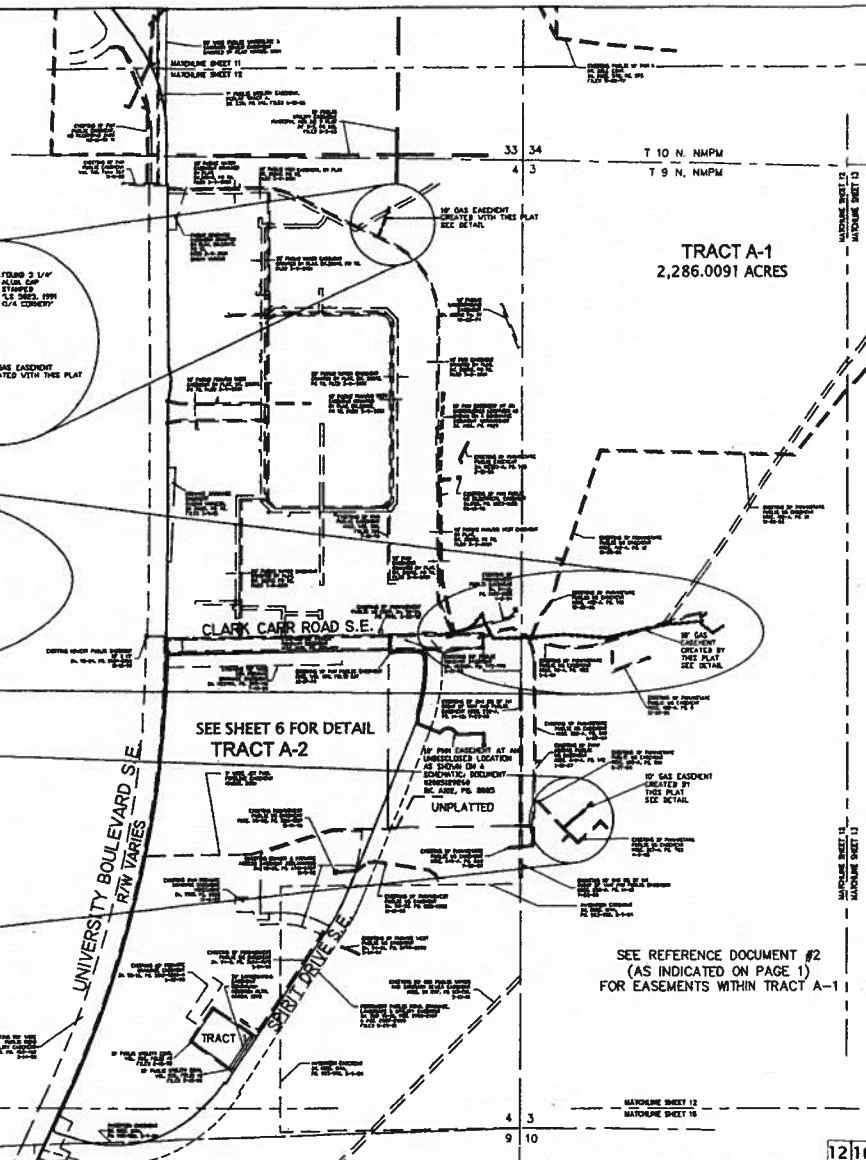
NOTES:
1. ALL NEW DETAILED EASEMENTS ARE TIED TO THE 1/4 CORNER BETWEEN SECTIONS 33 & 34, T. 10 N., R. 3 E., MARKED BY A FOUND 3 1/4" ALUMINUM CAP STAMPED "LSS823, 1991. (1/4 CORNER)"
2. BEARINGS AND DISTANCES SHOWN ON EASEMENT DETAILS ARE CENTERLINE OF EASEMENT.

EASEMENT LINE TABLE
EL1 N47°26'58"E 57.41'
EL2 N58°43'43"E 60.83'
EL3 N45°27'14"E 87.41'
EL4 S56°19'31"W 71.67'
EL5 N54°59'35"E 82.14'
EL6 N11°45'45"E 17.71'
EL7 N29°45'38"W 93.64'
EL8 N18°03'38"W 49.82'
EL9 S40°58'20"W 91.29'
EL10 S66°35'24"W 116.07'
EL11 S75°45'39"W 87.84'



DATE: 07/13/2011

SR *Surveyors & ASSOC.*
SUNPORT MUNICIPAL ADDITION
TRACTS A-1 & A-2
LANDS OF
SUNPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011



1216

DOCN 2011062975
PLAT OF TRACTS A-1 & A-2, 2,286.0091 ACRES, SUNPORT MUNICIPAL ADDITION, BERNALILLO COUNTY, NEW MEXICO, JULY 2011

117

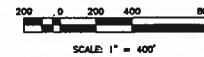
SEE REFERENCE DOCUMENT #2
(AS INDICATED ON PAGE 1)
FOR EASEMENTS WITHIN TRACT A-1

TRACT A-1
2,286.0091 ACRES

EXISTING 10" STANDARD TRANSMISSION
CORP. PUBLIC EASEMENT NO. 2
Bk. MSC 107 Pg. 739
6-25-68

112
T 10 N, NMPM 35 36
T 9 N, NMPM 2 1

PLAT OF
TRACTS A-1 & A-2
LANDS OF
SUNPORT MUNICIPAL ADDITION
WITHIN SECTIONS 1, 2, 3, 4, 9 & 10
T9N, R3E, NMPM &
WITHIN SECTIONS 33, 34, 35 & 36
T10N, R3E, NMPM
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JULY 2011



DATE/TIME



1416

DOC# 2011022575
2011 APR 11 10 55 AM '11
Bk. MSC 107 Pg. 739
6-25-68

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