

CITY of ALBUQUERQUE

TWENTY THIRD COUNCIL

COUNCIL BILL NO. R-19-169 ENACTMENT NO. _____

SPONSORED BY: Ken Sanchez, by request

1 RESOLUTION

2 ADOPTING THE DOUBLE EAGLE II AIRPORT MASTER PLAN, PROJECT
3 NUMBER 1001656, 18EPC-40028, AS AN OFFICIAL CITY DOCUMENT.

4 WHEREAS, the Double Eagle II Airport is one of two airports under the
5 City's jurisdiction; and

6 WHEREAS, the Double Eagle II Airport is classified as a reliever airport
7 for the Albuquerque International Sunport; and

8 WHEREAS, Double Eagle II Airport is classified as a Regional General
9 Aviation Airport, the purpose of which is primarily to serve general aviation
10 activity, with a focus on business activity.

11 WHEREAS, the Comprehensive Plan designates the Double Eagle II
12 Airport as a Developing Employment Center; and

13 WHEREAS, air travel demand and general aviation use has increased
14 steadily overtime and this trend is expected to continue into the future; and

15 WHEREAS, improvements made to airport facilities are instrumental to
16 the increase in demand for airside and landside operations.

17 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY
18 OF ALBUQUERQUE:

19 Section 1. The Double Eagle II Airport Master Plan is adopted by the City
20 of Albuquerque.

21 Section 2. FINDINGS ACCEPTED. The City Council adopts the following
22 findings recommended by the Environmental Planning Commission (EPC):

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1 (A) The request is for a master plan for the Double Eagle II (DEII)
2 Airport, and approximately (≈) 4,500 acre site located on Atrisco Vista Blvd.,
3 between Atrisco Vista Blvd. and Shooting Range Park, bounded by the
4 Petroglyph National Monument, the City of Rio Rancho, and unincorporated
5 Bernalillo County land (the “subject site”). The subject site is twenty miles
6 north by northwest of Downtown Albuquerque.

7 (B) The Double Eagle II Airport Master Plan (2018, the “DEII
8 Master Plan”) would supersede the existing Airport Master Plan: Double
9 Eagle II Airport (2002).

10 (C) The 2018 DEII Master Plan contains standard elements such
11 as a facilities inventory, a needs assessment, a forecast, development
12 alternatives, and a Capital Implementation Plan (CIP) with a 20 year horizon.

13 (D) The majority of the subject site (approximately three-
14 quarters) is located in an area that the 2017 Albuquerque/Bernalillo County
15 Comprehensive Plan has designated an Area of Change. The exception is
16 the airfield areas, which are an Area of Consistency and account for
17 approximately one-quarter of the subject site.

18 (E) The Albuquerque/Bernalillo County Comprehensive Plan and
19 the City of Albuquerque Integrated Development Ordinance (IDO) are
20 incorporated herein by reference and made part of the record for all
21 purposes.

22 (F) The request furthers the following Land Use Goal and policy
23 (Chapter 5):

24 (i) Goal 5.3- Efficient Development Patterns: Promote
25 development patterns that maximize the utility of existing infrastructure and
26 public facilities and the efficient use of land to support the public good.

27 The DEII Airport Master Plan (2018) addresses landside
28 facilities that support aviation functions, such as the administration
29 buildings, fuel farm, and hangers. These maximize the utility of existing

1 infrastructure at the airport, which was installed in 2003 (see History
2 section of this report), and contributes to the efficient use of land to
3 generally support the public good.

4 (ii) Policy 5.1.5- Employment Centers: Create Centers that
5 prioritize employment opportunities and foster synergy among businesses.

6 The DEII Airport is designated as a Developing
7 Employment Center by the Comprehensive Plan. It is envisioned to
8 continue to be used as a commercial airport helicopters, and to expand its
9 usage as a training center, which would prioritize employment
10 opportunities and foster synergy among aviation and aviation support
11 businesses.

12 (G) The request furthers the following Comprehensive Plan Goal
13 and policies regarding City development areas:

14 (i) Goal 5.6- City Development Areas: Encourage and direct
15 growth to Areas of Change where it is expected and desired and ensure that
16 development in and near Areas of Consistency reinforces the character and
17 intensity of the surrounding area.

18 In general, airport and non-aviation growth would be
19 directed to Areas of Change where it is expected and desired, and the
20 Areas of Consistency would remain constant because growth is not desired
21 there.

22 (ii) Policy 5.6.2- Areas of Change: Direct growth and more
23 intense development to Centers, Corridors, industrial and business parks,
24 and Metropolitan Redevelopment Areas where change is encouraged.

25 The subject site is primarily designated as an Area of
26 Change. The majority of the subject site is undeveloped and is envisioned
27 to be used for airport and airport-related expansion and businesses in the
28 future.

1 (iii) Policy 5.6.3- Areas of Consistency: Protect and enhance
2 the character of existing single-family neighborhoods, areas outside of
3 Centers and Corridors, parks, and Major Public Open Space.

4 The airfield areas, which are a relatively small portion
5 of the subject site, are not envisioned to change much except for updates
6 to meet Federal safety requirements.

7 (H) The request furthers the following Comprehensive Plan Goal
8 and policies regarding transportation (Chapter 6):

9 (i) Goal 6.6- Economy: Invest in a transportation system that
10 stimulates and supports job creation and business development and
11 improves the movement of people, goods, and services.

12 As discussed in the Master Plan, air travel is part of a
13 larger transportation system that facilitates the movement of people,
14 goods, and services. The DEll Airport has the potential to stimulate and
15 support job creation because expansion of the landside facilities would
16 provide jobs that support aviation functions (such as administration and
17 facilities used to train pilots). It's possible that some of the property in the
18 subject site could develop with office, commercial, and industrial uses as
19 is the case with the Sunport, which would support business development
20 and job creation.

21 (ii) Policy 6.2.10- Aviation: Provide adequate accommodations
22 for domestic travel, shipping, and military purposes.

23 A major purpose of the DEll Master Plan is to ensure
24 that future demand for aviation (airside) and aviation support (landside)
25 facilities can be accommodated. The master plan evaluates existing
26 facilities, uses forecasts to determine future needs, and proposes
27 strategies to ensure that these functions can be adequately
28 accommodated.

1 (I) The request furthers Goal 12.1 Infrastructure: Plan,
2 coordinate, and provide for efficient, equitable, and environmentally sound
3 infrastructure to support existing communities and the Comp Plan’s vision
4 for future growth (Chapter 12- Infrastructure, Community Facilities, and
5 Services)

6 The 2018 DEII Master Plan focuses on airport infrastructure
7 (runways, terminals, support services) needed to support existing and
8 anticipated aviation and aviation related needs. This supports the
9 community because, as a general aviation airport, DEII accommodates
10 smaller aircraft (planes and helicopters) used by businesses and
11 individuals. Should additional infrastructure be needed in the future, it
12 would be planned and coordinated with the City’s Capital Improvement
13 (CIP) program and with the Water Utility Authority.

14 (J) The applicant and Planning Department Staff will coordinate
15 in the future to discuss proposed revisions to the Comprehensive Plan to
16 be consistent with the Updated DEI II Master Plan.

17 (K) Minor conditions and amendments are recommended to
18 provide clarification.

19 (L) The Westside Coalition is the affected neighborhood
20 organization, which was notified as required (see attachments). Property
21 owners within 100 feet of the subject site were also notified as required. A
22 facilitated meeting was neither requested nor held. Staff has not been
23 contacted or received any written comments. There is no known opposition.

24 Section 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
25 clause, word or phrase of this resolution is for any reason held to be invalid
26 or unenforceable by any court of competent jurisdiction, such a decision
27 shall not affect the validity of the remaining provisions of this resolution. The
28 Council hereby declares that it would have passed this resolution and each

1 section, paragraph, sentence, clause, word or phrase thereof irrespective of
2 any provision being declared unconstitutional or otherwise invalid.

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