




CITY OF ALBUQUERQUE
Albuquerque, New Mexico
Office of the Mayor

Mayor Timothy M. Keller

INTER-OFFICE MEMORANDUM

May 1, 2019

TO: Klarissa Peña, President, City Council

FROM: Timothy M. Keller, Mayor 

SUBJECT: Project# 1001656 - 18EPC-40028 – Update of the Double Eagle II (DEII) Airport Master Plan - The Environmental Planning Commission (EPC) forwards a recommendation of APPROVAL to the City Council regarding an update of the DEII Airport Master Plan. Staff Planner: Catalina Lehner

Request

The request is for approval of an updated Master Plan for the Double Eagle II Airport, an approximately 4,500 acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land. The DEII airport is classified as a reliever airport for the Albuquerque International Sunport.

The *Double Eagle II Airport Master Plan* (the “DEII Airport Master Plan 2018”), which would supersede the current 2002 DEII Master Plan, provides a vision for the DEII airport for the next 20 years. Consistent with airport planning practice, the overall objectives of the DEII Airport Master Plan are to determine the needs of airport users, identify future facility needs, evaluate facility development alternatives (including a preferred alternative), and analyze capital improvement needs.

Background

The current Master Plan for the DEII Airport was completed in 2002 and enacted in 2003 (R-02-170, Enactment # R-2003-016). The 2002 DEII Airport Master Plan included suggestions for several improvements to be constructed, such as a hangar area, an air traffic control tower, infrastructure improvements, and runway and taxiway reconstructions.

Since then, however, improvements constructed at the DEII airport include a connector taxiway and general aviation hangars. In February 2003, the EPC approved a site development plan for building permit for a water and waste water facility to serve the airport (Project #1001656/02EPC-01956).

EPC Process

Master Plans, and updates to them, are required to be heard by the Environmental Planning Commission (EPC) to inform a recommendation to the City Council. The request was heard at the June 14, 2018 public hearing. Topics discussed include the type of aircraft the DEII airport serves (slower aircraft, no jets), development opportunities (existing charter school, flight school), and Atrisco Vista Blvd. (alignment study).

Affected neighborhood organizations were notified as required; no inquiries or comments were received. There is no known opposition. In its capacity as a recommending body, the EPC voted 7-0 to forward a recommendation of approval to the City Council.


Conclusion

At the June 14, 2018 public hearing, the EPC voted 7-0 to forward a recommendation of approval regarding the DEII Airport Master Plan 2018 to the City Council. Minor changes are recommended for clarification. The Planning Department supports the EPC's recommendation.


Double Eagle II Airport Master Plan

Approved:

Approved as to Legal Form:

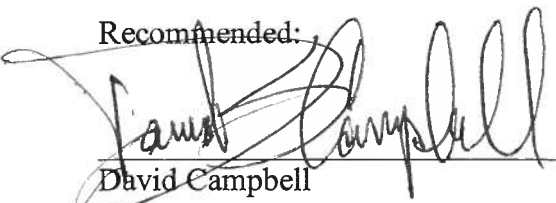


11/15/18
Date
Sarita Nair
Chief Administrative Officer



12-24-18
Date
Esteban Aguilar, Jr.
City Attorney

Recommended:



7/20/18
Date
David Campbell
Planning Department Director

Cover Analysis

1. What is it?

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

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

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

2. What will this piece of legislation do?

The legislation will allow the 2018 DEI II Master Plan to be adopted by the City of Albuquerque.

3. Why is this project needed?

The project will allow the Aviation Department to plan for the future of airport facilities and meet Federal aviation requirements.

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

The request is already paid for.

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

No.

6. What will happen if the project is not approved?

The City would not meet Federal aviation planning requirements and could face adverse consequences from the Federal Aviation Administration (FAA).

7. Is this service already provided by another entity?

No.

FISCAL IMPACT ANALYSIS

TITLE:

Double Eagle II Master Plan Approval

R:

O:

FUND:

DEPT:

- ☒ 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:

	2019	Fiscal Years 2020	2021	Total
Base Salary/Wages	-	-	-	-
Fringe Benefits at	-	-	-	-
Subtotal Personnel	-	-	-	-
Operating Expenses				-
Property			-	-
Indirect Costs	-			-
Total Expenses	\$ -	\$ -	\$ -	\$ -
<hr/>				
[X] Estimated revenues not affected				
[] Estimated revenue impact				
Amount of Grant	-			-
City Cash Match	-	-	-	-
City Inkind Match	-	-	-	-
City IDOH *15.30	-			-
Total Revenue	\$ -	\$ -	\$ -	\$ -

These estimates do not include any adjustment for inflation.

* Range if not easily quantifiable.

Number of Positions created 0

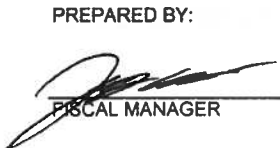
Comments: This will have no fiscal impact on Double Eagle II

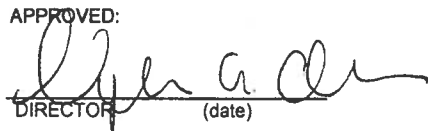
COMMENTS ON NON-MONETARY IMPACTS TO COMMUNITY/CITY GOVERNMENT:

The DEI II Airport Master Plan will help guide future operations and development on the site and will help the City meet FAA requirements and guidelines. The Aviation Department is an enterprise department and this master plan will not require any additional funding.

PREPARED BY:


APPROVED:

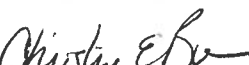
 11/16/18
FISCAL MANAGER (date)

 11/16/18
DIRECTOR (date)

REVIEWED BY:

 11/13/18
EXECUTIVE BUDGET ANALYST (date)
Lorraine Turrieta

 11/14/18
BUDGET OFFICER (date)
Olivia Padilla-Jackson

 11/14/18
CITY ECONOMIST (date)
Christine Boerner



City of Albuquerque


Aviation Department

Tim Keller, Mayor

Interoffice Memorandum

Date: December 21, 2018

To: Klarissa Peña, President, City Council

From: Jim Hinde, Deputy Director 

Subject: Double Eagle II Airport Master Plan Update, Project #1001656, 18EPC-40028, Environmental Planning Commission (EPC) Condition 1 and Amendments 2 and 3

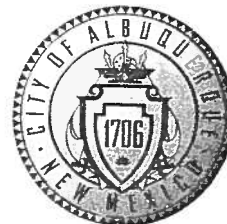
Regarding condition 1, the Aviation Department recognizes that all of the improvements planned for the Double Eagle II Airport as depicted on the Airport Layout Plan (ALP) will require compliance with the National Environmental Policy Act (NEPA) of 1969, as amended. Many of the improvements will be categorically excluded and will not require formal NEPA documentation; however, some improvements may require further NEPA analysis and documentation. In cases where a categorical exclusion is issued, environmental issues such as wetlands, threatened or endangered species and cultural resources may be further evaluated during the federal, state, and /or local permitting processes. Amendments 2 and 3 are accepted by the Aviation Department and will be reflected in the final document.

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18EPC-40028

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CITY OF ALBUQUERQUE



PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
600 2nd Street NW, 3rd Floor, 87102
P.O. Box 1293, Albuquerque, NM 87103
Office (505) 924-3860 Fax (505) 924-3339

OFFICIAL NOTIFICATION OF DECISION

June 14, 2018

COA Aviation Department
Attn: Jim Hinde
P.O. Box 9948
Albuquerque, NM 87119

Project# 1001656
18EPC-40028 Double Eagle II Airport Master Plan

LEGAL DESCRIPTION:

The above action for all or a portion of Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2, Lands of Double Eagle II Airport, zoned SU-1 for Airport and Related Facilities, located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park Rd., containing approximately 4,500 acres. (C-4-6, D-4-6, E-4-6, F-4-6) Staff Planner: Catalina Lehner

PO Box 1293

On June 14, 2018 the Environmental Planning Commission (EPC) voted to forward a recommendation of APPROVAL to the City Council regarding Project #1001656/18EPC-40028, Double Eagle II Airport Master Plan, based on the following Findings and Conditions:

FINDINGS:

- NM 87103
- www.cabq.gov
1. The request is for a master plan for the Double Eagle II (DEII) Airport, an approximately (≈) 4,500 acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land (the "subject site"). The subject site is twenty miles north by northwest of Downtown Albuquerque.
 2. The *Double Eagle II Airport Master Plan* (2018, the "DEII Master Plan") would supersede the existing *Airport Master Plan: Double Eagle II Airport* (2002).
 3. The 2018 DEII Master Plan contain standard elements such as a facilities inventory, a needs assessment, a forecast, development alternatives, and a Capital Implementation Plan (CIP) with a 20 year horizon.
 4. The majority of the subject site (approximately three-quarters) is located in an area that the 2017 Albuquerque/Bernalillo County Comprehensive Plan has designated an Area of Change. The exception is the airfield areas, which are an Area of Consistency and account for approximately one-quarter of the subject site.

OFFICIAL NOTICE OF DECISION

Project #1001656

June 14, 2018

Page 2 of 4

5. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.
6. The request furthers the following Land Use Goal and policy (Chapter 5):
 - A. Goal 5.3- Efficient Development Patterns: Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

The DEII Airport Master Plan (2018) addresses landside facilities that support aviation functions, such as the administration buildings, fuel farm, and hangars. These maximize the utility of existing infrastructure at the airport, which was installed in 2003 (see History section of this report), and contributes to the efficient use of land to generally support the public good.
 - B. Policy 5.1.5-Employment Centers: Create Centers that prioritize employment opportunities and foster synergy among businesses.

The DEII Airport is designated as a Developing Employment Center by the Comprehensive Plan. It is envisioned to continue to be used as a commercial airport for smaller aircraft and helicopters, and to expand its usage as a training center, which would prioritize employment opportunities and foster synergy among aviation and aviation support businesses.
7. The request furthers the following Comprehensive Plan Goal and policies regarding City development areas:
 - A. Goal 5.6- City Development Areas: Encourage and direct growth to Areas of Change where it is expected and desired and ensure that development in and near Areas of Consistency reinforces the character and intensity of the surrounding area.

In general, airport expansion and non-aviation growth would be directed to Areas of Change where it is expected and desired, and the Areas of Consistency would remain constant because growth is not desired there.
 - B. Policy 5.6.2- Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

The subject site is primarily designated as an Area of Change. The majority of the subject site is undeveloped and is envisioned to be used for airport and airport-related expansion and businesses in the future.
 - C. Policy 5.6.3- Areas of Consistency: Protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, parks, and Major Public Open Space.

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

OFFICIAL NOTICE OF DECISION

Project #1001656

June 14, 2018

Page 3 of 4

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

- A. Goal 6.6-Economy: Invest in a transportation system that stimulates and supports job creation and business development and improves the movement of people, goods, and services.

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

- B. Policy 6.2.10- Aviation: Provide adequate accommodations for domestic travel, shipping, and military purposes.

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

9. The request furthers Goal 12.1 Infrastructure: Plan, coordinate, and provide for efficient, equitable, and environmentally sound infrastructure to support existing communities and the Comp Plan's vision for future growth (Chapter 12-Infrastructure, Community Facilities, and Services).

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

10. The applicant and Planning Department Staff will coordinate in the future to discuss proposed revisions to the Comprehensive Plan to be consistent with the updated DEII Airport Master Plan.

11. Minor conditions and amendments are recommended to provide clarification.

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

RECOMMENDED CONDITION and AMENDMENTS:

Condition

1. The applicant shall submit a Certificate of No Effect or Approval pursuant to Zoning Code 14-16-3-20, Archaeological Sites.

OFFICIAL NOTICE OF DECISION

Project #1001656

June 14, 2018

Page 4 of 4

Amendments

2. Clarification:

- A. Revise the language on p. 1-2 that confuses ABQ The Plan with the 2017 Albuquerque-Bernalillo County Comprehensive Plan.
- B. Correct the statement that ABQ The Plan is the City's Comprehensive Plan.


3. Conditions from the Mid-Region Council of Governments (MRCOG):

- A. Consistent with the MTP as amended in September 2017, the applicant shall consider that implementation of the proposed Paseo Del Volcan (NM-347) alignment is projected beyond the 2040 horizon of the MTP (p. 1-1).
- B. Remove the MRCOG logo on the map in Figure 2.2 (p.2-3).

PROTEST: It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's recommendation. If you wish to protest this decision, you must do so by JUNE 29, 2018. The date of the EPC's non-final decision is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or Holiday, the next working day is considered the deadline for filing the appeal.

A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the protest is filed. You will receive notification if any person files a protest.

Sincerely,


For David S. Campbell
Planning Director

DSC/CL

cc: COA, Aviation Dept., Attn: Jim Hinde, P.O. Box 9948, ABQ, NM 87119
Molzen Corbin, Attn: Mike Provine, 2701 Miles Rd. SE, ABQ, NM 87106
Westside Coalition of NAs, Gerald Worrall, 1039 Pinatubo Pl. NW, ABQ, NM 87120
Westside Coalition of NAs, Harry Hendriksen, 10592 Rio Del Sole NW, ABQ, NM 87114
Elias Archuleta, 2400 Broadway SE, ABQ, NM 87114



Environmental Planning Commission

Agenda Number: 10
Project Number: 1001656
Case #: 18EPC-40028
Hearing Date: June 14, 2018

Staff Report

Agent Molzen-Corbin & Associates
Applicant City of Albuquerque Aviation Department
Request Double Eagle II Airport Master Plan
Legal Description Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2, Lands of Double Eagle II Airport
Location On Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park Rd.
Size Approximately (\approx) 4,500 acres
Zoning SU-1 for Airport and Related Facilities

Staff Recommendation

That a recommendation of APPROVAL of 18EPC-40028 be forwarded to the City Council based on the Findings beginning on Page 13 and subject to the recommended amendments beginning on Page 15.

Staff Planner
Catalina Lehner-AICP, Senior Planner

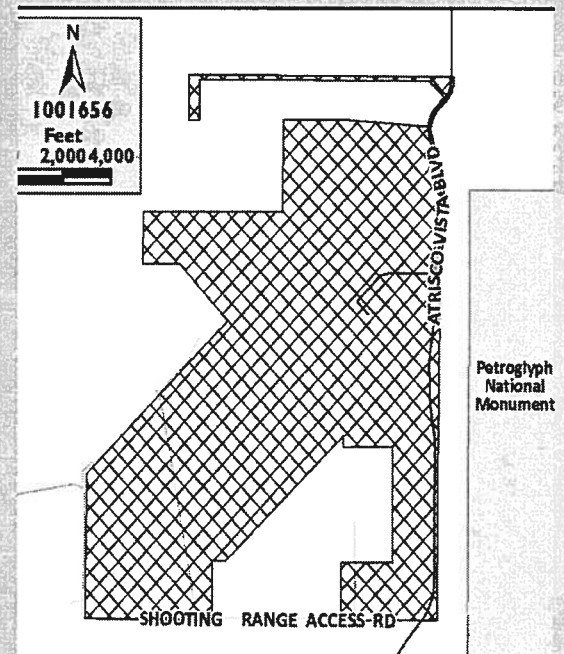
Summary of Analysis

The request is for a recommendation to the City Council regarding a master plan for the Double Eagle II airport, which is classified as a reliever airport for the Albuquerque International Sunport. Like the Sunport, Double Eagle II is owned and operated by the City of Albuquerque.

In accordance with Federal Aviation Administration (FAA) requirements, the document contains a facilities inventory, a needs assessment, a discussion of development alternatives, and a Capital Implementation Plan (CIP) with a 20 year horizon. The 2018 Double Eagle II Airport Master Plan will supersede the existing 2002 Master Plan.

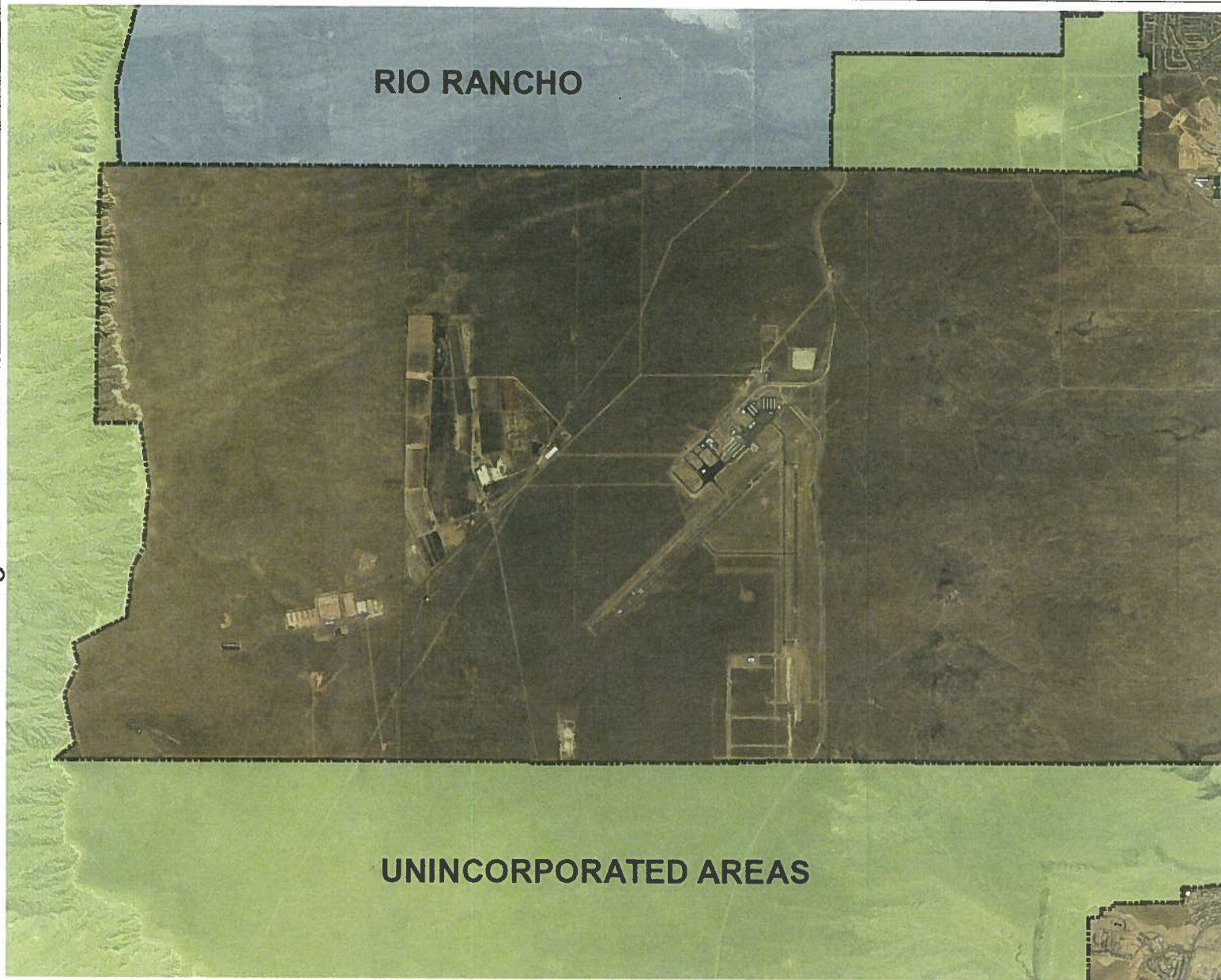
The subject site is designated an Area of Consistency (airport areas) and an Area of Change (most undeveloped land) in the Comprehensive Plan.

Neighborhood organizations and property owners were notified as required. A facilitated meeting was not held. Staff recommends that an approval recommendation, with conditions, be forwarded to the City Council.





Double Eagle II Airport-2016 Aerial Photo



Legend

Municipal Limits

- Corrales
- Edgewood
- Los Ranchos
- Rio Rancho
- Tijeras
- UNINCORPORATED

World Street Map

Notes

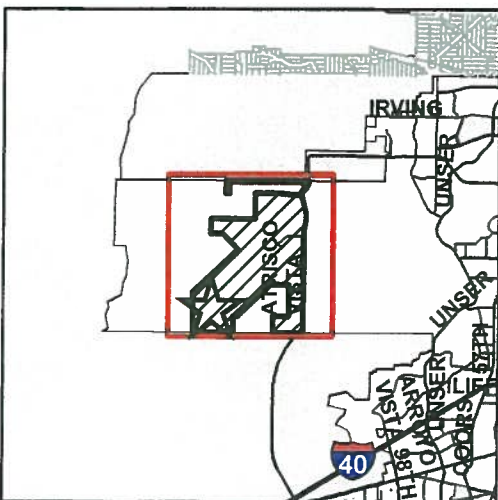
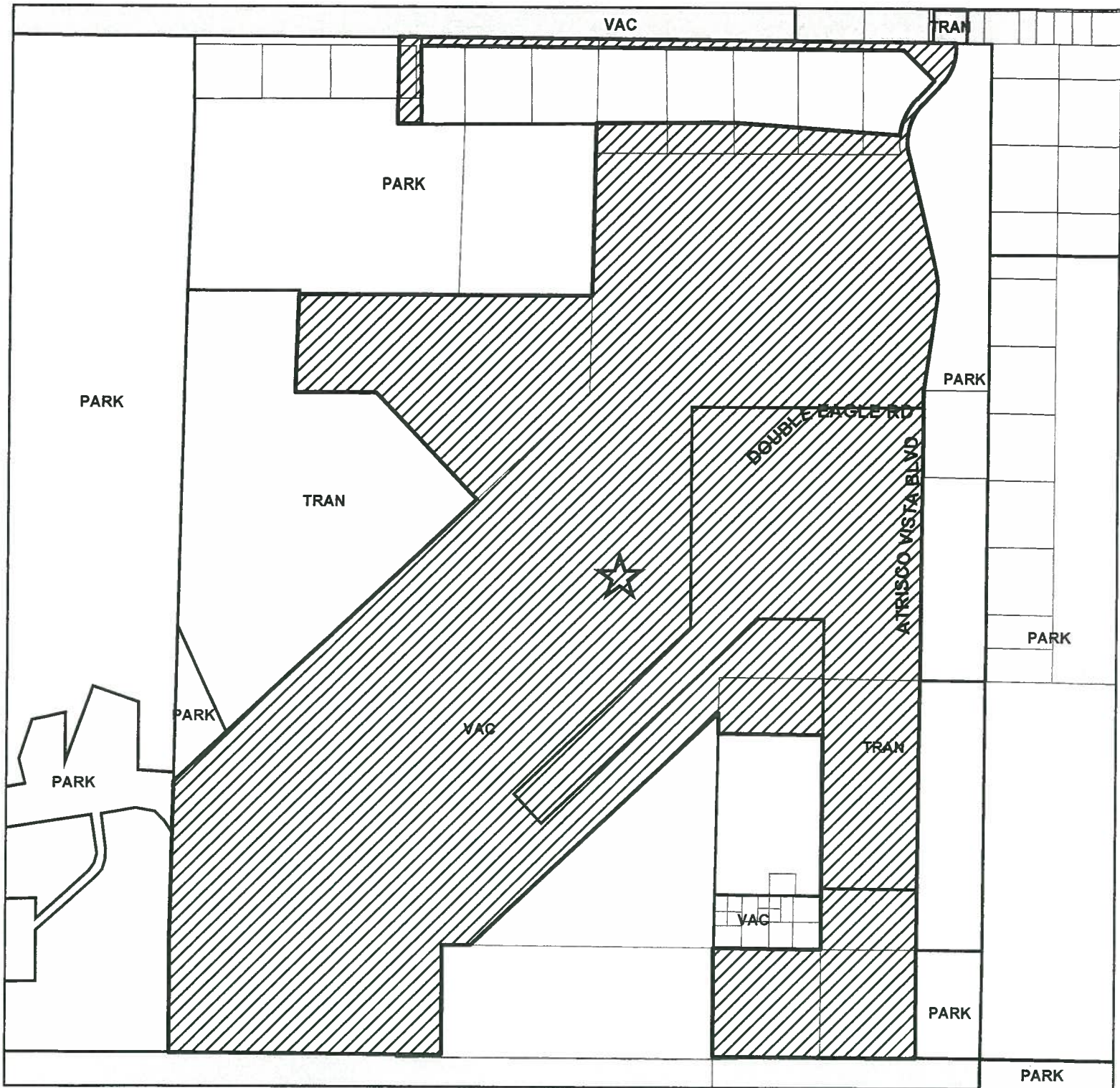
9,936 0 4,968 9,936 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
6/6/2018 © City of Albuquerque

1: 59,616

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THIS MAP IS NOT TO BE USED FOR NAVIGATION



LAND USE MAP

Note: Gray shading
indicates County.

KEY to Land Use Abbreviations

AGRI Agriculture
 COMM Commercial - Retail
 CMSV Commercial - Service
 DRNG Drainage
 MFG Manufacturing
 MULT Multi-Family or Group Home
 PARK Park, Recreation, or Open Space
 PRKG Parking
 PUBF Public Facility
 SF Single Family
 TRAN Transportation Facility
 VAC Vacant Land or Abandoned Buildings
 WH Warehousing & Storage



1 inch = 2,700 feet

Project Number:

1001656

Hearing Date:

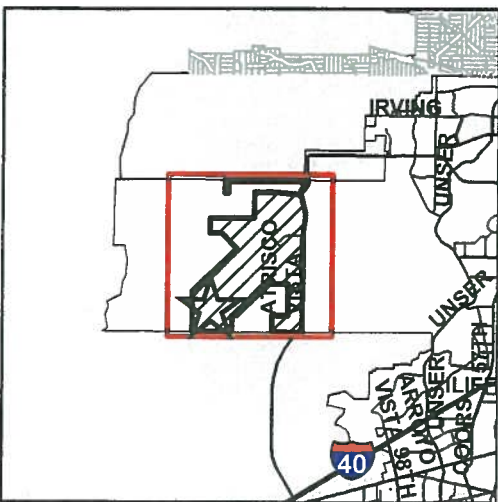
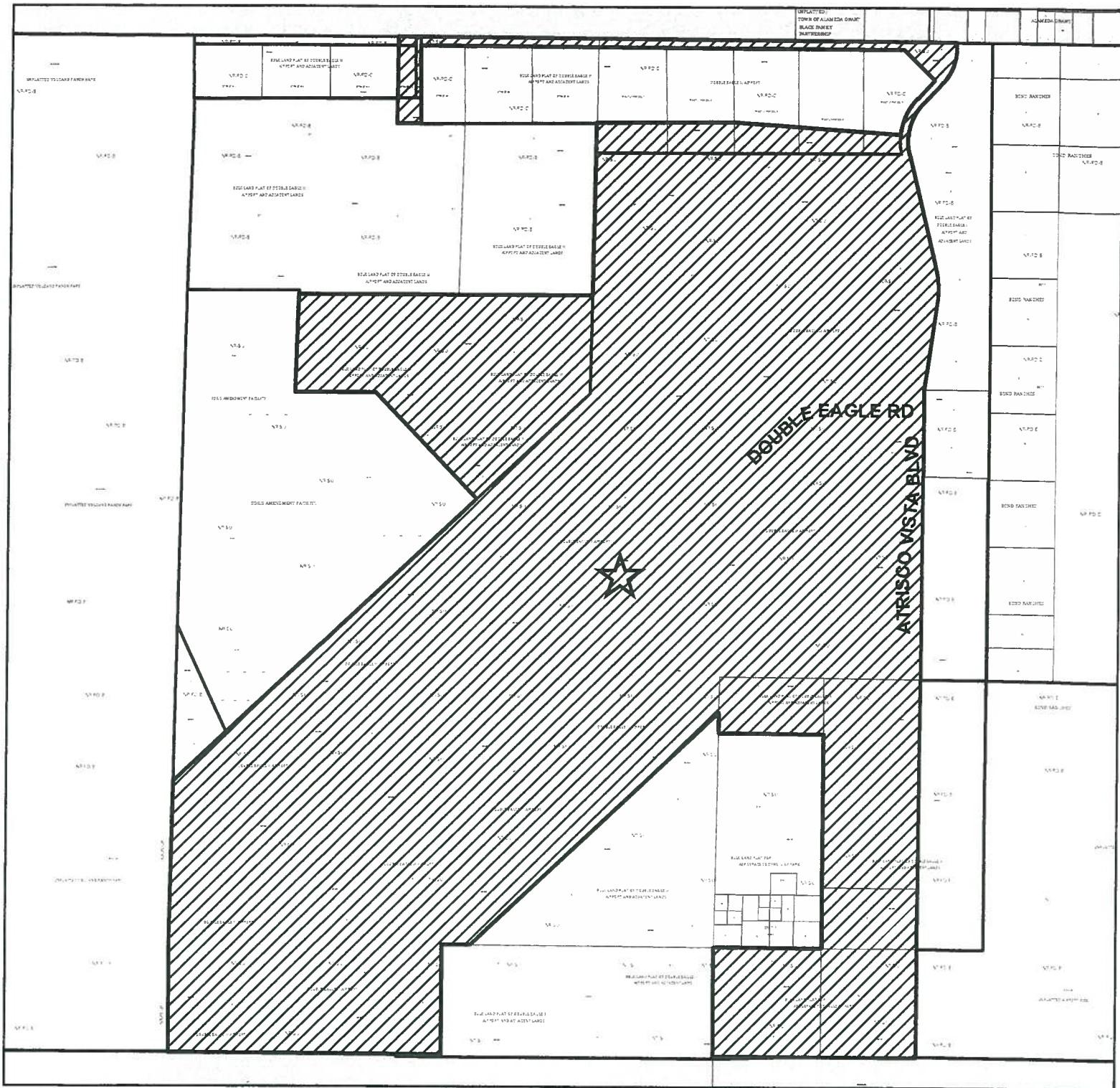
6/14/2018

Zone Map Page:

C4-6, D4-6, E4-6, & F4-6

Application Case Numbers:

18EPC-40028



IDO ZONING MAP

Note: Gray shading indicates County.



1 inch = 2,700 feet

Project Number:

1001656

Hearing Date:

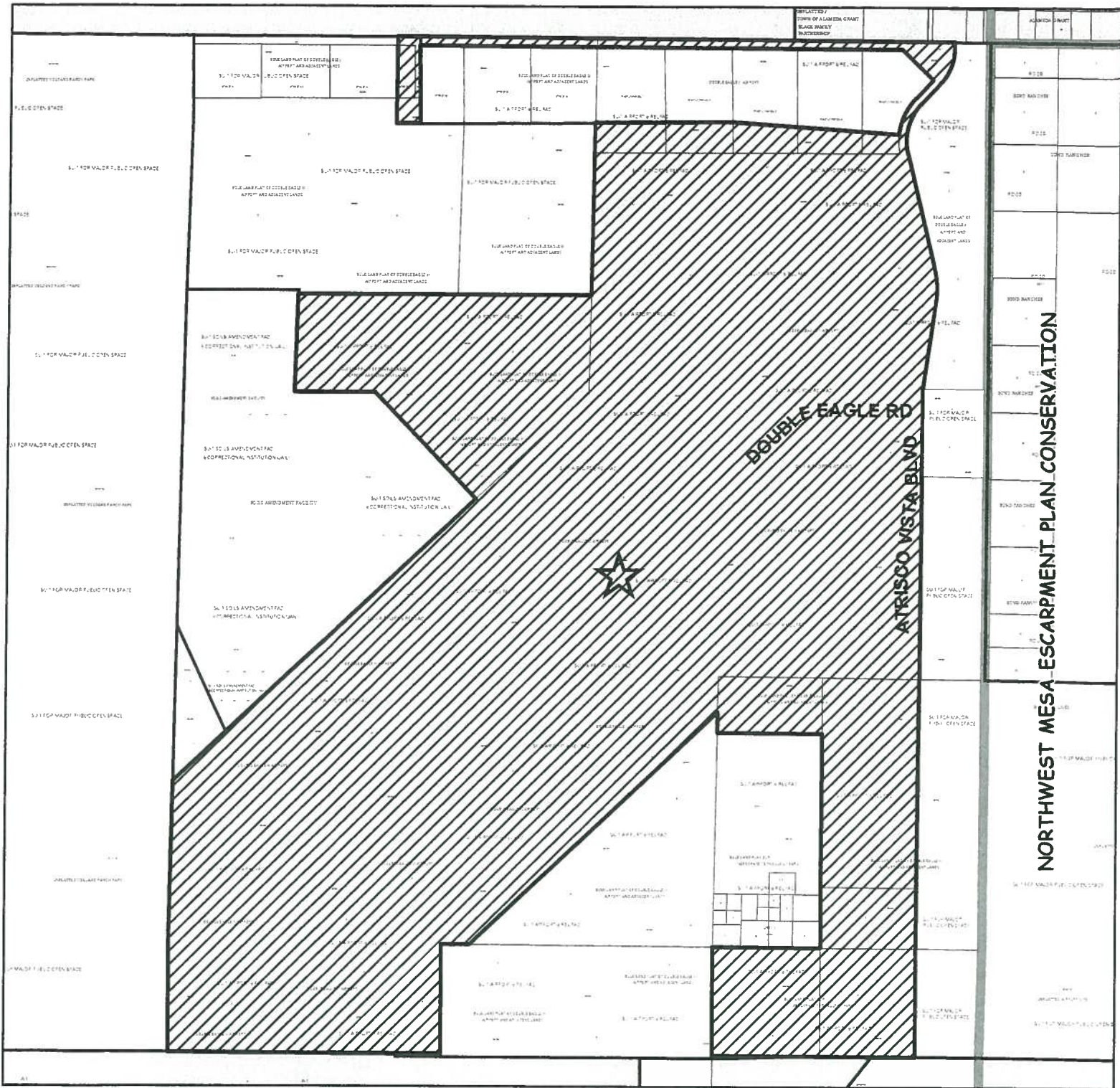
6/14/2018

Zone Map Page:

C4-6, D4-6, E4-6, & F4-6

Application Case Numbers:

18EPC-40028



NORTHWEST MESA ESCARPMENT PLAN CONSERVATION

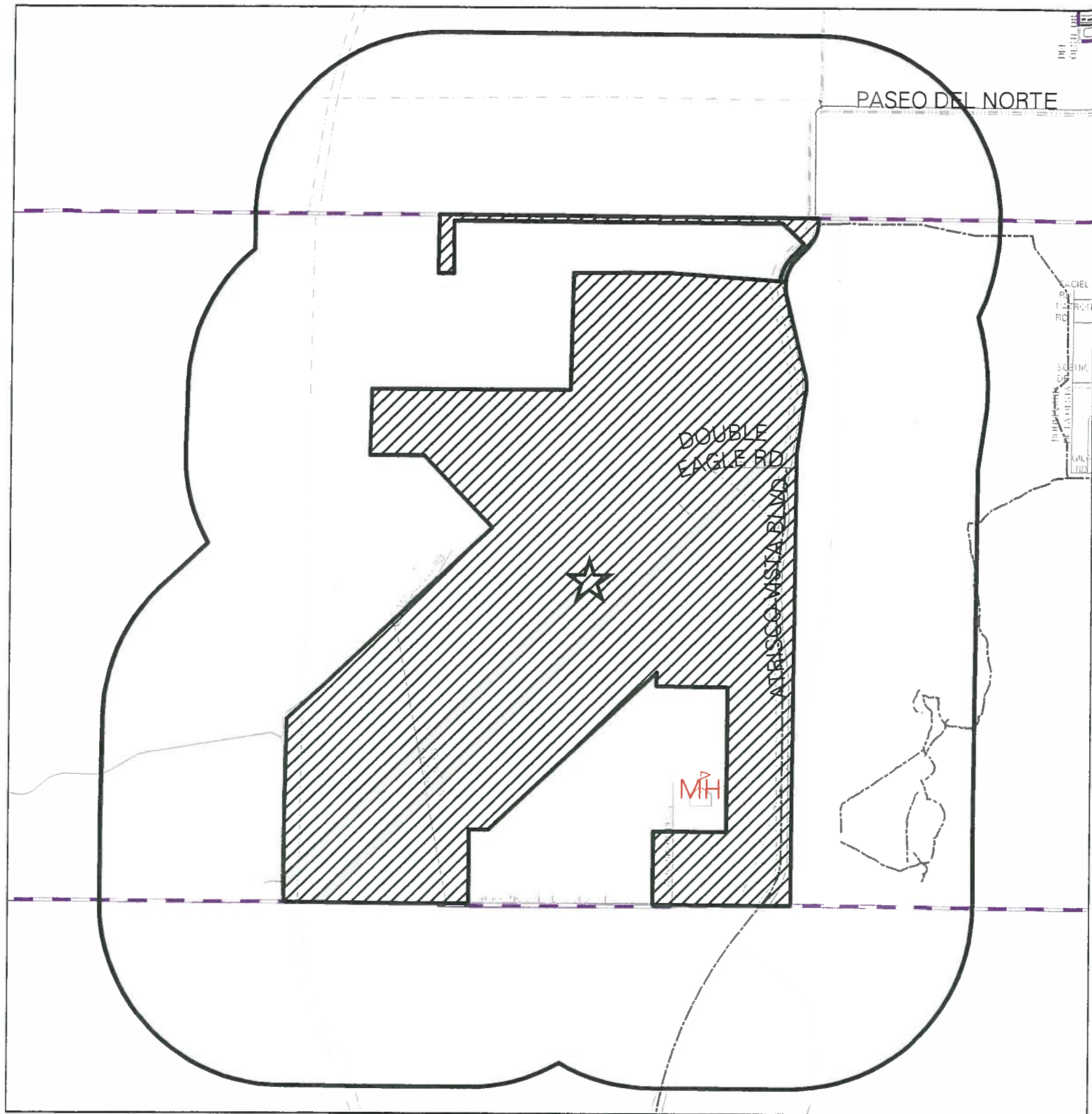


OLD ZONING MAP

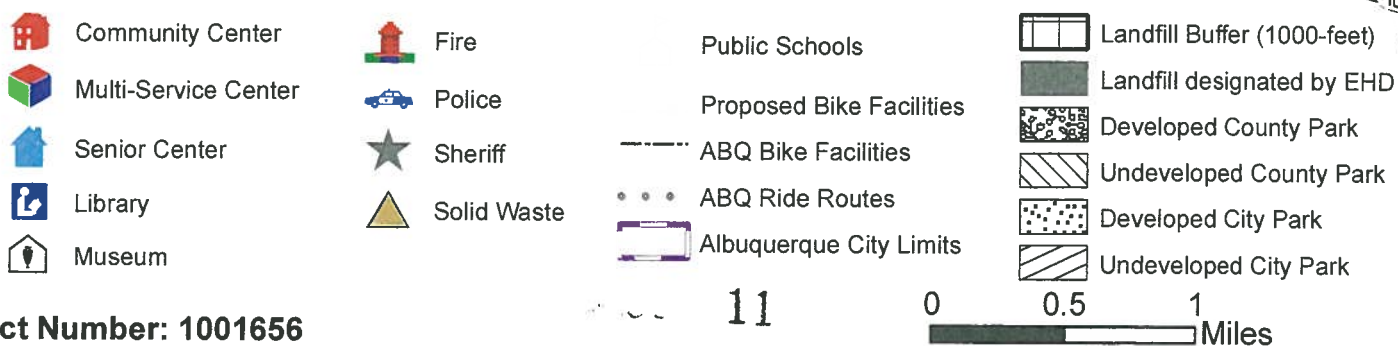
Note: Gray shading indicates County.

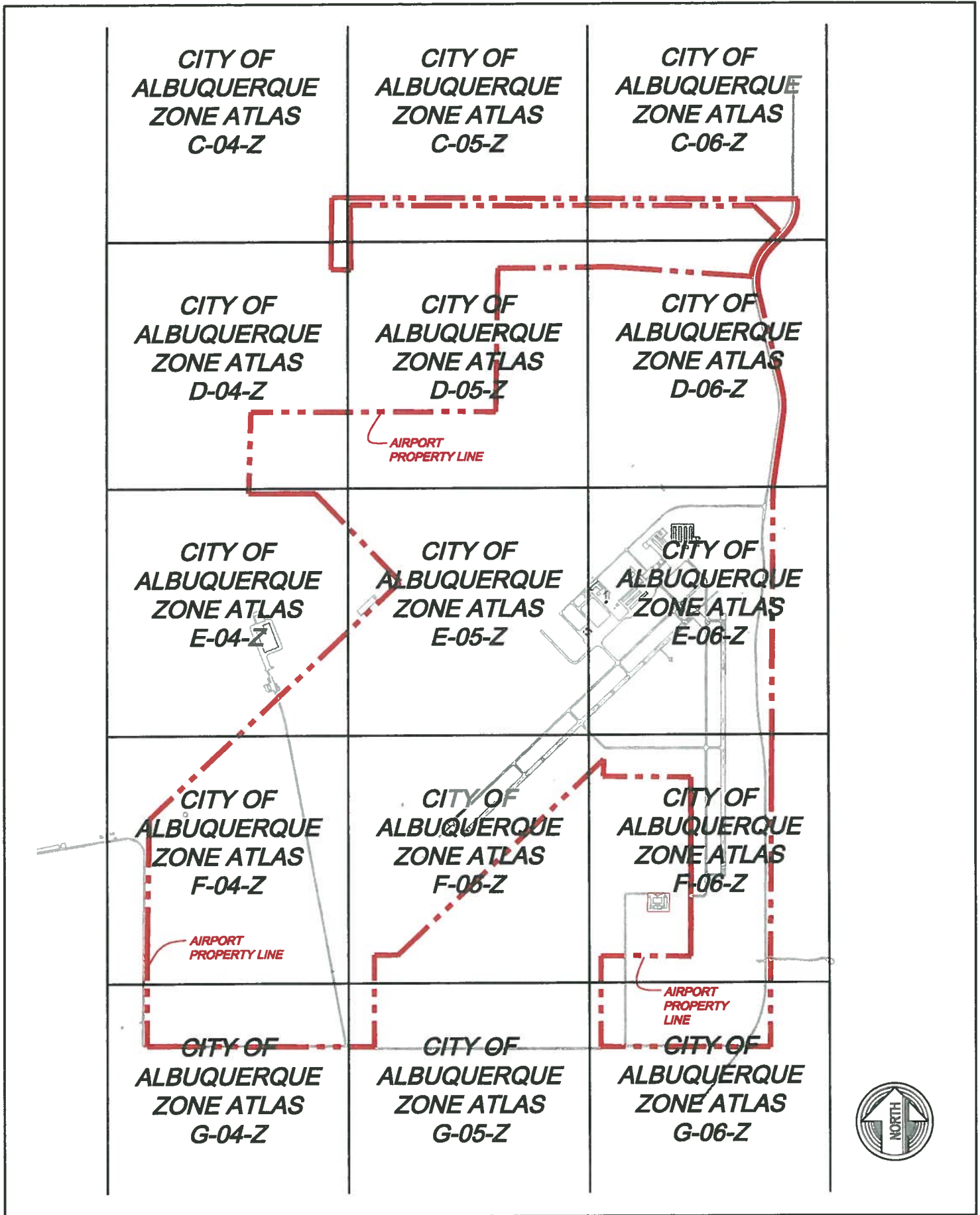


1 inch = 2,700 feet
 Project Number:
 1001656
 Hearing Date:
 6/14/2018
 Zone Map Page:
 C4-6, D4-6, E4-6, & F4-6
 Application Case Numbers:
 18EPC-40028



Public Facilities Map with One-Mile Buffer





Double Eagle II Airport - Albuquerque, NM

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I. AREA CHARACTERISTICS

Surrounding zoning, plan designations, and land uses:

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II & III Plans</i>	<i>Land Uses</i>
<i>Site</i>	NR-SU (Sensitive Use) (formerly SU-1 for Airport and Related Facilities)	Area of Consistency (airfields) and Area of Change	Airfield uses, landside uses (aviation support, instruction)
<i>North</i>	No COA zoning NR-PO-B (formerly SU-1 for Major Public Open Space)	NA- not in the COA	Petroglyph National Monument City of Rio Rancho
<i>South</i>	No COA zoning	NA- not in the COA	Unincorporated Bernalillo County
<i>East</i>	NR-PO-B (formerly SU-1 for Major Public Open Space)	Area of Consistency	Petroglyph National Monument
<i>West</i>	NR-PO-B (formerly SU-1 for Major Public Open Space)	Area of Consistency	Petroglyph National Monument

II. INTRODUCTION

Request

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

The *Double Eagle II Airport Master Plan* (2018, the “DEII Master Plan”) would supersede the current *Double Eagle II Airport Master Plan* (2002). Airport master planning follows a systematic approach outlined by the Federal Aviation Administration (FAA) to identify existing and future airport needs, and establishes requirements that airports are required to follow. The 2002 Master Plan and the 2018 Master Plan both contain standard elements such as a facilities inventory, a needs assessment, a forecast, an evaluation of development alternatives, and a Capital Implementation Plan (CIP) with a 20 year horizon.

Environmental Planning Commission (EPC) Role

The EPC is hearing the case because the request is for a master plan, over which the EPC has review and recommendation authority. The FAA requires adoption by a jurisdiction’s governing

body, in this case the City Council. To get to the City Council, a request has to be first reviewed by the EPC. As a recommending body, the EPC's task is to make a recommendation to the City Council regarding the request. The City Council is the City's Zoning Authority and will make the final decision.

Context

The subject site is situated in between the Petroglyph National Monument, which is Major Public Open Space, to the east and west—and a portion to the north due to the subject site's shape. The City of Rio Rancho is to the north and unincorporated Bernalillo County lands are to the south of the subject site. The area is undeveloped except for the uses at the DEII airport. The Comprehensive Plan designates the DEII airport (and the Atrisco Vista Shooting range to the south) as a Developing Employment Center.

Transportation System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways. Atrisco Vista Blvd. is a Regional Principal Arterial. The Paseo del Volcan alignment (NM 347) and Shooting Range Rd. are future Regional Principal Arterials.

The subject site is not served by Transit. The Comprehensive Plan designates Atrisco Vista Blvd. as a Commuter Corridor. A bicycle lane exists along Arroyo Vista Blvd. County trails are proposed along Arroyo Vista Blvd. and Paseo del Volcan Blvd.

Public Facilities/Community Services

» For specifics, please refer to the Public Facilities Map (see attachment).

III. HISTORY & BACKGROUND

Early History

The notion of the Double Eagle II (DEII) Airport was first conceived in 1969 by the City of Albuquerque as an answer to concerns about the future of general aviation demand in the Albuquerque area. In a master plan prepared for the Albuquerque International Sunport, the need for the City to consider and plan for the future of aviation related facilities in the area was mentioned. In 1972, consultants Bucher and Willis prepared a statewide Airport System Plan that again identified the need to develop additional aviation related facilities in the Albuquerque area.

In 1972, Herkenhoff and Parsons conducted a master plan study for the then termed "West Mesa Airport" that would "service all segments of Albuquerque's air transportation requirements", including commercial and general aviation. The West Mesa Airport's initial site was four miles north of Interstate-40 and was intended to be a reliever airport for the Sunport. However, negotiations with the landowner of the original site broke down but an agreement was obtained with the landowners of the current site, which was part of the Bond Ranch.

An Environmental Assessment (EA) was completed in 1980 for the location of the DEII Airport and the FAA found no significant impact. Construction for the new airport began in 1982 and was

completed in 1983. The airport, built with the two runways it currently has today, was termed a reliever airport for the Sunport.

In 1994, a second EA was published for the on-airport access road that would connect the airport's landside facilities to an off-airport access road located to the north. The existing Paseo del Volcan road was constructed in 1997.

In 1997, the EPC approved a request for annexation and establishment of zoning for an 11,443 acre area that included the lands of the Double Eagle II Airport, the Volcano Ranch Park, and holdings within the Petroglyph National Monument (AX-98-8/Z-96-57). The requested zoning was SU-1 for Major Open Space, Soil Amendment Facility, and Airport and related uses.

Eclipse Aviation

Eclipse Aviation, a start-up aircraft manufacturer, announced in May of 2000 that it had chosen Albuquerque (specifically DEII) as the site to produce its airplanes and planned to move its operations from the Sunport to DEII in 2006.

In January of 2002, the City Aviation Department was a party in a land swap between the City Open Space Division, the State Land Office, and the Black family. This land swap, annexation, and associated zoning consisted of 1,987 acres of land zoned SU-1 for airport and related facilities and Major Open Space.

The reshuffling of land ownership, annexation, and zoning (SU-1 for airport and related uses) of land at the airport is considered the beginning phase in the preparation of bringing Eclipse Aviation to DE-II (case number is 01114-01874/01110-01875, finalized by City Council in July 2002). It was evident from actions of the administration and the City Council that further development of DE-II was a priority.

The land exchange occurred in two phases. In the first phase, 899 acres were requested for annexation and establishment of zoning (727 acres to be SU-1 for airport and related uses and 172 acres to be SU-1 for Major Public Open Space). The second phase consisted of 1,088 acres and a zone change was requested. 724 acres to be changed from SU-1 for Major Public Open Space to SU-1 for airport and related uses and 364 acres to be changed from SU-1 for airport uses to SU-1 for Major Public Open Space. The final ownership of land has created an additional buffer strip of open space along the western edge of the airport abutting the Petroglyph National Monument.

The administration and the City Council agreed to serve the airport with water and waste water lines, which was part of the lease agreement with Eclipse Aviation, which was anticipated to be a major employer by 2007.

Master Plan Background

The current Master Plan for the DEII Airport was completed in 2002. It was undertaken in a time of national growth, technology advancements, and increased private investments. Because of this, the 2002 Master Plan included suggestions for several ambitious improvements, such as construction of a mid-field hangar area, runway reconstructions, taxiway reconstructions,

construction of an air traffic control tower, replacement of the electrical vault, and various infrastructure improvements. Since then, however, improvements at DEII include a connector taxiway between runways and construction of general aviation hangars.

Other Related Projects

In February 2002, the EPC recommended approval to the City Council of a request for annexation of approximately 900 acres of land, zoned County A-1, to create a portion of the present-day site of the Double Eagle II airport (Project #1001656/01114-01874 and 01110-01875- see attachment). The zoning of SU-1 for Airport and Related Facilities and SU-1 for Major Public Open Space was established.

In February 2003, the EPC approved a site development plan for building permit for DEII Airport to allow the construction of a water and waste water facility to serve the airport. The water system consisted of facilities in three different locations of the airport (Project #1001656/02EPC-01956- see attachment).

In July 2003, the EPC approved a zone map amendment (zone change) and a site development plan for subdivision for approximately 590 acres located northwest of DEII airport, on open space land. The City's Open Space Division and the State Land Office entered into an agreement to exchange land (Project #1001656/03EPC-00915 and 00916- see attachment).

IV. AIRPORT PLANNING & THE FEDERAL AVIATION ADMINISTRATION (FAA)

Most of the nation's airports were constructed and/or funded by the Federal government and developed based on Federal policy that promotes civil aviation and air commerce. The FAA's strategic plan, Destination 2025, contains goals regarding safety, efficiency, access, and sustainability. The National Plan of Integrated Airport Systems (NPIAS) supports the goals of Destination 2025 and is used by the FAA to administer its aviation programs. The DEII Airport is included in the NPIAS as a Reliever-Regional airport. The purpose of a reliever airport is to provide an alternative to congested hub airport for general aviation activity.

The DEII Airport is also included in the New Mexico Airport Systems Plan (2009), a state document. The systems plan provides a tool for the New Mexico Department of Transportation (NMDOT) to monitor performance metrics, assess airport needs, justify funding for improvements, and provide information regarding the State's public use airports. The DEII Airport is classified as a Regional General Aviation Airport, the purposes of which are to primarily serve general aviation activity, with a focus on business activity.

FAA Standards

An airport master plan must be developed in accordance with FAA requirements. The FAA requires specific components within an airport master plan, which allow for a systematic and technical approach to facilities planning. Basically, these components include an inventory of existing facilities, a forecast of aviation demand, airport facility needs, development of alternative concepts, preferred concept, and implementation. The 2018 DEII Airport Master Plan includes these and more (see Section VI of this report).

Airport Improvement Program

The FAA's Airport Improvement Program (AIP) is available to provide assistance to airports to help them develop sustainability plans. The City of Albuquerque received an AIP grant that helped support preparation of the *Albuquerque International Sunport Sustainable Airport Master Plan (2018)*. However, the AIP was not used for the 2018 DEII Airport Master Plan.

V. ANALYSIS –APPLICABLE PLANS, GOALS, POLICIES & REGULATIONS

Albuquerque Comprehensive Zoning Code

Definitions (Zoning Code §14-16-1-5)

Master Plan. A duly adopted plan or any of its parts, for the development of the area within the planning and platting jurisdiction of the city for the general purpose of guiding and accomplishing coordinated, adjusted, and harmonious development. It includes the Albuquerque/Bernalillo County Comprehensive Plan.

Zoning

The subject site is zoned SU-1 for Airport and Related Facilities. The SU-1 zone is found in the old Zoning Code §14-16-2-22. Pursuant to the subsection (A)(3), airports are listed as a special use. Under the Integrated Development Ordinance (IDO), the subject site's zoning converts to NR-SU (Non-Residential Sensitive Use).

Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in both an Area of Consistency and an Area of Change as designated in the 2017 Comprehensive Plan. Approximately one-quarter of the subject site is in an Area of Consistency and the remaining, approximately three-quarters of the subject site is in an Area of Change.

The DEII airport is part of a designated Developing Employment Center as shown in the Comprehensive Plan (Figure 5-4). University Blvd. is designated as a Multi-Modal Corridor and passes the airport on its western edge and Sunport Blvd. is designated a Commuter Corridor. Applicable Goals and policies are listed below. Staff analysis follows in ***bold italics***.

Chapter 5: Land Use

Policy 5.1.5-Employment Centers: Create Centers that prioritize employment opportunities and foster synergy among businesses.

The DEII Airport is designated as a Developing Employment Center by the Comprehensive Plan. It is envisioned to continue to be used as a commercial airport for smaller aircraft and helicopters, and to expand its usage as a training center, which would prioritize employment opportunities and foster synergy among aviation and aviation support businesses. The request furthers Policy 5.1.5-Employment Centers.

Goal 5.3 Efficient Development Patterns: Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

The DEII Airport Master Plan (2018) addresses landside facilities that support aviation functions, such as the administration buildings, fuel farm, and hangars. These maximize the utility of existing infrastructure at the airport, which was installed in 2003 (see History section of this report), and contributes to the efficient use of land to generally support the public good. The request furthers Goal 5.3 Efficient Development Patterns.

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

Policy 5.6.2 Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

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

The subject site is primarily designated as an Area of Change. The majority of the subject site is undeveloped and is envisioned to be used for airport and airport-related expansion and businesses in the future. The airfield areas, which are a relatively small portion of the subject site, are not envisioned to change much except for updates to meet Federal safety requirements. In general, airport expansion and non-aviation growth would be directed to Areas of Change where it is expected and desired, and the Areas of Consistency would remain constant because growth is not desired there. The request furthers Goal 5.6- City Development Areas, Policy 5.6.2- Areas of Change, and Policy 5.6.3- Areas of Consistency.

Chapter 6: Transportation

Policy 6.2.10- Aviation: Provide adequate accommodations for domestic travel, shipping, and military purposes.

Action 6.2.10.1 pertains to DEII Airport and reads as follows: “Study and plan the future of DEII Airport, including roadway alignments, interface with the Petroglyph National Monument, economic impacts, and selection for other reliever airport sites on a regional basis.”

A major purpose of the DEII Master Plan is to ensure that future demand for aviation (airside) and aviation support (landside) facilities can be accommodated. The master plan evaluates existing facilities, uses forecasts to determine future needs, and proposes strategies to ensure that these functions can be adequately accommodated. The request furthers Policy 6.2.10- Aviation.

The DEII Master Plan fulfills Action 6.2.10.1 because it studies and plans the future of DEII Airport.

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

As discussed in the Master Plan, air travel is part of a larger transportation system that facilitates the movement of people, goods, and services. The DEII Airport has the potential to stimulate and support job creation because expansion of the landside facilities would provide jobs that support aviation functions (such as administration and facilities used to train pilots). It's possible that some of the property in the subject site could develop with office, commercial, and industrial uses as is the case with the Sunport, which would support business development and job creation. The request furthers Goal 6.6-Economy.

Chapter 12: Infrastructure, Community Facilities & Services

Goal 12.1 Infrastructure: Plan, coordinate, and provide for efficient, equitable, and environmentally sound infrastructure to support existing communities and the Comp Plan's vision for future growth.

The 2018 DEII Master Plan focuses on airport infrastructure (runways, terminals, support services) needed to support existing and anticipated aviation and aviation related needs. This supports the community because, as a general aviation airport, DEII accommodates smaller aircraft (planes and helicopters) used by businesses and individuals. Should additional infrastructure be needed in the future, it would be planned and coordinated with the City's Capital Improvement (CIP) program and with the Water Utility Authority. The request furthers Goal 12.1-Infrastructure.

VI. DOUBLE EAGLE II (DEII) AIRPORT MASTER PLAN

Overview & Purpose

The *Double Eagle II Airport Master Plan* (2018, the "DEII Airport Master Plan"), which would supersede the 2002 DEII Airport Master Plan, provides a vision for the airport for the next 20 years. Consistent with airport planning practice, the overall objectives of the DEII Airport Master Plan are to determine the needs of airport users, identify future facility needs, evaluate facility development alternatives (including a preferred alternative), and analyze capital improvement needs.

Components

The DEII Airport Master Plan contains six chapters, a glossary, and four appendices. The chapters are:

- Chapter 1- Inventory
- Chapter 2- Forecast
- Chapter 3- Facility Requirements
- Chapter 4- Airport Development Alternatives
- Chapter 5- Implementation Plan

The following is a synopsis of each chapter's focus and contents:

Chapter 1-Inventory

The inventory chapter establishes a framework and contains data that will be used throughout the rest of the document. Relevant studies, a history of the DEII Airport, the airport's classification, existing facilities, and airspace are discussed.

DEII Airport is classified as a reliever airport for the Sunport and as a regional general aviation airport. General aviation refers to aircraft not flown by commercial airlines or the military. DEII Airport operates in Class D airspace, has three taxiways and two runways (see Figure 1.3), 14 airport hangars, and approximately 85 vehicle parking spaces. The air traffic control tower opened in 2008.

Chapter 2-Forecast

Aviation activity is projected for a 20-year horizon, as required by the FAA. The FAA reviews aviation forecasts and includes them in national airport planning documents (the National Plan of Integrated Airport Systems, NPIAS). The forecast analysis for the DEII Airport uses methodologies that incorporate historical trends and project airside and landside activity for the near-term (2020), intermediate-term (2025), and long-term (2035) timeframes. National and regional aviation trends and historical and existing aviation activity are considered. Also considered is the anticipated opening of the Paseo del Volcan roadway. This new freeway would pass the subject site on its western side and may serve, over time, to create additional market area demand for development that could benefit the airport.

Since the DEII Airport is a regional, general aviation airport, the primary metric used is total hours flown rather than enplanements (enplanements are used for the Sunport, a commercial airport). Since 2005, general aviation hours flown have slightly decreased with the recessions, but then have very slowly begun to rise again but have not yet reached prior historical levels. Other metrics include numbers of based aircraft, meaning aircraft permanently stored at the DEII Airport, and the fleet mix of those aircraft. Three growth rates emerged from the forecasts; the middle growth rate is recommended for use. The airport is anticipated to continue to grow, though perhaps slowly, through the 20 year planning horizon.

Chapter 3-Facility Requirements

The purpose of this chapter is to summarize the capacity for the existing airport and airport support facilities and analyze their ability to meet forecast demand. A capacity analysis of airside and landside facilities must be conducted first to identify any deficiencies.

The most important focus is airside facilities. The following airfield components are analyzed for compliance with FAA requirements: runway configuration, runway design standards, runways, taxiways, and navigational and weather aids. The safe operations areas, the width, and the strength of the runways and taxiways are discussed with respect to airport design criteria. Wind analysis is also discussed. Regarding landside facilities, increased aircraft storage and apron space are considered.

The study recommends that the DEII Airport plan for a dedicated area for rotorcraft (helicopter) usage. This separate location should not interfere with taxiways and runways used for fixed-wing aircraft.

Chapter 4-Airport Development Alternatives

A key part of airport planning is to use the forecasts (Chapter 2) and link them to the types and quantities of facilities (airside and landside) needed to meet the demands, after identifying the adequacy of existing facilities and figuring out what new facilities may be needed. The objective for the DEII Airport is to develop balanced airside infrastructure and appropriate landside aircraft storage infrastructure to best meet the forecast aviation demands. Additional hangars are also recommended.

DEII Airport Mid-Range Projections		
Year	Based Aircraft	Aircraft Operations
2015 (base year)	227	67,469
2025	266	83,889
2035	308	102,260

Four airside alternatives are described and considered. Each includes various, proposed modifications and improvements to runways and taxiways and is depicted in a figure (Figures 4-1 through 4-4). After considering factors such as safety, operational efficiency, current and planned use of property, financial feasibility, operational factors, and available funding, each alternative was scored and pros and cons listed.

Airside Alternative 1 emerged as the preferred development alternative. Three helipad development alternatives and three landside development alternatives were also evaluated.

Results & Direction

Chapter 5-Implementation Plan:

With the selection of the recommended development alternative, the next step is to establish an implementation plan with cost estimates for each improvement. The recommended development alternative, Airside Alternative 1, is incorporated into the Airport Layout Plan (ALP) found in Figure 5.1. The cost estimates for the improvements envisioned over the 20 year time timeframe total approximately \$60 million dollars and would be funded through Federal, State, and local sources. Table 5.1 contains the cost estimates and descriptions of each project.

Twenty-seven projects are listed, and include items such as runway and taxiway improvements, hangar construction, and improvements for helicopters. Ten projects are short term, nine projects are intermediate-term, and the remaining seven projects are long-term. A phasing plan is found in Figure 5.2.

VII. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

City Departments and other agencies reviewed this application from 05/01/18 to 05/18/18. Long Range Planning Staff note that the zoning in place when the application was submitted converts to Non-Residential Sensitive Use (NR-SU) under the IDO, since airport is a sensitive use that requires such zoning. Development projects would require a Site Plan – EPC and would be subject to applicable IDO requirements. DEII Airport is primarily an Area of Change. Recommendations to supplement the Comp Plan based on this Master Plan update should be submitted to the Long Range Planning section once the Master Plan is approved by Council.

MRCOG staff notes that the MTP was amended in September 2017 to use the 2040 Revised Forecast for socioeconomic and travel demand projections. The population projections anticipate 253,876 fewer people in the MRCOG counties by 2040 than was initially projected in 2012. This difference is likely to impact infrastructure demands and transportation improvements. The implementation of the proposed Paseo Del Volcan (NM-347) alignment is projected beyond the 2040 horizon of the MTP. The MRCOG logo should not be included on the map in Figure 2.2 (p.2-3). MRMPO staff can provide a logo-free copy of this map upon request.

The Police Department Planning Section provided several, specific suggestions about incorporating CPTED (Crime Prevention Through Environmental Design) strategies into airport facilities. These strategies should be considered because they'd help increase safety and prevent crime. Agency comments begin on p. 17 of this report.

Neighborhood/Public

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

VIII. CONCLUSION

The request is for review and recommendation regarding a master plan for the Double Eagle II (DEII) airport, an \approx 4,500 acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land (the "subject site").

The 2018 DEII Airport Master Plan would supersede the existing 2002 Master Plan. Airport master planning follows a systematic approach outlined by the FAA to identify existing and future airport needs.

The subject site is located in both an Area of Consistency (approximately one-quarter) and an Area of Change (approximately three-quarters) as designated in the 2017 Comprehensive Plan. Staff finds that the request generally furthers applicable Goals and policies.

The Westside Coalition and property owners within 100 feet of the subject site were notified as required. A facilitated meeting was not held. Staff has not received any comments. There is no known opposition.

Staff recommends that an approval recommendation, with minor conditions, be forwarded to the City Council.

FINDINGS -18EPC-40029, June 14, 2019-Double Eagle II Master Plan

1. The request is for a master plan for the Double Eagle II (DEII) Airport, an approximately (≈) 4,500 acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land (the “subject site”). The subject site is twenty miles north by northwest of Downtown Albuquerque.
2. The *Double Eagle II Airport Master Plan* (2018, the “DEII Master Plan”) would supersede the existing *Airport Master Plan: Double Eagle II Airport* (2002).
3. The 2018 DEII Master Plan contain standard elements such as a facilities inventory, a needs assessment, a forecast, development alternatives, and a Capital Implementation Plan (CIP) with a 20 year horizon.
4. The majority of the subject site (approximately three-quarters) is located in an area that the 2017 Albuquerque/Bernalillo County Comprehensive Plan has designated an Area of Change. The exception is the airfield areas, which are an Area of Consistency and account for approximately one-quarter of the subject site.
5. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.

6. The request furthers the following Land Use Goal and policy (Chapter 5):

- A. Goal 5.3- Efficient Development Patterns: Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

The DEII Airport Master Plan (2018) addresses landside facilities that support aviation functions, such as the administration buildings, fuel farm, and hangars. These maximize the utility of existing infrastructure at the airport, which was installed in 2003 (see History section of this report), and contributes to the efficient use of land to generally support the public good.

- B. Policy 5.1.5-Employment Centers: Create Centers that prioritize employment opportunities and foster synergy among businesses.

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

7. The request furthers the following Comprehensive Plan Goal and policies regarding City development areas:

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

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

- B. Policy 5.6.2- Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

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

- C. Policy 5.6.3- Areas of Consistency: Protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, parks, and Major Public Open Space.

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

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

- A. Goal 6.6-Economy: Invest in a transportation system that stimulates and supports job creation and business development and improves the movement of people, goods, and services.

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

- B. Policy 6.2.10- Aviation: Provide adequate accommodations for domestic travel, shipping, and military purposes.

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

9. The request furthers Goal 12.1 Infrastructure: Plan, coordinate, and provide for efficient, equitable, and environmentally sound infrastructure to support existing communities and the Comp Plan's vision for future growth (Chapter 12-Infrastructure, Community Facilities, and Services).

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

10. The applicant and Planning Department Staff will coordinate in the future to discuss proposed revisions to the Comprehensive Plan to be consistent with the updated DEII Airport Master Plan.
11. Minor conditions and amendments are recommended to provide clarification.
12. The Westside Coalition is the affected neighborhood organization, which was notified as required (see attachments). Property owners within 100 feet of the subject site were also notified as required. A facilitated meeting was neither requested nor held. Staff has not been contacted or received any written comments. There is no known opposition.

RECOMMENDATION - 18EPC-40028, June 14, 2018

That a recommendation of APPROVAL of 18EPC-40028, a Master Plan for Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2, Lands of Double Eagle II Airport, an approximately 4,500 acre site located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County land, zoned SU-1 for Airport and Related Facilities, based on the preceding Findings and subject to the following recommended condition and amendments.

RECOMMENDED CONDITION and AMENDMENTS –18EPC-40028 – June 14, 2018 – DEII Master Plan

Condition

1. The applicant shall submit a Certificate of No Effect or Approval pursuant to Zoning Code 14-16-3-20, Archaeological Sites.

Amendments

2. Clarification:

- A. Revise the language on p. 1-2 that confuses ABQ The Plan with the 2017 Albuquerque-Bernalillo County Comprehensive Plan.

-
- B. Correct the statement that ABQ The Plan is the City's Comprehensive Plan.
3. Conditions from the Mid-Region Council of Governments (MRCOG):
- A. Consistent with the MTP as amended in September 2017, the applicant shall consider that implementation of the proposed Paseo Del Volcan (NM-347) alignment is projected beyond the 2040 horizon of the MTP (p. 1-1).
 - B. Remove the MRCOG logo on the map in Figure 2.2 (p.2-3).
-

Catalina Lehner

**Catalina Lehner, AICP
Senior Planner**

cc: COA Aviation Dept., Attn: Jim Hinde, P.O. Box 9948, ABQ, NM 87119
Molzen Corbin, Mike Provine, 2701 Miles Rd SE, ABQ, NM 87106
Westside Coalition of NAs, Gerald Worrall, 1039 Pinatubo Pl. NW, ABQ, NM 87120
Westside Coalition of NAs, Harry Hendriksen, 10592 Rio Del Sole NW, ABQ, NM 87114

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

No adverse comments.

Long Range Planning

The zoning in place when the application was submitted converts to Non-residential Sensitive Use (NR-SU) under the IDO, since airport is a sensitive use that requires NR-SU zoning under the IDO. Development projects would require a Site Plan – EPC and would be subject to applicable IDO requirements, policies and standards in the Master Plan, and any standards specified in an existing site plan governing the project location.

The proposed update to the Master Plan would replace the existing Master Plan and would be considered a Rank III City Plan, which provides policy guidance to the Aviation Department on the management of the airport as a City facility. The Master Plan would not be required to be reviewed by the EPC per the IDO, but future updates could go through the EPC as an elected review.

Double Eagle II is an Area of Change, so related policies should be carefully considered. The Master Plan should be reviewed against the general goals and policies in the ABC Comp Plan, particularly the Transportation chapter Actions 6.2.10.1 and 6.2.10.2 and Policy 6.6.3.b and the Economic Development goals and policies.

Recommendations to supplement the Comp Plan based on this Master Plan update should be submitted to the Long Range section once the Master Plan is approved by Council.

CITY ENGINEER

Transportation Development

No objection to the request.

Hydrology Development

New Mexico Department of Transportation (NMDOT)

No comments.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

No Comment.

Traffic Engineering Operations (Department of Municipal Development):

Street Maintenance (Department of Municipal Development):

RECOMMENDED CONDITIONS FROM CITY ENGINEER, DMD and NMDOT: None

WATER UTILITY AUTHORITY

Utility Services

18EPC-40028 Sector Development Plan Amendment for Double Eagle II Airport.

- a. Any expansion of the existing facilities will require an availability statement and may require developer funded studies to identify potential for installation of additional infrastructure.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

Incorporate the following CPTED principles through the development, addition, and/or redesign of airport facilities, including parking, terminal and retail spaces:

Natural Surveillance: The ability to see and be seen. Create an environment in which it is apparent that a potential criminal is likely to be detected. This strategy includes the removal of visual barriers such as fences, shrubs, and walls.

Access Control: The placement of physical barriers to make it more difficult for potential offenders to commit crimes. Limiting the number of ways to get on/off the property; locks, fencing, and uniformed security are included in this prevention method.

Territorial Reinforcement: Create a sense of ownership and empowerment by members of stakeholders to monitor and protect their community. CPTED suggests that physical design can contribute to a sense of territoriality that promotes a greater sense of responsibility by stakeholders in protecting their "territory," (e.g. enhanced security awareness, reporting, reacting) which thereby presents an increased perception of risk by offenders. Clearly delineate public versus private areas.

Maintenance: A well maintained space appears to be "owned" and will attract legitimate law abiding users while discouraging illegitimate or disruptive users. A positive community image is a significant deterrent to criminal behavior.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division- No Comment.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

No objections.

ALBUQUERQUE PUBLIC SCHOOLS

APS does not oppose this proposal.

MID-REGION COUNCIL OF GOVERNMENTS

MRMPO appreciates the included description of the Metropolitan Transportation Plan and major themes. It should be noted that there was an administrative modification to the MTP in September of 2017 to approve the use of a 2040 Revised Forecast for socioeconomic and travel demand projections throughout the Albuquerque Metropolitan Planning Area. The Revised Forecast integrates a reduction in future growth assumptions per updated population projections from the University of New Mexico's Geospatial Population Studies Group, which is the primary source for the MTP Forecast. The population projections released by GPS in 2016 anticipate 253,876 fewer people in the MRCOG counties by 2040 than was initially projected in 2012. This difference is likely to have an impact on infrastructure demands as well as the timing of necessary transportation improvements.

Regarding the Chapter 2 section on the proposed alignment of Paseo Del Volcan (NM-347), it should be noted that implementation of this corridor is projected to be beyond the 2040 horizon of the Metropolitan Transportation Plan. A detailed description of this proposed project is included in Appendix B of the MTP (p. 1-2). In this section it states, "Design and construction of PdV along the west side of Double Eagle II Airport (and improvements to Shooting Range Road) to accommodate economic development and improvements to the Aerospace Technology Park, is also consistent with the MTP as funding becomes available."

The MRCOG logo should not be included on the map shown in Figure 2.2 (p.2-3), as the study where this was sourced was not commissioned by MRCOG, and members of our board of directors specifically insisted that the logo not used in the previously published version of this study. MRMPO staff can provide a logo-free copy of this map upon request.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM is available to coordinate new necessary electric infrastructure needs to accommodate the Airport Master Plan Development and support the Short-Term, Mid-Term, and Long-Term Projects identified in Chapter 5.

HISTORY



City of Albuquerque
Planning Department
Development Services Division
P.O. Box 1293
Albuquerque, New Mexico 87103

Date: July 18, 2003

OFFICIAL NOTIFICATION OF DECISION

FILE: **Project # 1001656 ***
03EPC-00915 Zone Map Amendment
03EPC-00916 EPC Site Development Plan-
Subdivision

City of Albuquerque, Real Property
P.O. Box 1293
Albuquerque, NM 87103

LEGAL DESCRIPTION: for all or a portion of Tract(s) N, O, and Lots 4, 3 & 2, **BULK LAND PLAT DOUBLE EAGLE II AIRPORT AND ADJACENT LANDS**, a zone map amendment from SU-1 OPEN SPACE to SU-1 AIRPORT RELATED FACILITIES, located on NW OF DOUBLE EAGLE AIRPORT, between and, containing approximately 590 acre(s). (C-4) Chris Hyer, Staff Planner

On July 17, 2003 the Environmental Planning Commission voted to approve Project 1001656/ 03EPC 00915, a request a zone map amendment from SU-1 for Major Public Open Space to SU-1 for Airport and related uses, for a 103.88-acre portion of Tracts "N" and "O" and Lots 4, 3 and 2 of the Bulk Land Plat of Double Eagle II Airport and Adjacent Lands consisting of 590.08 acres, located northwest of *Double Eagle II* Airport between the Soils Amendment Facility and the Alameda Land Grant, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for a zone map amendment from SU-1 for Major Public Open Space to SU-1 for airport and related uses for a 103.88-acre portion of a 590.08 acre site consisting of Tracts "N" and "O" and Lots 4, 3 and 2 as shown on the Bulk Land Plat of Double Eagle II Airport and Adjacent Lands, located northwest of Double Eagle II Airport, between the Soils Amendment Facility and the Alameda Land Grant Boundary Line.

OFFICIAL NOTICE OF DECISION
JULY 17, 2003
PROJECT #1001656
PAGE 2 OF 4

2. The subject site is located in the "Reserve Area" as designated by the *Comprehensive Plan*. The Goal for this land-use designation is specific to future planned communities, not the existing airport. The airport is a designated Activity Center. Therefore, this request does not contradict the *Comprehensive Plan* Reserve Area Goal by not incorporating a residential component. Consequently, the reference to the planned communities is not applicable to the site. The request proposes improvements to and the expansion of an existing facility that predated the "Reserve Area" designation.
3. This request furthers Part II, Section D. of the *Comprehensive Plan*, Community Resource Management, Goal 6, Economic Development by helping to achieve steady and diversified economic development balanced with other important social, cultural and environmental goals. This request is appropriate as this Goal speaks to economic activity and it's development.
4. The *Comprehensive Plan* designates *Double Eagle II Airport* and surrounding lands as an Activity Center.
5. The *West Side Strategic Plan* designates the airport and surrounding lands as an employment center. (Policy 1.6)
6. The request for a zone change meets the requirements of *Resolution 270-1980* because a different use category is more advantageous to the community, as articulated in the *Comprehensive Plan* and the *West Side Strategic Plan*.
7. A site development plan for subdivision accompanies this request.

CONDITION:

1. The new zoning lines shall correspond to the accompanying site development plan for subdivision (03EPC 00916).

On July 17, 2003 the Environmental Planning Commission voted to approve Project 1001656/03EPC 00916, a request for site development plan for subdivision, for a portion of Tracts "N" and "O" and Lots 4, 3 and 2 of the Bulk Land Plat of Double Eagle II Airport and Adjacent Lands consisting of 590.08 acres, located northwest of *Double Eagle II Airport* between the Soils Amendment Facility and the Alameda Land Grant, based on the preceding Findings and subject to the following Conditions:

OFFICIAL NOTICE OF DECISION
JULY 17, 2003
PROJECT #1001656
PAGE 3 OF 4

FINDINGS:

1. This is a request for Site Development Plan for Subdivision for portions of a 590.08 acre site consisting of Tracts "N" and "O" and Lots 4,3 and 2 as shown on the Bulk Land Plat of Double Eagle II Airport and Adjacent Lands, located northwest of Double Eagle II Airport, between the Soils Amendment Facility and the Alameda Land Grant Boundary Line.
2. The site will be subdivided into four Parcels (Parcels 1, 2, 3 and 4) containing 103.88 acres, Tract "N-1" that is a 100-foot Right-Of-Way along the northern border of the site with a 100-foot easement on the upper eastern border that provides private access to the Tract south of the four Parcels and Tract "O-1" (containing 451.52 acres) on the southern portion of the site. Tract "O-1" will contain the majority of the acreage of the overall site.
3. The request furthers Part II, Section D. of the *Comprehensive Plan, Community Resource Management*, Goal 6, Economic Development by helping to achieve steady and diversified economic development balanced with other important social, cultural and environmental goals. This request is appropriate as this Goal speaks to economic activity and it's development.
4. The *Comprehensive Plan* designates the *Double Eagle II Airport* and its surrounding lands as an Activity Center. Part II, Section D. of the *Comprehensive Plan, Community Resource Management*, Goal 6, Economic Development, policies a, b and g are appropriate in support of developing the Activity Center to located at the Airport.
5. The airport and its surrounding lands are designated in the *West Side Strategic Plan* as an employment center that shall emphasize the creation of base or export jobs and regionally-based jobs on the West Side. (Policy 3.85) Eclipse Aviation will be building and operating their manufacturing facility at DE-II in the year 2006-2007. The *West Side Strategic Plan* section, "Encouraging Employment Growth on the West Side" is applicable to the lands surrounding the airport and the airport itself because of Eclipse Aviation and its respective related supporting industries.
6. The NMSHTD has approved a new alignment of *Paseo del Volcan* that will run north-south on the western most portion of the site. A reserved easement of 400-feet must remain on the site until the NMSHTD can place the exact location of *Paseo del Volcan*.
7. This site plan submittal accompanies a related zone map amendment.

OFFICIAL NOTICE OF DECISION
JULY 17, 2003
PROJECT #1001656
PAGE 4 OF 4

CONDITIONS:

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met.
2. Reservation for future dedication of a *minimum* 400-foot right-of-way width along the western boundary of the site for Paseo del Volcan, a limited access, principal arterial as designated on the Long Range Roadway System, and more specifically described on the attached right-of-way map.


IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **AUGUST 1, 2003** 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.

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If it decides that all City plans, policies and ordinances have not been properly followed, it shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY OTHER PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,


for Victor J. Chavez
Planning Director

VJC/CH/ac

cc: Santiago Romero Jr., 4004 Carlisle Blvd. NE, Suite C4, Albuquerque, NM 87107



City of Albuquerque
Planning Department
Development Services Division
P.O. Box 1293
Albuquerque, New Mexico 87103

Date: February 21, 2003

OFFICIAL NOTIFICATION OF DECISION

FILE: **Project # 1001656**
02EPC-01956 EPC Site Development Plan
-Building Permit

City of Albuquerque
Aviation Department
P.O. Box 9948
Albuq. NM 87119

LEGAL DESCRIPTION: for all or a portion of Tract(s) A & E Sec. 34 T11N R1E, Sec 36 T11N R1E, **Double Eagle II Airport**, zoned SU-1 Airport, located on DOUBLE EAGLE II AIRPORT NW, between PASEO DEL VOLCAN and SHOOTING RANGE PARK RD. (E-6)
Chris Hyer, Staff Planner

On February 20, 2003 the Environmental Planning Commission voted to approve Project 1001656/ 2EPC 01156 a site development plan for building permit, for a portion of Section 34, Township 11-N, Range 1-E NMPM, located on the un-platted Lands of Double Eagle-II Airport between Paseo del Volcan and Shooting Range Park Road, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for approval for a site development plan for building permit for an approximately a 3,869 acre site for the construction of a water and waste-water facility to serve the *Double Eagle -II* (DE-II) Airport and adjacent City facilities. The water system consists of three different locations on the lands of the airport for *Double Eagle-II* Airport.
2. The site development plan furthers the Goals and policies of the *Comprehensive Plan* by proposing the development of a public utility that will facilitate expansion of activity at the DE-II airport, an employment center, and surrounding facilities. (Goal D.6, Policies a, b, c, f, g)

3. The site development plan also furthers the applicable Goals and policies of the *Comprehensive Plan* by proposing the development of a public utility water system to allow opportunity for future development of high quality, mixed-use, largely self-sufficient planned communities, bounded by permanent open-space, in appropriate outlying areas, and to protect the non-urban metropolitan areas as rural unless such planned communities are developed. (Goal B.2)
4. The site development plan furthers the applicable policies and intent of the *West Side Strategic Plan* by proposing a public utility use that will allow future growth for the City as well as providing potable water to the *Double Eagle-II Airport*. The additional components of the existing facility will be sensitive to visual impacts on the National Monument and the Open Space area. (Policies 1.6, 3.76, 3.77, 3.78, 3.79, 3.80, 3.81, 3.82)
5. The development of the water utility system will help the City achieve it's commitment to the lease agreement it negotiated with Eclipse Aviation of providing all infrastructure necessary for the development of their aircraft manufacturing facility.

CONDITIONS:

1. The submittal of this site plan to the DRB shall meet all EPC conditions. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Conditions of approval for the proposed Site Development Plan for Building Permit shall include:
 - a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter and sidewalk that have not already been provided for, if applicable.
 - b. Site shall comply and be designed per DPM Standards and current COA Zoning Code.
 - c. An approved conceptual grading and drainage plan is required for Site Plan sign-off by the City Engineer. Approval of drainage plan required prior to placement on DRB agenda.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **MARCH 7, 2003** 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.

OFFICIAL NOTICE OF DECISION
FEBRUARY 20, 2003
PROJECT #1001656
PAGE 3

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If it decides that all City plans, policies and ordinances have not been properly followed, it shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY OTHER PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,


Victor J. Chavez
Planning Director

VJC/CH/ac

cc: Molzen-Corbin & Associates, 2701 Miles Road SE, Albuquerque, NM 87106

CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. R-02-170 ENACTMENT NO. 16-2003

SPONSORED BY:

Miguel Gomez

RESOLUTION

**THE *DOUBLE EAGLE II AIRPORT* MASTER PLAN, 02EPC 00989, PROJECT
NUMBER 1001656, ADOPTING THE MASTER PLAN TO BECOME AN OFFICIAL
CITY DOCUMENT.**

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

**WHEREAS, the *Comprehensive Plan* designates the *Double Eagle II Airport*
as an Activity Center; and**

**WHEREAS, the *West Side Strategic Plan* designates the *Double Eagle II*
Airport as an employment center; and**

**WHEREAS, the land use of the airport is compatible with the surrounding
open space; and**

**WHEREAS, the open space to the west of the airport creates a buffer to the
Petroglyph National Park, Volcano Park and the open space contained within
these parks boundaries; and**

**WHEREAS, improvements made to facilities at the airport are integral to the
lease agreement between the City and *Eclipse Aviation*; and**

**WHEREAS, the City of Albuquerque Open Space Division, the City of
Albuquerque's Aviation Department, the New Mexico State Land Office and the
Black family entered into a land exchange arrangement finalized July 2002,
which was to facilitate land owner ship allowing *Eclipse Aviation* to locate at
the airport.**

**BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
ALBUQUERQUE THAT:**

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

1 Section 2. FINDINGS AND CONDITIONS ACCEPTED. The following
2 Environmental Planning Commission findings and conditions of the Master
3 Plan approval are adopted by the City Council:

4 (A) This is a request for review and adoption of the *Double Eagle II*
5 *Airport* Master Plan. The *Double Eagle II* airport site
6 encompasses 4,044 acres of unplatted land situated north of the
7 Atrisco Land Grant Boundary, south of the Alameda Land Grant
8 Boundary and west of the Petroglyph National monument. The
9 Master Plan specifies future developments and expansion of the
10 existing airport facility, *e.g.*, the extension of runways, location of
11 future buildings and the location of the *Eclipse Aviation*
12 manufacturing facility.

13 (B) Development of the Master Plan for *Double Eagle II Airport* is
14 primarily a response to the requirements set forth by the Federal
15 Aviation Administration (FAA). Since the FAA has jurisdiction
16 over the airside related operations, any expansion or
17 development of an airport is required to abide by FAA
18 regulations.

19 (C) The FAA requires City approval of a master plan to allow for
20 future development and expansion of *Double Eagle II Airport*.
21 Master Plan adoption is required for the allocation of grant
22 monies awarded by the federal government. The FAA regulations
23 require the evaluation of wind, noise, drainage of the site and
24 temperature (in regards to density altitude). The Master Plan
25 appears to address these issues thoroughly and satisfactorily.

26 (D) The EPC is reviewing this Master Plan for advisory purposes to
27 the City Council. The FAA requires that the City Council (and its
28 Land Use, Planning and Zoning component) must review this
29 master plan and adopt it in order to be eligible for available grant
30 monies for the airport's expansion.

31 (E) The submitted Master Plan does not contradict the
32 *Comprehensive Plan's* Reserve Area Goal by not incorporating a
33 residential component (none is mentioned in the Master Plan).

Consequently, the reference to the planned communities is not applicable to this site. This goal is specific to future planned communities, not the existing airport. The Master Plan proposes improvements to and the expansion of an existing facility that predated the "Reserve Area" designation.

(F) The submitted master plan furthers the *Comprehensive Plan's* Reserve Area Goal by demonstrating that the *Double Eagle II Airport* is surrounded by open space and the airport use is compatible with the open space lands in the vicinity. Further, the open space provides adequate buffers for the impacts of noise to the surrounding areas. The buffer is adequate for both the existing facility and future expansion as proposed by the Master Plan.

(G) The *Double Eagle II Airport* Master Plan conforms with the *West Side Strategic Plan* and its policies that are targeted specifically to the airport in providing a framework to manage future growth and development at the airport that furthers developments on the west side. Policies 1.6 and 3.83 are specific to the creation of base jobs and the location of an employment center at *Double Eagle II Airport*. Policies 3.74, 3.75, 3.76 and 3.79 are specific to the land use of this area and open space policies. Policy 6.27 is specific to the study of the alignment of Paseo del Volcan; the Master Plan shows the alignment west of the airport that was approved by the New Mexico State Highway and Transportation Department (NMSHTD) in 2001.

(H) *Double Eagle II Airport* is currently served with the limited access Paseo del Volcan road that provides adequate access for the foreseeable future. The new Paseo del Volcan, which will be aligned to the west of the airport, is part of the planned loop road connecting Interstate 40 to Paseo del Norte. The existing Paseo del Volcan will remain dedicated to serving the airport.

(I) With the recent annexation of the 899 acre portion of *Double Eagle II* airport, the water and sewer lines dedicated to *Double*

- 1 *Eagle II* airport were approved by the City Council (August 19,
2 2002) as well as the provision to fund them.
- 3 (J) The Master Plan for *Double Eagle II Airport* sets the stage for
4 future development projects within the plan's boundaries. The
5 *Double Eagle II Airport* is zoned SU-1, giving the Environmental
6 Planning Commission site development plan authority for future
7 projects.
- 8 (K) The Federal Highway Administration on March 2002, approved
9 the selection of the western A-1 alignment (bordering the west
10 edge of the Double Eagle II Airport) as the preferred location for
11 the future Paseo del Volcan freeway. With this decision,
12 however, there remains the need to define the remainder of the
13 future major street system in the vicinity of the Double Eagle II
14 Airport. Most critical at this time is the need for a continuous,
15 multi-lane public access across the airport site on the east side
16 of the runways and support facilities. Without this additional
17 north-south crossing, the Double Eagle II Airport and Petroglyph
18 National Monument will present a seven mile wide barrier to the
19 traveling public.
- 20 (L) The Double Eagle II Airport Master Plan document and
21 supporting figures be modified to show a future major arterial
22 alignment on the east side of the airport property (east of the
23 runways and support facilities), to provide a continuous north-
24 south public access through the airport site.
- 25 (M) Traffic Impact Study required as part of Landside development
26 (future).
- 27 (N) The Developer is responsible for permanent improvements to the
28 transportation facilities adjacent to the Airport when Landside
29 site development occurs. Those improvements will include any
30 additional right-of-way requirements, paving, curb and gutter and
31 sidewalk that have not already been provided for.
- 32 (O) The Double Eagle II Airport Master Plan document and
33 supporting figures need to be modified to show a future major

1 arterial alignment on the east side of the airport property (east of
2 the runways and support facilities), to provide a continuous
3 north-south public access through the airport site.

4 Section 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
5 clause, word or phrase of this resolution is for any reason held to be invalid or
6 unenforceable by any court of competent jurisdiction, such decision shall not
7 affect the validity of the remaining provisions of this resolution. The Council
8 hereby declares that it would have passed this resolution and each section,
9 paragraph, sentence, clause, word or phrase thereof irrespective of any
10 provisions being declared unconstitutional or otherwise invalid.

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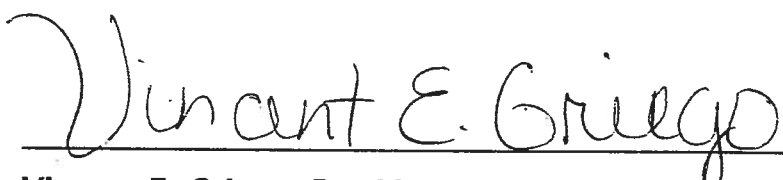
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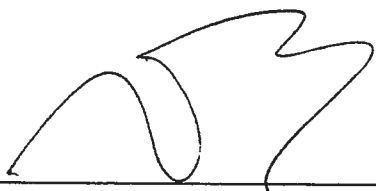
1 PASSED AND ADOPTED THIS 10TH DAY OF FEBRUARY, 2003
2 BY A VOTE OF: 7 FOR 0 AGAINST.

3
4 Yes: 7
5 Excused: E. Griego, S. Mayer
6


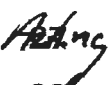
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11 Vincent E. Griego, President
12 City Council
13
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16 APPROVED THIS 26 DAY OF February, 2003
17

18 Bill No. R-02-170

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21 Martin Chávez, Mayor
22 City of Albuquerque
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24 ATTEST:

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27  City Clerk
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CITY of ALBUQUERQUE
FIFTEENTH COUNCIL

COUNCIL BILL NO. 0-02-28

ENACTMENT NO. 23-2002

SPONSORED BY: Miguel Gomez, by request

ORDINANCE

ANNEXATION, 01114-01874/01110 01875, ANNEXING 899-ACRES MORE OR LESS, LOCATED ON PASEO DEL VOLCAN NW, BETWEEN THE SHOOTING RANGE PARK ACCESS ROAD AND DOUBLE EAGLE AIRPORT AND AMENDING THE ZONE MAP TO ESTABLISH SU-1 FOR AIRPORT AND RELATED FACILITIES AND SU-1 FOR MAJOR PUBLIC OPEN SPACE.

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

Section 1. AREA PROPOSED FOR ANNEXATION. The owners of the area proposed for annexation hereby presented a signed petition to annex the following territory: 899-acres, more or less, located on Paseo del Volcan between the Shooting Range Park access road and Double Eagle Airport; and more particularly described as follows:

A. Section 36, T11N, R1E and a portion of Section 2, T10N, R1E as described in Exhibit A.

B. All of the right-of-way adjoining the land described in A. of this section to the extent it is not already in the City.

The above described territory is contiguous to the City of Albuquerque.

Section 2. ANNEXATION ACCEPTED. The petition and the area specified in Section 1 above are accepted and the above territory is hereby annexed.

Section 3. ZONE MAP AMENDED. The zone map adopted by Section 14-16-1-1 et. seq. R.O.A. 1994 is hereby amended, establishing SU-1 for Airport and Related Uses zoning and SU-1 for Major Public Open Space as shown on Exhibit B.



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1 Section 4. WEST SIDE STRATEGIC PLAN POLICIES AFFIRMED. The
2 annexation of the subject lands is supported by and/or furthers the applicable
3 Policies of the West Side Strategic Plan regarding infrastructure, annexation,
4 employment, emergency services, Double Eagle II Airport, Petroglyph National
5 Monument, Open Space, export industries, and the municipal limits; including
6 Policies A-1, 1.6, 2.3, 3.74, 3.75, 3.76, 3.79, 3.83, 4.19, 6.27, and 7.12.

7 Section 5. The infrastructure phasing plan adopted by the West Side
8 Strategic Plan designates the Double Eagle II Airport area as a "#3 Priority" area
9 that is not scheduled to receive public infrastructure until 2055. By annexing
10 and zoning the subject property, it is the intent of the Council to accommodate
11 the provision of utilities to the annexed area for the proposed zoning to the
12 extent authorized under City policy, so the WSSP phasing plan should be
13 amended to designate the airport and related commercial uses in the area
14 annexed by this ordinance are a "#1 Priority." The phasing and priority for any
15 other areas in the WSSP shall remain unchanged by this ordinance.

16 Section 6. FINDINGS ACCEPTED. The Council adopts the following zone
17 map amendment findings recommended by the Environmental Planning
18 Commission:

- 19 A. This is a request for establishment SU-1 for Airport and Related Uses zoning
20 for approximately 727 acres and the establishment of SU-1 for Major Public
21 Open Space zoning for approximately 172 acres.
- 22 B. Approval of this request will facilitate a exchange of lands between multiple
23 owners which will create a buffer of Open Space land between the airport
24 and the monument and consolidate the lands and zoning for the Double
25 Eagle Airport.
- 26 C. The applicant has adequately justified that proposed zone map
27 amendments as per R-270-1980, Section 1.D.(3): the requested SU-1 for
28 Airport and Related Uses zoning is more beneficial to the community as
29 articulated in the *Comprehensive Plan* by creating an opportunity for high
30 quality, planned development that is bounded by permanent open-space
31 (Reserve Area Goal). The proposed SU-1 for Airport zoning will create
32 economic development opportunities that benefit both the West Side and

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the City and the proposed SU-1 Major Public Open Space will allow for greater protection of the volcanoes by providing a buffer of open space between the airport and the Petroglyph National Monument and by consolidating open space lands which will facilitate the creation of trail corridors through the open space network (Policies d and a, Open Space Network).

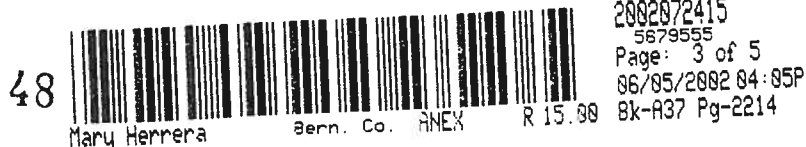
D. The requests further the goals and policies of the *West Side Strategic Plan (WSSP)* by providing an opportunity for large scale employment on the West Side (Objectives 1, 8, pages 18, 19) at the Double Eagle Airport, which is identified as a major Employment Center (page 39), and by protecting the unique resources of the West Side through the creation of an Open Space buffer along the western boundary of the Petroglyph Monument (Objective 3, page 19; Policy 3.75).

E. The SU-1 zoning requires that site development plans be submitted for review by the EPC. It is the applicant's intent, upon successful annexation and replatting of affected properties to submit a Master Plan for the entire area zoned SU-1 for Airport and Related Uses.

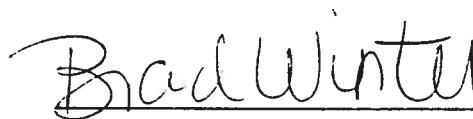
Section 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this ordinance is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this ordinance. The Council 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.

Section 8. EFFECTIVE DATE AND PUBLICATION. This ordinance shall become effective five or more days after publication in summary when a copy of the ordinance and a plat of the territory hereby annexed is filed in the office of the County Clerk.

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1 PASSED AND ADOPTED THIS 6th DAY OF MAY, 2002
2 BY A VOTE OF: 9 FOR 0 AGAINST.
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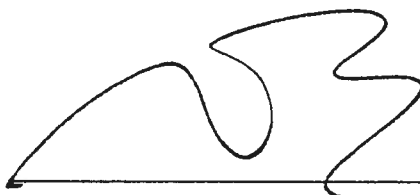
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11
12 Brad Winter, President

13 City Council
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17 APPROVED THIS 22 DAY OF May, 2002
18

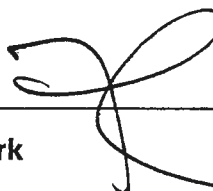
19 Bill No. O-02-28

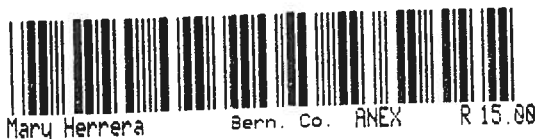
20 

21
22 Martin Chávez, Mayor

23 City of Albuquerque
24

25 ATTEST:

26 
27
28 City Clerk
29
30
31
32



Mary Herrera

Bern. Co. ANEX

R 15.00

2002072415

5679555

Page: 4 of 5

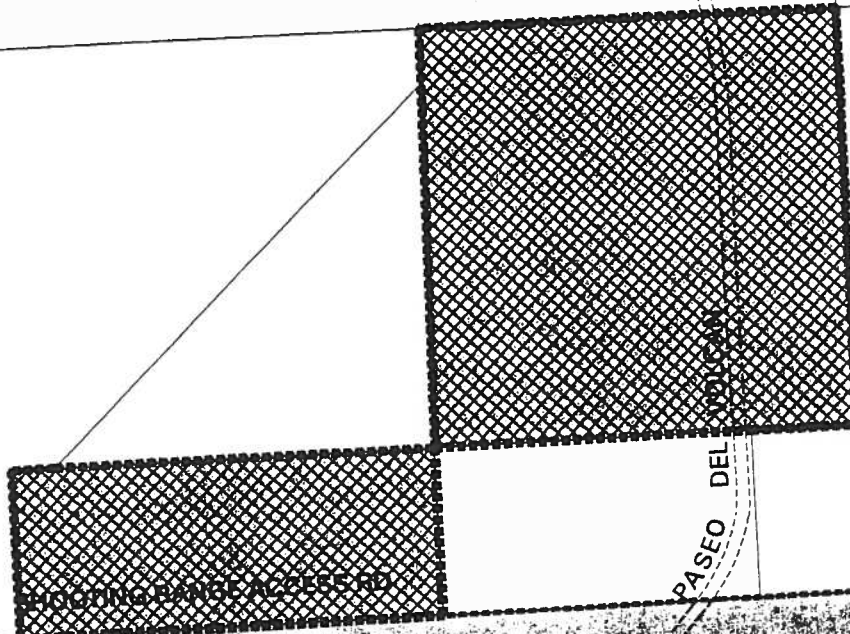
06/05/2002 04:05P

Bk-A37 Pg-2214

EAGLE II
AIRPORT

JIM MCDOWELL RD

SOIL AMENDMENT FACILITY
RD



PETROGRAPH NATIONAL MONUMENT

PETROGRAPH NATIONAL MONUMENT

Proposed annexation in Zone Map F-6
Sec. 2, T10N, R1E & Sec. 36, T11N, R1E



----- MUNICIPAL LIMITS



AREA PROPOSED FOR



GRAY SHADING INDICATES COUNTY



Mary Herrera

Bern. Co. ANEX

R 15.00

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2002072415
5679555
Page: 5 of
96/95/2002
Bk-A37 Pg-

Map Printed March 06, 2002

ZONING

Please refer to Zoning Code §14-16-2-22 for the SU-1 zone
and to IDO Section 2-5(E) for the NR-SU zone
and to IDO Section 3-3 Airport Protection Overlay Zone

APPLICATION INFORMATION



Supplemental Form (SF)

SUBDIVISION

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

SITE DEVELOPMENT PLAN

- ☐ for Subdivision
☐ for Building Permit
☐ Administrative Amendment (AA)
☒ Administrative Approval (DRT, URT, etc.)
☐ 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)
☐ **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): Molzen Corbin / Mike Provine **PHONE:** 505 242 5700
ADDRESS: 2701 Miles Rd SE **FAX:** 505 242 0673
CITY: Albuquerque **STATE:** NM **ZIP:** 87106 **E-MAIL:** mprovine@molzencorbin.com
APPLICANT: City of Albuquerque Aviation Department **PHONE:** 505 242-7805
ADDRESS: P.O. Box 9948 **FAX:**
CITY: Albuquerque **STATE:** NM **ZIP:** 87119 **E-MAIL:** jhinde@cabq.gov
Proprietary interest in site: Owner and Operator **List all owners:** Sole owner

DESCRIPTION OF REQUEST: Approval of Albuquerque Double Eagle II Airport Master Plan Update

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. Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2 **Block:** **Unit:**
Subdiv/Addn/TBKA: Lands of Double Eagle II Airport
Existing Zoning: SU-1 Airport and Rel Fac **Proposed zoning:** SU-1 Airport and Rel **MRGCD Map No**
Zone Atlas page(s): C4-6, D4-6, E4-6, F4-6 **UPC Code:** See attached
 G4-6

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?** ☐ No
No. of existing lots: N/A **No. of proposed lots:** N/A **Total site area (acres):** 4906 ac. approx.
LOCATION OF PROPERTY BY STREETS: On or Near: Atrisco Vista Blvd
Between: Atrisco Vista Blvd. and Shooting Range Park Rd
Check if project was previously reviewed by: Sketch Plat/Plan ☐ or Pre-application Review Team(PRT) ☒ **Review Date:** 1/11/18

SIGNATURE

(Print Name) Mike Provine, PE **DATE**
Applicant: ☐ **Agent:** ☒

FOR OFFICIAL USE ONLY

Revised: 11/2014

<input type="checkbox"/> INTERNAL ROUTING	Application case numbers	Action	S.F.	Fees
<input type="checkbox"/> All checklists are complete	BEAC 40028	IP		\$ 0
<input type="checkbox"/> All fees have been collected		CONF		\$
<input type="checkbox"/> All case #s are assigned		ADV		\$
<input type="checkbox"/> AGIS copy has been sent				\$
<input type="checkbox"/> Case history #s are listed				\$
<input type="checkbox"/> Site is within 1000ft of a landfill				\$
<input type="checkbox"/> F.H.D.P. density bonus				\$
<input type="checkbox"/> F.H.D.P. fee rebate				\$

Hearing date June 14, 2018

5-318
Staff signature & Date

Project # 1001656



Timothy M. Keller
Mayor

CITY OF ALBUQUERQUE

February 21, 2018

Mike Provine, PE
Molzen-Corbin & Associates
2701 Miles Rd SE
Albuquerque, NM 87106

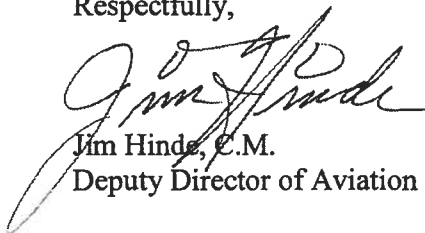
Re: Double Eagle II Airport
Master Plan Update

Dear Mr. Provine:

This letter is authorization to you to act as agent for the City of Albuquerque Aviation Department for the Environmental Planning Commission submittal and hearing action on the Double Eagle II Airport Master Plan Update.

Please contact me at 244-7700 with any questions.

Respectfully,



Jim Hinde, C.M.
Deputy Director of Aviation



Nyika A. Allen
Director of Aviation

P.O. Box 9948

Albuquerque, NM 87119-1048

www.cabq.gov/airport

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: City of Albuquerque Aviation Department DATE OF REQUEST: 4/19/18 ZONE ATLAS PAGE(S): C4-6, D4-6, E4-6
F4-6, G4-6

CURRENT: ZONING SU-1 Airport and Related LEGAL DESCRIPTION: Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2
PARCEL SIZE (AC/SQ. FT.) 4906 ac LOT OR TRACT # _____ BLOCK # _____
SUBDIVISION NAME Lands of Double Eagle II Airport

REQUESTED CITY ACTION(S):

ANNEXATION ☐

ZONE CHANGE ☐: From _____ To _____

SECTOR, AREA, FAC, COMP PLAN ☐

AMENDMENT (Map/Text) ☐

SITE DEVELOPMENT PLAN:

SUBDIVISION* ☐ AMENDMENT ☐

BUILDING PERMIT ☐ ACCESS PERMIT ☐

BUILDING PURPOSES ☐ OTHER ☒

*includes platting actions

Airport
Masterplan

PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT ☐

NEW CONSTRUCTION ☐

EXPANSION OF EXISTING DEVELOPMENT ☐

GENERAL DESCRIPTION OF ACTION:

OF UNITS: _____

BUILDING SIZE: _____ (sq. ft.)

Note: changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE J. H. P.

DATE 4/27/18

(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -
2ND Floor West, 600 2ND St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES ☐ NO ☒ BORDERLINE ☐

THRESHOLDS MET? YES ☐ NO ☒ MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: ☐

Notes: TIS may be required with future site development

If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. Any subsequent changes to the development proposal identified above may require an update or new TIS.

[Signature]
TRAFFIC ENGINEER

4/27/18
DATE

Required TIS must be completed prior to applying to the EPC and/or the DRB. Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with.

TIS -SUBMITTED / /
-FINALIZED / /

TRAFFIC ENGINEER _____

DATE _____

Revised January 20, 2011

MOLZENCORBIN

May 2, 2018

Environmental Planning Commission
City of Albuquerque
600 2nd St., NW
Albuquerque, New Mexico 87102

**RE: Double Eagle II Airport
Master Plan Update**

KSA151-11

Dear Members:

Enclosed please find the Albuquerque International Sunport Master Plan Update for the Commission's review and recommendation of approval. The City of Albuquerque Aviation Department is the lead agency in the proposed action. The Master Plan Update has been prepared by KSA Engineers with Molzen-Corbin providing engineering services as a sub-consultant.

The Double Eagle II Airport Master Plan Update has been undertaken to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The Master Plan is intended to be a proactive document which identifies and then plans for future facility needs well in advance of the actual need for the facilities. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall development and operation. The Master Plan is a cooperative effort between the City of Albuquerque and the New Mexico Department of Transportation Aviation Division. The document is prepared to meet FAA guidelines and will be submitted for approval to FAA after approval by the City of Albuquerque.

The submitted document is the update of the Master Plan for the Double Eagle II Airport and supersedes the Master Plan prepared in 2003. The update includes the following elements:

1. Inventory of Existing Facilities
2. Forecast of Aviation Activities
3. Facility Requirements
4. Airport Development Alternatives
5. Preparation of Recommended Implementation Plan

The Double Eagle II Airport is classified as a reliever airport serving the general aviation community. The airport does not offer commercial service. The airport is comprised of functional elements including the airfield, the fixed base operator, hangar and parking facilities, and support facilities. The Aviation Department has developed the Aerospace Technology Park in the south central portion of the airport property, which currently has the Southwest

Aeronautics Math and Science Academy (SAMS) charter school. Each functional element was analyzed for each of the elements listed above over a 20-year planning horizon.

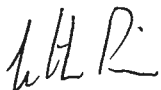
One output of the Master Plan is the Capital Improvement Program (CIP) developed from the preferred alternatives for each functional element of the airport. The CIP is a forecast of the capital required to accomplish the improvements identified over the planning period. The CIP is included in Chapter 5 of the Master Plan. A financing plan is also included with the CIP to indicate financing that will be required to fund the CIP. The economic development strategy can be found in Appendix A.

The Master Plan is a document that provides an outline of the necessary development concepts of needs and give the responsible officials advance notice of future needs to aid in planning, scheduling, and budgeting. The Master Plan provides conceptual descriptions of facility needs. Additional planning efforts will be required to develop those concepts into programs that can be evaluated for impacts to the environment, traffic planning, and other systems. The Master Plan provides the trigger points based on demand and when the additional planning and design must begin in order that the facilities can be developed prior to the capacity being reached. It is not intended for the Master Plan to present environmental or socio-economic analysis on the recommended plan elements because of the conceptual nature of the plan.

We submit this application for your review and comment. If there are any questions prior to the EPC hearing, please contact Mr. Michael Mallonee at (972) 542-2995 or me at (505) 242-5700.

Sincerely,

MOLZEN CORBIN



Mike Provine, PE
Vice President

MP:ptm
Enclosures

cc: Mr. Jim Hinde, CM, Deputy Director, Aviation Department
Mr. Michael Mallonee, KSA Engineers, Inc.

DOCUMENT

Please refer to the .pdf version of the
2018 Double Eagle II Master Plan DRAFT



Double Eagle II Airport Master Plan

Landside vs Airside Recommended Development

NEIGHBORHOOD INFORMATION

Mike Provine

From: Mike Provine
Sent: Thursday, February 15, 2018 3:30 PM
To: Debi Dodge
Subject: FW: Notification Inquiry_7401 Atrisco Vista Blvd NW_EPC
Attachments: Page_C-06-Z.PDF; Notification Inquiry_7401 Atrisco Vista Blvd NW_EPC.xls; INSTRUCTION SHEET FOR APPLICANTS.pdf

From: Quevedo, Vicente M. [mailto:vquevedo@cabq.gov]
Sent: Thursday, February 15, 2018 3:24 PM
To: Mike Provine <MProvine@molzencorbin.com>
Subject: Notification Inquiry_7401 Atrisco Vista Blvd NW_EPC

Mike,

Good afternoon. See list of affected associations below and attached. Please also review the attached instruction sheet. Thank you.

Neighborhood Associations - Main Contact	Full Name	Address Line 1	City	State	
Westside Coalition of Neighborhood Associations	Gerald Worrall	1039 Pinatubo Place NW	Albuquerque	NM	8
Westside Coalition of Neighborhood Associations	HarryHendriksen	PO Box 6270	Albuquerque	NM	8

Respectfully,

Vicente M. Quevedo, MCRP
Neighborhood Liaison, Office of Neighborhood Coordination
City of Albuquerque – City Council
(505) 768-3332
cabq.gov/neighborhoods

Follow us;



Confidentiality Notice: This e-mail, including all attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited unless specifically provided under the New Mexico Inspection of Public Records Act. If you are not the intended recipient, please contact the sender and destroy all copies of this message.

From: webmaster=cabq.gov@mailgun.org [mailto:webmaster=cabq.gov@mailgun.org] **On Behalf Of** webmaster@cabq.gov
Sent: Thursday, February 15, 2018 9:34 AM

To: Office of Neighborhood Coordination <onc@cabq.gov>

Subject: Notification Inquiry Sheet Submission

Notification Inquiry For:

Environmental Planning Commission Submittal

If you selected "Other" in the question above, please describe what you are seeking a Notification Inquiry for below:

Contact Name

mike Provine

Company Name

Molzen Corbin

Address

2701 Miles Rd SE

City

Albuquerque

State

NM

ZIP

87106

Telephone Number

505-242-5700

Email Address

mprovine@molzencorbin.com

Anticipated Date of Public Hearing (if applicable):

April 2018

Describe the legal description of the subject site for this project:

Tracts A, C,D-1-A2, E,F,K,N,S-1-A,S-2

Lands of Double Eagle II Airport

SU-1 Airport and Rel Fac- existing zoning

Located on/between (physical address, street name or other identifying mark):

7401 Atrisco Vista Blvd NW, located between Atrisco Vista Blvd NW and Shooting Range Park Rd NW

This site is located on the following zone atlas page:

C4-6, D4-6, E4-6, F4-6, G4-6

MOLZENCORBIN

May 1, 2018

Mr. Gerald Worrall
Westside Coalition of Neighborhood Associations
1039 Pinatubo Place NW
Albuquerque, NM 87120

RE: Double Eagle II Airport Masterplan Update **KSA151-11**
Atrisco Vista Boulevard
Lands of Double Eagle II Airport
SW'LY PORT OF TR D-1-A-1 PLAT OF TRS D-1-A-1, D-1-A-2 & S-1-A OF
AMENDED BULK LAND PLAT FOR AEROSPACE TECHNOLOGY

Dear Mr. Worrall:

The Double Eagle II Airport Master Plan Update has been prepared to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The Master Plan is intended to be a proactive document which identifies and then plans for future facility needs well in advance of the actual need for those facilities. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall development and operation. The Master Plan is a cooperative effort between the City of Albuquerque and the New Mexico Department of Transportation Aviation Division. The document has been prepared to meet FAA guidelines and will be submitted for approval to FAA after approval by the City of Albuquerque.

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One output of the Master Plan is the Capital Improvement Program (CIP) developed from the preferred alternatives for each functional element of the airport. The CIP is a forecast of the capital required to accomplish the improvements identified over the planning period. The CIP is included in Chapter 5 of the Master Plan. A financing plan is also included with the CIP to indicate financing that will be required to fund the CIP. The economic development strategy can be found in Appendix A.

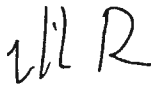
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Affected Neighborhood Associations and Homeowner Associations may request a facilitated meeting regarding this project by contacting the Alternative Dispute Resolution (ADR) Program at (505) 768-4712 or (505) 768-4660 or by email at stripett@cabq.gov. A facilitated meeting request must be received by ADR no later than May 14, 2018.

The Public Hearing is scheduled for June 14, 2018 at 8:30 a.m. in the Plaza del Sol Hearing Room, 600 2nd NW, Albuquerque, New Mexico.

Sincerely,

MOLZEN CORBIN

A handwritten signature in black ink, appearing to read 'M P R' or similar, written in a cursive style.

Mike Provine, P.E.

MP:tg

cc: Mr. Jim Hinde, Deputy Director, CM, Aviation Department
Ms. Molly Waller, KSA Engineering, Inc.

MOLZENCORBIN

May 1, 2018

Mr. Harry Hendricksen
Westside Coalition of Neighborhood Associations
P.O. Box 6270
Albuquerque, New Mexico 87197

RE: Double Eagle II Airport Masterplan Update KSA151-11
Atrisco Vista Boulevard
Lands of Double Eagle II Airport
SW'LY PORT OF TR D-1-A-1 PLAT OF TRS D-1-A-1, D-1-A-2 & S-1-A OF
AMENDED BULK LAND PLAT FOR AEROSPACE TECHNOLOGY

Dear Mr. Hendricksen:

The Double Eagle II Airport Master Plan Update has been prepared to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The Master Plan is intended to be a proactive document which identifies and then plans for future facility needs well in advance of the actual need for those facilities. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall development and operation. The Master Plan is a cooperative effort between the City of Albuquerque and the New Mexico Department of Transportation Aviation Division. The document has been prepared to meet FAA guidelines and will be submitted for approval to FAA after approval by the City of Albuquerque.

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Sincerely,

MOLZEN CORBIN


A handwritten signature in black ink, appearing to read 'M. Provine'.

Mike Provine, P.E.

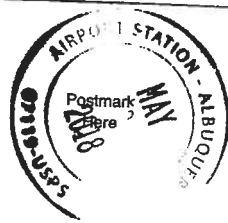
MP:tg

cc: Mr. Jim Hinde, Deputy Director, CM, Aviation Department
Ms. Molly Waller, KSA Engineering, Inc.

7015 0640 0003 9116 1338

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<input checked="" type="checkbox"/> Return Receipt (hardcopy) \$ 2.75	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$.47	
Total Postage and Fees \$ 6.67	
Sent To <u>Harry Hendriksen</u>	
Street and Apt. No., or PO Box No. <u>P.O. Box 6270</u>	
City, State, ZIP+4® <u>Albuquerque, NM 87197</u>	
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions	

7015 0640 0003 9116 1321

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<input checked="" type="checkbox"/> Return Receipt (hardcopy) \$ 2.75	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$.47	
Total Postage and Fees \$ 6.67	
Sent To <u>Gerald Worrall</u>	
Street and Apt. No., or PO Box No. <u>1039 Pinatubo Pl. NW</u>	
City, State, ZIP+4® <u>Albuquerque, NM 87120</u>	
PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions	

MOLZEN CORBIN

April 27, 2018

STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS
PO BOX 1148
SANTA FE NM 87504-1148

NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Albuquerque Environmental Planning Commission will hold a **Public Hearing on Thursday, June 14, 2018 at 8:30 a.m.**, in the Plaza del Sol Hearing Room, Lower Level, Plaza del Sol building, 600 2nd St. NW, Albuquerque, NM to consider the following item:

REQUEST

Molzen Corbin, agent for the City of Albuquerque, requests Master Plan Approval for properties on the Albuquerque Double Eagle II Airport. The Master Plan Area is legally described as Lands of Double Eagle II Airport. The request is for Master Plan Approval for the Albuquerque Double Eagle II Airport Master Plan.

EPC RULES OF CONDUCT OF BUSINESS

A copy of the Rules of Conduct is posted on the Planning Department's website at <http://www.cabq.gov/planning/boards-commissions/environmental-planning-commission> and printed copies are available in the Planning Department office on the third floor of the Plaza del Sol Building, 600 Second Street NW. For more information, please contact Russell Brito, Division Manager of the Urban Design and Development Division, at (505) 924-3337 or at rbrito@cabq.gov.

Staff reports and supplemental materials are posted on the City website:
<https://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/epc-staff-reports>

If you have questions or need additional information regarding this request please contact Russell Brito, Division Manager of the Urban Design and Development Division, at (505) 924-3337 or at rbrito@cabq.gov.

Sincerely,

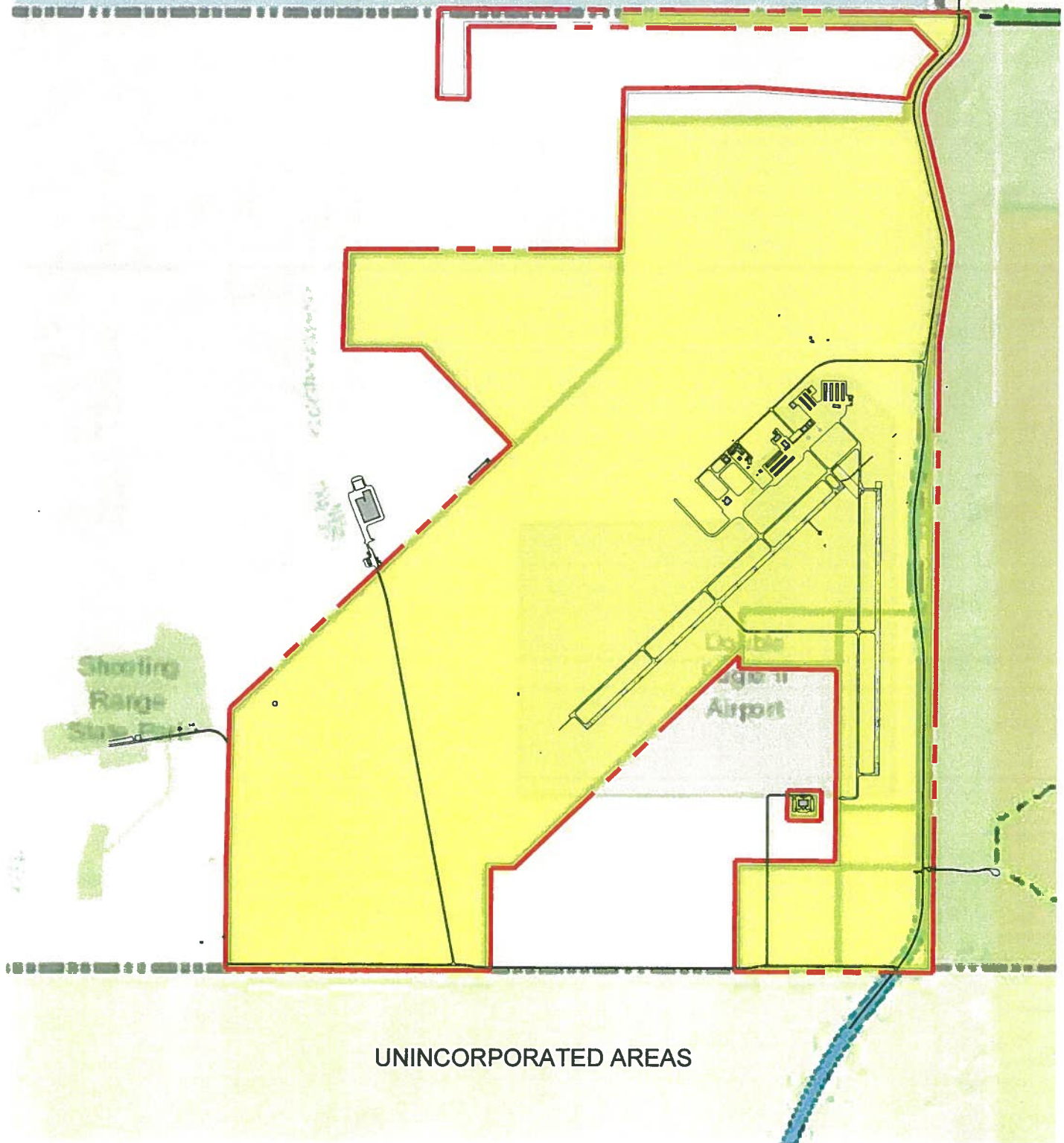
MOLZEN CORBIN

Mike Provine, P.E.

UPC	Owner	Owner Address	Owner Address 2	SITUS Address	SITUS Add	Legal Description	Propert	Acres
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	PARCEL 1 PLAT OF TRACT A-1 & TRACT L-1 PARCELS 1-5 DOUBLEEAG	V	45.6201
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	PARCEL 2 PLAT OF TRACT A-1 & TRACT L-1 PARCELS 1-5 DOUBLEEAG	V	44.1034
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	S'LY PORT OF PARCEL 1 PLAT OF TRACT A-1 & TRACT L-1 PARCELS1-5	V	18.9764
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	S'LY PORT OF PARCEL 2 PLAT OF TRACT A-1 & TRACT L-1 PARCELS1-5	V	18.4392
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	S'LY PORT OF PARCEL 4 PLAT OF TRACT A-1 & TRACT L-1 PARCELS1-5	V	13.7885
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148	7401 PASEO DEL VOLCAN NW	ALBUQUER	S'LY PORT OF PARCEL 5 PLAT OF TRACT A-1 & TRACT L-1 PARCELS1-5	V	6.7307
1E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103		ALBUQUER	TR Q BULK LAND PLAT OF DOUBLE EAGLE II AIRPORT ANDADJACENT	V	35
1E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103	16001 SHOOTING RANGE RD NW	ALBUQUER	T11N R1E SEC 33 CONT 640 AC	C	640
1E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103	N/A	ALBUQUER	T10N R1E SEC 4 CONT 257.76 AC ATR1 GRANT	V	257.6
1.01E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103		ALBUQUER	TR R BULK LAND PLAT OF DOUBLE EAGLE II AIRPORT ANDADJACENT	V	259.0448
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148		ALBUQUER	TR B BULK LAND PLAT OF DOUBLE EAGLE II AIRPORT ANDADJACENT	V	251.0468
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 5 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	1.3287
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 14 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	1.9529
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 4 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	1.3076
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 6 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	2.862
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 8 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	6.5782
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 9 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	5.5928
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 10 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	6.4774
1.01E+17	ALBUQUERQUE 50 LLC	8367 W FLAMINGO RD SUITE 100	LAS VEGAS NV 89147-4150		ALBUQUER	LT 11 BULK LAND PLAT OF LOTS 1 THRU 15 AEROSPACE TECHNOLOGY	V	5.5616
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148		ALBUQUER	TR E BULK LAND PLAT OF DOUBLE EAGLE II AIRPORT ANDADJACENT	V	51.0468
1E+17	WESTERN ALBUQ LAND HOLDINGS LLC % GARRETT DEV CORP/JEFF GARRETT	PO BOX 56790	ALBUQUERQUE NM 87187	1001 ATRISCO VISTA BLVD NW	ALBUQUER	TR A-1 PLAT OF TRS A-1, A-2 & A-3 NORTHWEST TR (A REPL OFTR A	V	9406.129
100606212	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103		ALBUQUER	TR A-1 PLAT OF TRACT A-1 & TRACT L-1 PARCELS 1-5 DOUBLEEAGLE	V	3196.861
1E+17	RANCH JOINT VENTURE ATTN: W.L. ROGERS	100 CRESCENT CT SUITE 450	DALLAS TX 75201		RIO RANCH	TR 2 SUMMARY PLAT OF TRACTS 1 & 2 LANDS OF QUAIL RANCH(BE	V	5466.038
1.01E+17	PARADISE WEST INC	7423 LANTERN RD NE	ALBUQUERQUE NM 87109		RIO RANCH	TR OF LAND IN SEC 13 T11N R1E IN E NW NW SECONT 5.0000 AC	V	5
1.01E+17	PARADISE WEST INC	7423 LANTERN RD NE	ALBUQUERQUE NM 87109		RIO RANCH	TR OF LAND IN SEC 13 T11N R1E IN W NW NW SECONT 5.0000 AC	V	5
1.01E+17	PARADISE WEST INC	7423 LANTERN RD NE	ALBUQUERQUE NM 87109		RIO RANCH	TR OF LAND IN SEC 13 T11N R1E IN W NE NW SECONT 5.0000 AC	V	5
1.01E+17	PARADISE WEST INC	7423 LANTERN RD NE	ALBUQUERQUE NM 87109		RIO RANCH	TR OF LAND IN SEC 13 T11N R1E IN E NE NW SE CONT 5.000 AC	V	5
1E+17	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103	N/A	ALBUQUER	T11N R1E SEC 16 CONT 216.80 AC	V	216.8
1.01E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148		ALBUQUER	PARCEL-2 TR M BULK LAND PLAT OF DOUBLE EAGLE II AIRPORTAND	V	45.688
1E+17	STATE OF NEW MEXICO COMMISSIONER OF PUBLIC LANDS	PO BOX 1148	SANTA FE NM 87504-1148		ALBUQUER	PARCEL-1 TR M BULK LAND PLAT OF DOUBLE EAGLE II AIRPORTAND	V	29.8933
1.01E+17	RANCH JOINT VENTURE LLP	100 CRESCENT CT SUITE 450	DALLAS TX 75201	7401 ATRISCO VISTA BLVD NW	ALBUQUER	TR D-1-A-1 PLAT OF TRS D-1-A-1, D-1-A-2 & S-1-A OF AMENDED BUL	V	129.4834

Buffer map

RIO RANCHO



UNINCORPORATED AREAS



0 2000' 5000'



CHAIR BOHANNAN: Sorry, about that Ms. Lehner. You are up now.

MS. LEHNER: Good Afternoon, Mr. Chair and Commissioners. This is agenda item #10, its Project #1001656, 18EPC-40028.

The request is for a recommendation to the City Council regarding a master plan for the Double Eagle II airport, an approximately 4,500-acre site located on Atrisco Vista Boulevard, between Atrisco Vista Boulevard and Shooting Range Park, bounded by the Petroglyph National Monument, the City of Rio Rancho, and unincorporated Bernalillo County. The subject site was zoned SU-1 for Airport and Related Facilities, which converted to NR-SU, Non-Residential Sensitive Use under the Integrated Development Ordinance, or IDO.

The Double Eagle II airport is classified as a Regional General Aviation Airport and as a reliever airport for the Sunport. Like the Sunport, Double Eagle II is owned and operated by the City of Albuquerque.

The 2018 Double Eagle II Airport Master Plan will supersede the existing 2002 Master Plan. In accordance with Federal Aviation Administration, FAA requirements, the master plan contains a facilities inventory, a needs assessment, a discussion of development alternatives, and a Capital Implementation Plan with a 20-year horizon.

The subject site is located in an Area of Consistency and an Area of Change as designated in the Comprehensive Plan. Approximately a quarter of the subject site is the Area of Consistency and three-quarters is an Area of Change. The Double Eagle II airport is part of a designated Developing Employment Center.

Staff finds that the request furthers applicable goals and policies regarding employment centers, development areas, transportation, economy, and infrastructure.

The Westside Coalition is the affected neighborhood organization, which was notified as required. Property owners within 100 feet of the subject site were also notified as required. A facilitated meeting was neither requested nor held. The staff has not been contacted or received any written comments and there is no known opposition.

Regarding Project #1001656, 18EPC-40028, staff recommends approval subject to minor conditions mostly needed for clarification.

With that, I stand for questions.

CHAIR BOHANNAN: Any questions for staff at this time? No.

MS. LEHNER: Thank you.

CHAIR BOHANNAN: Thank you. Good afternoon.

MR. PROVINE: Good afternoon.

CHAIR BOHANNAN: Could you state your name and address for the record?

MR. PROVINE: Mike Provine. 2701 Miles Road Southeast, Albuquerque 87106.

CHAIR BOHANNAN: You swear to tell the truth under penalty of perjury?

MR. PROVINE: I do.

CHAIR BOHANNAN: Ok. Thank you.

MR. PROVINE: Good afternoon Mr. Chair and commissioners. As Catalina pointed out this is the Double Eagle II Airport Master Plan. The master plan is prepared in accordance with FAA guidelines and requirements and basically, in a short way of putting it, I guess, is we look at what's out there now; we look at current FAA standards and guidelines that the city has to comply with. We look at the forecast – we prepare a forecast for air traffic for the airport and we project that into roughly twenty years in the horizon. That forecast is submitted to FAA for review and approval and that has been done. With the forecast, we look at demand that occurs at the airport for either air – airfield facilities, runway taxiways, (inaudible), that type of thing and for things like aircraft storage, land site facilities and things of that sort. And then prepare a capital improvement program, based on those needs off of those traffic projections.

We also look at current FAA guidelines; regarding things like the geometry on the airfield, separations between runways, (inaudible) two ways, approach surfaces, an aircraft is a landing or (inaudible) aircraft is departing, FAA has requirements on maintaining clear space if you will. We look at penetrations to those; we look at conflicts between the different surfaces if you will. We also look at what improvements are needed to mitigate any conflicts that we find with those. I might add that FAA over time does change their requirements and those guidelines that the city's required to follow, so some of the projects that were identified are a result of those changes and we put that into the capital program. One important aspect to this master plan that may not be typical with other airport master plans is the city wanted to look at economic development, specifically at the Double Eagle II airport. They have a facility out there that they'd like to continue to grow.

Catalina mentioned that this is a reliever airport. What that means is it – it is – it was set up as delineation airport to relieve traffic congestion and a mix of aircraft traffic at the Sunport. Basically, take the general aviation traffic encourage it to develop at Double Eagle II and as that's occurred over the years the city would like to increase that development. As a reliever airport part of the revenue or part of the operating cost at Double Eagle are actually supported by airlines using the Sunport and that's in a use agreement that the city has with those participating airlines. So, as airline traffic changes and as it sustains on commercial service airports, pressure has been applied to reduce that load from the cost of operating Double Eagle II, so, that goes into the city trying to bring the Double Eagle II – bring the revenue up if you will. Make it more self-sustaining. That was an aspect that was also looked at in the program.

At the end of the day, in the master plan, it's a big document. We submitted a set of drawings called the Airport Layout Plan, it's in the back of the document, it's basically a graphical depiction of the existing facility and the capital program moving forward that was developed for the planning process. That actually gets submitted to FAA for concurrence and approval. The Capital Improvement Program also is submitted to FAA for possible funding and that's developed in the near term, midterm and if you will, a long-term phasing. I might add that this is a not necessarily a time-based master plan, but it's a demand-based program, so if FAA changes some design guidelines, that may be more immediate, that project may be deferred before say hangar development, or something like that, that the demand may not actually dictate, so anyways.

In a nutshell, I know it's a big document and this is not the type of master plan you normally see, but that's generally the process. The process starts I think in 19 – or excuse me, 2015, 2016 or so. We had a technical advisory committee that met four times through the process. We had two public information workshops to discuss various aspects of the planning as we went through the process and we're at this point and we'd like to approach the City Council for adoption. All stand for any questions.

CHAIR BOHANNAN: Commissioner Hudson.

COMMISSIONER HUDSON: Thank you. Thanks for your presentation. This is a big book for us to read. I kind of perused through it, because I didn't really know what to look for but, so curious to know so can the like large planes, can they actually land at Double Eagle and the can actually relieve the pressure at the International Airport?

MR. PROVINE: Mr. Chair, Commissioner Hudson. Double Eagle is not – has not been constructed, it doesn't have the facilities to accommodate large commercial service type aircraft and also, the city's policy is to not have commercial service at Double Eagle II, so that's part of your question. The pavement has been constructed – pavement has limitations and actually, the geometry of the airfield has limitations on what size aircraft can actually use the field, but commercial service aircraft – commercial service aviation is not currently allowed at public – it's a general aviation, which would incorporate anything that's not commercial service for the most part, so the size of aircraft can be two things known as weight or speed; there's some limitations at the airport for that, but in commercial service like Southwest Airlines or Alaska Airlines, that type of thing, those are not – it's not a use by policy allowed at Double Eagle.

COMMISSIONER HUDSON: In - - like for the way out future is that something that is planned or it hadn't been thought up way out that far?

MR. PROVINE: With me today is Deputy Director Jim Hine from the Aviation Department. I'll let him - - what I know is (inaudible) that is not a conflict.

COMMISSIONER HUDSON: Ok. So, you're saying it's more relief for like, the planes that fly into Cutter or those kinds of - - those size planes?

MR. PROVINE: Mr. Chairman, Commissioner Hudson. That's correct, so a reliever airport for the Sunport it is a relieving Sunport if you will. As you mix aircraft types; Jets generally travel faster than a general smaller general aviation aircraft. As you get that – those types of aircraft in the same airspace you need to really accommodate the slower aircraft, so that really constrains your capacity, because you need to increase separation distances. So the idea of a reliever airport is to take the slower general aviation aircraft, bring them into a facility like Double Eagle, really preserve the airspace at the Sunport for the commercial traffic, the fast traffic.

COMMISSIONER HUDSON: Thank you.

MR. PROVINE: You're welcome.

CHAIR BOHANNAN: More out of a curiosity. Do we get any federal money from a military budget? Just because I live over there and I always see the Ospreys and the big transports running touch and goes and different training practices over there. So, I was wondering how that agreement works? Is it...

MR. PROVINE: Mr. Chairman. There's no direct participation from the Department of Defense with use at the Double Eagle II Airport, as a public use airport. If their aircraft are fit within those constraints, weight (inaudible) there allowed to use that airport. There is a secondary benefit an economic benefit because they actually buy fuel as they use that airport from the (inaudible) operation, the tenant that provides those services, through the lease and through agreements with the (inaudible) city. You do get some participation that way.

CHAIR BOHANNAN: Commissioner Meadows.

COMMISSIONER MEADOWS: Hi Mr. Provine. So you mentioned that part of the study was looking at economic development opportunities. Are there actually some industrial sites on the property or near this property that you looked at and may be considered the kind of things that could locate there?

MR. PROVINE: Mr. Chairman, Commissioner Meadows. Yes, I did mention that and thank you for bringing it up. Opportunity is to develop an airport to diversify the revenue stream from just landing fees or (inaudible) fuel is important in this day and age. The city owns and operates a parcel of land right where the target is on the screen; Aerospace Technology Park that was developed by the City Aviation Department to affect industrial or commercial users back in the 2000's, associated really with the Eclipse Aviation Development. That is still a viable industrial park. There is a Sam's Academy at the charter school there, that's that one building there, that was actually constructed as part of the Eclipse Development that was their training facility before their - - before that company went - went out of business. What was found in the - in the Economic Development Analysis on this master plan was that's still a viable park. The city, the Aviation Department, has continually responding to interest on that.

So what was really came out of this master plan versus the last master plan was that there is a lot of helicopter traffic at Double Eagle and that seems to be a gross pattern over the years. As a safety aspect and as a development aspect - economic development aspect we show in the master plan and Capital Program to possibly develop a helicopter landing area, storage area, kind of a business area if you will, to the northwest of the hangar area if you will. Those two things that provides, kind of a magnet, for either cross country helicopter traffic or for a local helicopter traffic, either a maintenance organization or something along that line, but it also helps separate that type of traffic from (inaudible).

Another thing that was developed, looked at, and discussed in the master plan under that analysis was we are seeing in the general aviation industry; we're not seeing a lot of growth as far as the private pilot with the smaller propeller-driven aircraft. We're actually seeing some decrease in that part of the - that aspect, but we are seeing a growth in corporate type aircraft, jets, small jets that type of thing, but we're seeing a lot of growth in the demand for pilot training. To accommodate either the Far East, if you will, or even within the United States or more locally, so a possibility of attracting a pilot school at Double Eagle II Airport. There was some - a layout done where that did actually occur, two fold they would have either on site where they actually come in, which team meets in Arizona and other places where they actually bring the pilots in - students in and actually live on site for several months as they develop and get their training. So it would be dormitories and things may be a spinoff possibly restaurants, stuff like that, but also increases the traffic there. The fees for pilot training and the school, of course, and then also fuel - fuel consumption, those things were really - came to the top if you will, in the Economic Development Analysis.

COMMISSIONER MEADOWS: Ok. And I just had a comment. So there's a lot of discussion about the future Paseo del Vulcan Corridor being built, which is beyond the 2040 Metropolitan Transportation Plan, but it doesn't - there's very little discussion about the future of Atrisco Vista. And I just wanted to point out that there was a Parsons Brinkerhoff Study of Atrisco Vista showing the Economic Opportunities, as well as access to the airport and extending that up into Rio Rancho. And in fact Bernalillo County has just started a - an alignment study to - Parametrics is preparing a study to look at which alignment would be used to - to extend that road up into Rio Rancho in the short term, so just for your consideration and maybe adding some discussion of that in the master plan. Thank you.

MR. PROVINE: Mr. Chairman, Commissioner Meadows. Thank you for that comment. The sale of Vulcan Alignment as we began this study and I guess as we finished up the planning efforts; our understanding is that

the New Mexico Department of Transportation under a – their program is in right-of-way acquisition. That is – that alignment corridor if you will is located west of the airport property where the pressure is now. Atrisco Vista was formerly Paseo del Vulcan; the name was changed in the Aviation Department, actually developed – reconstructed that roadway from the I-40 Interchange just north of there, actually up to where the (inaudible) now entrance, just south of that entrance into the airport property. We felt that road deserved the right-of-way for additional two lanes to be dealt in the future as demand would dictate; two new lanes were built, the old two lanes which were in better condition were actually created where that right-of-way is, preserved and actually, the embankment if you will, has been preserved. So as far as coordinating with Bernalillo County and future plans to extend Atrisco Vista to the north, I think that through the airport and the City's Aviation Department property; I they've accommodated that.

CHAIR BOHANNAN: Any other questions or comments, general inquiries? Alright, thank you so much.

MR. PROVINE: Thank you.

CHAIR BOHANNAN: Ok. Ms. Henry, anyone signed up from the public?

MS. HENRY: Yes. Alexander Haggar followed by Elias Archuleta.

CHAIR BOHANNAN: Will you please come forward and give your testimony? Good afternoon.

MR. ARCHULETA: Good afternoon. My names Elias Archuleta, I'm the Director of Technical Services for Bernalillo County Public Works. And I'm just coming to...

CHAIR BOHANNAN: Hold on. Can you state your address for the record?

MR. ARCHULETA: 2400 Broadway Avenue SW, Albuquerque, NM.

CHAIR BOHANNAN: You swear to tell the truth under penalty of perjury?

MR. ARCHULETA: Yes.

CHAIR BOHANNA: Ok, please proceed.

MR. ARCHULETA: So, I came to just inform the board, and with the City of Albuquerque in general, that Bernalillo County is in the process of beginning an alignment study for Atrisco Vista Boulevard to expand – expand the roadway as a principal arterial from Double Eagle Airport into Rio Rancho, essentially providing a direct connection to Southern Boulevard. And as part of that study, we'll be working with Sandoval County and the City of Rio Rancho to establish, if necessary and possible, an interim corr – connection to their Paseo of Vulcan alignment from Southern Boulevard North. Essentially providing a more immediate full development of a north – a north-south corridor as the westernmost loop around the Metro Area as we – as we're aware; the Paseo del Vulcan corridor is only in the Long Range MTP Plan, as right-of-way acquisition through 2040 there's no full construction program in the MTP prior to that. We do have Paseo del Vu – or Atrisco Vista is in the MTP for buildout prior to that and the results of our study may exhilarate that or into the near future if we find a suitable alignment and at that point can dedicate funding; either through county bond funds or through federal funds through the Metro – the MPO process.

CHAIR BOHANNAN: Thank you. Any questions or comments? Alright, thank you so much.

MS. HENRY: That's it.

CHAIR BOHANNAN: That's it. Ok. Do you have anything in closing?

MR. PROVINE: No.

CHAIR BOHANNAN: Staff.

MS. LEHNER: Mr. Chair. I have nothing in closing. Thank you.

CHAIR BOHANNAN: Thank you, so much. Alright, we'll go ahead and close the floor. Don't think this is very controversial or – someone willing to entertain a motion? Commissioner Hudson.

COMMISSIONER HUDSON: Thank you, Mr. Chair. In the case of project #1001656, case #18EPC-40028. I move approval forwarding to the City Council, based on the findings, hold on just a moment please, yes based on findings 1 through 12, with a recommendation condition and amendments 1 through 3. Ms. Lehner, did you have something else that you were gonna add or was that – is that accurate? Ok.

CHAIR BOHANNAN: I have a motion for recommendation of approval to City Council from Commissioner Hudson and a second from Commissioner McCoy. All those in favor and by a show of hands say "Aye".

ALL COMMISSIONERS: Aye.

CHAIR BOHANNAN: All those opposed. Motion passes unanimously, please let the record show that Commissioner Serrano did not vote and has left the meeting for the remainder of the day.



**CITY OF ALBUQUERQUE
PLANNING DEPARTMENT**

INTER-OFFICE MEMORANDUM

TO: ENVIRONMENTAL HEALTH – Paul Olson
LEGAL DEPARTMENT – Tyson Hummell
PARKS & RECREATION:
PARK DESIGN – Carol Dumont
OPEN SPACE DIVISION – Tricia Keffer
CITY FORRESTER – Joran Viers
PLANNING:
LONG RANGE PLANNING – Linda Rumpf
METROPOLITAN REDEVELOPMENT – Rebecca Velarde
HYDROLOGY – Abiel Carrillo
NEIGHBORHOOD COORDINATION –
TRANSPORTATION DEV. SERVICES – Gary Sandoval
ZONING – Ben McIntosh
ABC WATER UTILITY AUTHORITY – Kris Cadena
POLICE DEPARTMENT – Laura Kuehn
FIRE DEPARTMENT – Antonio Chinchilla
SOLID WASTE MANAGEMENT DEPARTMENT – Michael Anaya
TRANSPORTATION PLANNING – John MacKenzie
TRANSIT DEPARTMENT – Lawrence Kline
ALBUQUERQUE PUBLIC SCHOOLS – April Winters
AMAFCA – Lynn Mazur
COUNTY OF BERNALILLO – Catherine VerEecke
MID-REGION COUNCIL OF GOVERNMENTS – Maida Rubin
MIDDLE RIO GRANDE CONSERVANCY DISTRICT – Jason Casuga
NM DEPARTMENT OF TRANSPORTATION – Nancy Perea & Margaret Haynes
NM GAS COMPANY –
PETROGLYPH NATIONAL MONUMENT – Diane Souder
PUBLIC SERVICE COMPANY OF NEW MEXICO – Laurie Moye

FROM: Russell Brito, Urban Design and Development Division, Planning Department

SUBJECT: ENVIRONMENTAL PLANNING COMMISSION CASE DISTRIBUTION

Attached are the legal descriptions, applications, and related materials for the cases scheduled for public hearing before the Environmental Planning Commission on **June 14, 2018**.

Please remember that all agency comments are due May 21, 2018.

COMMENTS TO: Catalina Lehner (clehner@cabq.gov)
Maggie Gould (mgould@cabq.gov)
Cheryl Somerfeldt (csomerfeldt@cabq.gov)
Terra Reed (treed@cabq.gov)
Michael Vos (mvos@cabq.gov)
Carol Toffaleti (cgtoffaleti@cabq.gov)

Project# 1000965

18EPC-40033 Site Development Plan for Building Permit

18EPC-40034 Site Development Plan for Subdivision Amendment

18EPC-40035 Zone Map Amendment (Zone Change)

Dekker/Perich/Sabatini, agent for Presbyterian Healthcare Services, requests the above action for all or a portion of Tract 5, Plat of Tracts A, B, 1, 2, 3, 4, 5 & 6 of Lands of Ray A. Graham III, Ovenwest Corp and City of Albuquerque, zoned SU-1PRD 11 DU/AC to SU-1 for C-2 Restricted Uses to Accommodate a Medical Clinic and Urgent Care & Emergency Room, located on Coors NW, between Loop One Rd, NW and Learning Rd NW, containing approximately 7.6853 acres.

(F-11) Staff Planner: Maggie Gould

Project# 10011631

18EPC-40030 Zone Map Amendment (Zone Change)

Arch & Plan Land Use Consultants, agent for Karen A. Rose Trust/Jeffrey and Geraldine Rose, requests the above action for all or a portion of Lots 82 and 84 portions of Lots 83, 85 and 86, Block 7, Perfecto Armijo and Brothers Addition, zoned SU-2/DNA-MR to SU-2/DNA-OR1/PDA, located at 700 and 710 Roma Av., NW, between 7th St. NW and 8th St., NW, 7th St., NW and 8th St. NW, containing approximately 0.246 acres.

(J-14) Staff Planner: Staff Planner: Terra Reed

Project# 1006520

18EPC-40027 Site Development Plan for Subdivision Amendment

William Fanning Architect, agent for Episcopal Diocese of the Rio Grande, requests the above action for all or a portion of Tract B-1-A, Block 4, Tract 3, Unit 3, Hope Plaza North Albuquerque Acres, zoned SU-2/O-1 & R-T, located on Signal Av., NE, between Barstow NE and Ventura NE, containing approximately 0.27 acres. (C-20) Staff Planner: Cheryl Somerfeldt

Project# 1001081

18EPC-40036 Zone Map Amendment (Zone Change)

18EPC-40037 Site Development Plan for Building Permit

Consensus Planning, Inc., agent for COA, Fire Department and Department of Municipal Development, requests the above action for all or a portion of Parcel D within Lot 23, Block 31, Snow Heights Addition. zoned C-2 to SU-1 for Fire Station, located on Snow Heights Circle NE, between Eubank Blvd., NE and Glorieta St., NE, containing approximately 1.05 acres. (H-20) Staff Planner: Cheryl Somerfeldt

Project# 1000270

18EPC-40029 Sector Development Plan Amendment for International Sunport Master Plan Update

Molzen Corbin and Mike Provine, agent for COA, Aviation Department, requests the above action for all or a portion of Tracts A-1, A-2, B, C, D, E, F, G, H, J, K, L & M, Sunport Municipal Addition, Lands of Albuquerque International Airport, zoned SU-1 Airport and Rel. Fac. To SU-1 Airport

and Rel., location on Sunport Blvd., between Gibson Blvd., Jijeras Arroyo, University Blvd and Kirtland air Force Base, containing approximately 2457 acres. (L-16, M-15-18, N-15-18, P-15-16) Staff Planner: Catalina Lehner

Project# 1001656

18EPC-40028 Sector Development Plan
Amendment for Double Eagle II Airport

Molzen Corbin and Mike Provine, agent for COA, Aviation Department, requests the above action for all or a portion of Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2, Lands of Double Eagle II airport, zoned SU-1 Airport and Rel. Fac., location on Atrisco Vista Blvd., between Atrisco Vista Blvd, and Shooting Range Park Rd., containing approximately 4906 acres. (C-4-6, D-4-6, E-4-6, F-4-6) Staff Planner: Catalina Lehner

Project# 1003449

18EPC-40031 Sector Development Plan Map
Amendment
18EPC-40032 Site Development Plan for
Building Permit

Consensus Planning, Inc., agent for Jackson Real Estate Services Inc., requests the above action for all or a portion of Tract 52, Unit 2, Town of Atrisco Grant, zoned RD-9 DU/acre to SU-1 PRD, located on Sunset Gardens Road, between 82nd St., and 86 St., containing approximately 6 acres (L-09) Staff Planner: Cheryl Somerfeldt

Project# 1005234

18EPC-40024 Zone Map Amendment (Zone
Change)

Kent Beierle, Architect with EDI Architecture, agent for Rhino Investments NM Hotel, LLC, requests the above action for all or a portion of Tracts 1, 2 & 3, Unit 1 together with Tracts 4, 5 & 7A, Unit 2, Carlisle Replat Unit 1, zoned C-2 & C-3 to C-2, located on Carlile Blvd, NE, between Prospect Ave, NE and Solano Dr., NE, containing approximately 11.07 acres (H-17) Staff Planner: Michael Vos

Project# 1000976

18EPC-40026 Zone Map Amendment (Zone
Change)

Consensus Planning, Inc., agent for Riverside West, LLC, requests the above action for all or a portion of Tract 1, Lands of Westland Development Co., Inc., in projected Section 3, T9N, R2E, NMPM, and an unplatted Tract within the SE ¼ of projected Section 34, T10N, R2E, NMPM, Town of Atrisco Land Grant, Bernalillo County, New Mexico, zoned SU-1 PRD 250 DU MAX to MH, located at 2911 Ervien Lane SW, between Cord Blvd., SW and Amole del Norte Diversion Channel, containing approximately 40.9 acres (M-10) Staff Planner: Carol Toffaleti

Project# 1000603

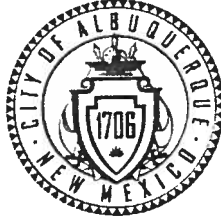
18EPC-40025 Zone Map Amendment (Zone
Change)

Consensus Planning, Inc., agent for Ladera Partners LLC and Ladera Two Partners LLC, requests the above action for all or a portion of Tract M-A of Replat of Tracts M, N & L of

corrected Summary Plat of Tract L, M & N, Northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R containing 4.946 acres; Tract N-A of Replat of Tracts M, N & L of corrected Summary Plat of Tract L, M & N, Northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R containing 1.227 acres; Tract N-A of Replat of Tracts M, N & L of corrected Summary Plat of Tract L, M & N, Northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R containing 1.227 acres; Tract O of Replat of Tracts M, N & L of corrected Summary Plat of Tract L, M & N, northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R containing 3.792 acres; Tract P of Replat of Tracts M, N & L of corrected Summary Plat of Tract L, M & N, Northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R containing 0.872 acres; Tract Q-1, Plat of Tracts Q-1 & Q-2 Town of Atrisco Grant Northeast Unit, containing 3.1282 acres; and Tract P, of Replat of Tracts M, N, & L of Corrected Summary Plat of Tracts L, M & N, Northeast Unit, Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R, containing 0.872 acres. (G-11). Staff Planner: Maggie Gould

Project# 1004375
18EPC-40026 Zone Map Amendment (Zone Change)

Consensus Planning, Inc., agent for Haggard Group, LLC, requests the above action for all or a portion of Tract 1-B, P & J Subdivision, zoned SU-1 for PRD to C-2, located on San Antonio Dr., NE, between San Pedro Dr., NE and Louisiana Blvd NE, containing approximately 3.1 acres (E-18) Staff Planner: Maggie Gould



ENVIRONMENTAL PLANNING COMMISSION AGENDA

Thursday, June 14, 2018
8:30 a.m.

Plaza Del Sol Hearing Room, Lower Level
600 2nd Street NW

MEMBERS

Derek Bohannon, Chair
Bill McCoy, Vice Chair

Joseph Cruz
Richard Meadows
Dan Serrano
Robert Stetson

Karen Hudson
Maia Mullen
David Shaffer

NOTE: A LUNCH BREAK AND/OR DINNER BREAK WILL BE ANNOUNCED AS NECESSARY

Agenda items will be heard in the order specified unless changes are approved by the EPC at the beginning of the hearing; deferral and withdrawal requests (by applicants) are also reviewed at the beginning of the hearing. Applications deferred from a previous hearing are normally scheduled at the end of the agenda.

There is no set time for cases to be heard. However, interested parties can monitor the progress of the hearing by calling the Planning Department at 924-3860. All parties wishing to address the Commission must sign-in with the Commission Secretary at the front table prior to the case being heard. Please be prepared to provide brief and concise testimony to the Commission if you intend to speak. **In the interest of time, presentation times are limited as follows, unless otherwise granted by the Commission Chair: Staff – 5 minutes; Applicant – 10 minutes; Public speakers – 2 minutes each. An authorized representative of a recognized neighborhood association or other organization may be granted additional time if requested. Applicants and members of the public with legal standing have a right to cross-examine other persons speaking per Rule B.13 of the EPC Rules of Conduct.**

All written materials – including petitions, legal analysis and other documents – should ordinarily be submitted at least 10 days prior to the public hearing, ensuring presentation at the EPC Study Session. The EPC strongly discourages submission of written material at the public hearing. Except in extraordinary circumstances, the EPC will not consider written materials submitted at the hearing. In the event the EPC believes that newly submitted material may influence its final decision, the application may be deferred to a subsequent hearing.

NOTE: ANY AGENDA ITEMS NOT HEARD BY 8:30 P.M. MAY BE DEFERRED TO ANOTHER HEARING DATE AS DETERMINED BY THE PLANNING COMMISSION.

Call to Order:

- A. Pledge of Allegiance
- B. Announcement of Changes and/or Additions to the Agenda
- C. Approval of Amended Agenda
- D. Swearing in of City Staff

1. Project# 1005234

18EPC-40024 Zone Map Amendment
(Zone Change)

Kent Beierle, Architect with EDI Architecture, agent for Rhino Investments NM Hotel, LLC, requests the above action for all or a portion of Tracts 1, 2 & 3, Carlisle Replat Unit 1 and Tracts 4, 5 & 6A, Carlisle Replat Unit 2, zoned C-2 & C-3 to C-2, located on Carlisle Blvd NE, between Solano Drive NE, Prosepect Ave NE, and the Embudo Channel, containing approximately 11.1 acres (H-17).
Staff Planner: Michael Vos

2. Project# 1006520

18EPC-40027 Site Development Plan for
Subdivision Amendment

William Fanning Architect, agent for Episcopal Diocese of the Rio Grande, requests the above action for all or a portion of Hope Plaza Subdivision, North Albuquerque Acres, zoned SU-2/O-1 & R-T, located on Signal Ave. NE, between Barstow St. NE and Ventura St. NE, containing approximately 16 acres (C-20).
Staff Planner: Cheryl Somerfeldt

3. Project# 1011631

18EPC-40030 Zone Map Amendment
(Zone Change)

Arch & Plan Land Use Consultants, agent for Karen A. Rose Trust/Jeffrey and Geraldine Rose, requests the above action for all or a portion of Lots 82 and 84 portions of Lots 83, 85 and 86, Block 7, Perfecto Armijo and Brothers Addition, zoned SU-2/DNA-MR to SU-2/DNA-OR, located at 700 and 710 Roma Av., NW, between 7th St. NW and 8th St., NW, 7th St., NW and 8th St. NW, containing approximately 0.25 acre (J-14). Staff Planner: Staff Planner: Terra Reed

4. Project# 1003449

18EPC-40031 Sector Development Plan Map
Amendment
18EPC-40032 Site Development Plan for
Building Permit

Consensus Planning, Inc., agent for Jackson Real Estate Services Inc., requests the above action for all or a portion of Tract 52, Unit 2, Town of Atrisco Grant, zoned RD-9 DU/acre to SU-1 PRD, located on Sunset Gardens Rd. SW, between 82nd St. SW and 86th St. SW, containing approximately 6.1 acres (L-09). Staff Planner: Cheryl Somerfeldt

5. Project# 1004375

18EPC-40023 Zone Map Amendment
(Zone Change)
18EPC-40038 Site Development for
Subdivision

Consensus Planning, Inc., agent for Haggard Group, LLC, requests the above action for all or a portion of Tract 1-B, plat of tracts 1-A and 1-B of the P & J Subdivision, zoned SU-1 for PRD to SU-1 for Outdoor Vehicle (RV and Boat) Storage, located on San Antonio Dr. NE, between San Pedro Dr. NE and Louisiana Blvd. NE, containing approximately 3.1 acres (E-18).
Staff Planner: Maggie Gould

6. Project# 1000976
18EPC-40026 Zone Map Amendment
(Zone Change)

Consensus Planning, Inc., agent for Riverside West, LLC, requests the above action for all or a portion of Tract 1, Lands of Westland Development Co., Inc., in projected Section 3, T9N, R2E, NMPM together with an unplatted Tract within the SE ¼ of projected Section 34, T10N, R2E, NMPM, Town of Atrisco Land Grant, Bernalillo County, New Mexico, and a Tract of Land East of Amole Del Norte Diversion Channel North of Section Line Of Sections 34 & 3, zoned SU-1 PRD 250 DU MAX to MH, located at 2911 Ervien Lane SW, between Coors Blvd. SW and the Amole del Norte Diversion Channel, containing approximately 41 acres (M-10). Staff Planner: Carol Toffaleti

7. Project# 1000603
18EPC-40025 Zone Map Amendment
(Zone Change)

Consensus Planning, Inc., agent for Ladera Partners LLC and Ladera Two Partners LLC, requests the above action for all or a portion of Tract M-A of Replat of Tracts M, N & L of corrected Summary Plat of Tract L, M & N, Northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R; Tract N-A of Replat of Tracts M, N & L of corrected Summary Plat of Tract L, M & N, Northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R; Tract O of Replat of Tracts M, N & L of corrected Summary Plat of Tract L, M & N, northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R; Tract P of Replat of Tracts M, N & L of corrected Summary Plat of Tract L, M & N, Northeast Unit Town of Atrisco Grant to Tracts M-A, N-A, O, P, Q & R; Tract Q-1, Plat of Tracts Q-1 & Q-2 Town of Atrisco Grant Northeast Unit; and Tract Q-2, Plat of Tracts Q-1 & Q-2 Town of Atrisco Grant Northeast Unit; zoned C-1 to C-2 (SC), located between Coors Blvd. and Atrisco Dr. and between Sequoia Rd. and Redlands Rd., containing approximately 15 acres, not including Nusenda Credit Union. (G-11). Staff Planner: Maggie Gould

8. Project# 1001081
18EPC-40036 Zone Map Amendment
(Zone Change)
18EPC-40037 Site Development Plan for
Building Permit

Consensus Planning, Inc., agent for City of Albuquerque, Fire Department and Department of Municipal Development, requests the above action for all or a portion of Parcel D within Lot 23, Block 31, Snow Heights Addition, zoned C-2 to SU-1 for Fire Station, located on Snow Heights Circle NE, near the corner of Menaul Blvd. NE and Eubank Blvd. NE, containing approximately 1.1 acres (H-20). Staff Planner: Cheryl Somerfeldt

9. Project# 1000965
18EPC-40033 Site Development Plan for
Building Permit
18EPC-40034 Site Development Plan for
Subdivision Amendment
18EPC-40035 Zone Map Amendment

Dekker/Perich/Sabatini, agent for Presbyterian Healthcare Services, requests the above action for all or a portion of all units, tracts and subtracts of the Andalucia at La Luz, Sevilla at Andalucia and Valle Paraiso at Andalucia at La Luz subdivisions zoned SU-1 PRD 6DU/AC and SU-1PRD 5DU/AC and Tract 5, Plat of Tracts A, B, 1, 2, 3, 4, 5 & 6 of

(Zone Change)

Lands of Ray A. Graham III, Ovenwest Corp and City of Albuquerque, zoned SU-1 PRD 10 DU/AC to SU-1 for C-2 Restricted Uses to Accommodate a Medical Clinic and Urgent Care & Emergency Room (zone change for tract 5 only), located on Coors Blvd. NW, between Namaste Rd. NW and Learning (Bosque School) Rd. NW, containing approx. 115 acres (F-11). Staff Planner: Maggie Gould

10. Project# 1001656
18EPC-40028 Double Eagle II Airport Master Plan Update

Molzen-Corbin & Associates, agents for the COA Aviation Department, requests the above action for all or a portion of Tracts A, C, D-1-A2, E, F, K, N, S-1-A, S-2, Lands of Double Eagle II Airport, zoned SU-1 for Airport and Related Facilities, located on Atrisco Vista Blvd., between Atrisco Vista Blvd. and Shooting Range Park Rd., containing approximately 4,500 acres. (C-4-6, D-4-6, E-4-6, F-4-6) Staff Planner: Catalina Lehner

11. Project# 1000270
18EPC-40029 Albuquerque International Sunport Master Plan Update

Molzen-Corbin & Associates, agents for the COA Aviation Department, requests the above action for all or a portion of Tracts A-1, A-2, B, C, D, E, F, G, H, J, K, L & M, Sunport Municipal Addition, Lands of Albuquerque International Airport, zoned SU-1 for Airport and Related Facilities, SU-1 for Airport and Related Facilities/Office/School & Cargo Facility, and M-2, located on Sunport Blvd., between Gibson Blvd., the Tijeras Arroyo, University Blvd., and Kirtland Air Force Base, containing approximately 2,500 acres. (L-16, M-15-18, N-15 -18, P-15-16). Staff Planner: Catalina Lehner

12. Project# 1005455
18EPC-40015 Site Development Plan for Subdivision

Arch & Plan Land Use Consultants, agent for Robert Gutierrez Investment Co., LLC, requests the above action for all or a portion of Lot B, El Jaral, zoned SU-1 for RA-1/Planned Development Area, located on the west side of Montoya Rd. NW, between Interstate-40 and Maximillian Rd. NW, containing approximately 5 acres. (H-12) Staff Planner: Cheryl Somerfeldt (**DEFERRED FROM MAY 10, 2018 Hearing**)

13. Project# 1000936
18EPC-40014 Site Development Plan for Building Permit

Consensus Planning, agent for Robert Reed, Hotsy Equipment Company / Brandenreed Properties LLC, requests the above action for all or a portion of Tract 4, Paradise Plaza, zoned SU-1 for C-1 with Auto-Related Uses Controlled by Project 1000936, located on the east side of Unser Blvd. NW between Crown Rd. NW and Summer Ridge Rd. NW, containing approximately 1 acre. (A-11) (Staff Planner: Cheryl Somerfeldt) (**DEFERRED FROM APRIL 12, 2018 Hearing**)

14. OTHER MATTERS:

A. Approval of May 10, 2018 Action Summary Minutes (Commissioners Bohannon and Hudson were absent)

15. ADJOURNED:

ENVIRONMENTAL PLANNING COMMISSION SIGN-IN SHEET

AGENDA ITEM NO: 10 DATE: June 14, 2018

CASE: 1001656 18EPC-40028 Double Eagle II Airport Master Plan Update

Not present

PLEASE PRINT CLEARLY

<p>1. Name: <u>Alexander Haggan</u></p> <p>Address: <u>26572 Mont Calabasas Dr.</u></p> <p><u>Calabasas</u> <u>CA</u> <u>91302</u></p> <p>City State Zip</p> <p><i>Case #5</i></p>	<p>6. Name: _____</p> <p>Address: _____</p> <p>_____ City State Zip</p>
<p>2. Name: <u>Elias Archuleta</u></p> <p>Address: <u>2400 Broadway</u></p> <p><u>Albq</u> <u>NM</u> <u>87114</u></p> <p>City State Zip</p>	<p>7. Name: _____</p> <p>Address: _____</p> <p>_____ City State Zip</p>
<p>3. Name: _____</p> <p>Address: _____</p> <p>_____ City State Zip</p>	<p>8. Name: _____</p> <p>Address: _____</p> <p>_____ City State Zip</p>
<p>4. Name: _____</p> <p>Address: _____</p> <p>_____ City State Zip</p>	<p>9. Name: _____</p> <p>Address: _____</p> <p>_____ City State Zip</p>
<p>5. Name: _____</p> <p>Address: _____</p> <p>_____ City State Zip</p>	<p>10. Name: _____</p> <p>Address: _____</p> <p>_____ City State Zip</p>

Note: Your contact information will be kept confidential. It will only be used for the purpose of mailing out Notice of Decision.

SIGN POSTING AGREEMENT

REQUIREMENTS

POSTING SIGNS ANNOUNCING PUBLIC HEARINGS

All persons making application to the City under the requirements and procedures established by the City Zoning Code or Subdivision Ordinance are responsible for the posting and maintaining of one or more signs on the property which the application describes. Vacations of public rights-of-way (if the way has been in use) also require signs. Waterproof signs are provided at the time of application. If the application is mailed, you must still stop at the Development Services Front Counter to pick up the sign.

The applicant is responsible for ensuring that the signs remain posted throughout the 15-day period prior to public hearing. Failure to maintain the signs during this entire period may be cause for deferral or denial of the application. Replacement signs for those lost or damaged are available from the Development Services Front Counter at a charge of \$3.75 each.

1. LOCATION

- A. The sign shall be conspicuously located. It shall be located within twenty feet of the public sidewalk (or edge of public street). Staff may indicate a specific location.
- B. The face of the sign shall be parallel to the street, and the bottom of the sign shall be at least two feet from the ground.
- C. No barrier shall prevent a person from coming within five feet of the sign to read it.

2. NUMBER

- A. One sign shall be posted on each paved street frontage. Signs may be required on unpaved street frontages.
- B. If the land does not abut a public street, then, in addition to a sign placed on the property, a sign shall be placed on and at the edge of the public right-of-way of the nearest paved City street. Such a sign must direct readers toward the subject property by an arrow and an indication of distance.

3. PHYSICAL POSTING

- A. A heavy stake with two crossbars or a full plywood backing works best to keep the sign in place, especially during high winds.
- B. Large headed nails or staples are best for attaching signs to a post or backing; the sign tears out less easily.

4. TIME

Signs must be posted from May 30, 2018 To June 14, 2018

5. REMOVAL

- A. The sign is not to be removed before the initial hearing on the request.
- B. The sign should be removed within five (5) days after the initial hearing.

I have read this sheet and discussed it with the Development Services Front Counter Staff. I understand (A) my obligation to keep the sign(s) posted for (15) days and (B) where the sign(s) are to be located. I am being given a copy of this sheet.

1/1/18 R 5/3/18
(Applicant or Agent) (Date)

I issued 2 signs for this application, 5/3/18 Michael D V
(Date) (Staff Member)

PROJECT NUMBER: 1001656

CITY OF ALBUQUERQUE AVIATION DEPARTMENT
PLANNING AND DEVELOPMENT
ALBUQUERQUE, NEW MEXICO

NOVEMBER 2017

DOUBLE EAGLE II AIRPORT (AEG)
AIRPORT LAYOUT PLANS

7401 Paseo Del Volcan N.W.
City of Albuquerque, New Mexico 87121

DRAWING INDEX

- 1 COVER SHEET
- 2 DATA SHEET
- 3 AIRPORT LAYOUT PLAN
- 4 TERMINAL AREA DRAWING
- 5 AIRPORT AIRSPACE DRAWING I
- 6 AIRPORT AIRSPACE DRAWING II
- 7 APPROACH SURFACE DRAWING, RUNWAY 4
- 8 APPROACH SURFACE DRAWING, RUNWAY 22
- 9 APPROACH SURFACE DRAWING, RUNWAY 35
- 10 APPROACH SURFACE DRAWING, RUNWAY 17
- 11 AIRPORT PROPERTY MAP



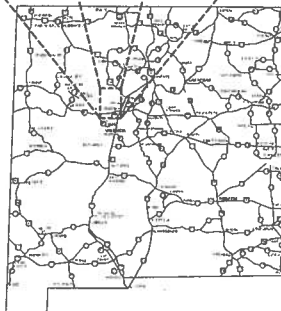
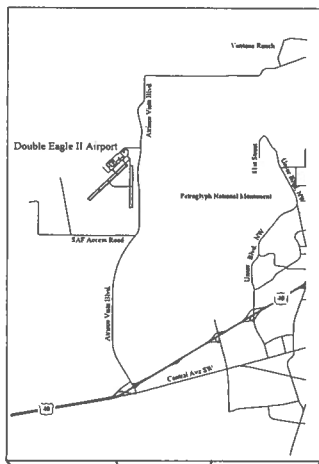
APPROVAL

AVIATION DEPARTMENT

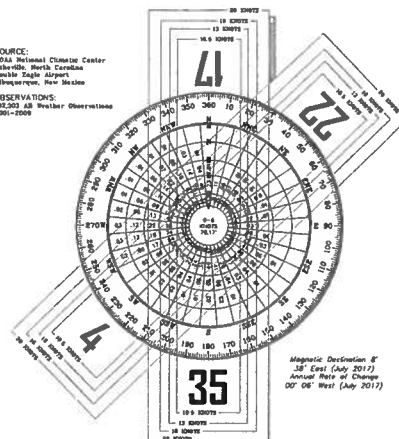
DATE

MOLZENCORBIN
ENGINEERS | ARCHITECTS | PLANNERS

REV.	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE
		APPROVALS		DATE		*****	
DRAFT		DEC Chairman			APPROVED FOR CONSTRUCTION		
		Transportation					
		Water/Wastewater					
		Hydrology					
		Const. Mgmt.					
City Project No.				City Engineer		Date	
				Sheet		of	



SOURCE:
F044 National Climatic Center
Albuquerque, New Mexico
Double Eagle Airport
Albuquerque, New Mexico
OBSERVATIONS:
182,353 ASR Weather Observations
2001-2008



ALL WEATHER WIND ROSE

Magnetic Declination 8°
38' East (July 2017)
Annual Rate of Change
00° 08' West (Apr 2012)

RUNWAY DATA	RUNWAY 4-22				RUNWAY 17-35			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
AIRPORT REFERENCE CODE (ARC)	4	22	4	22	17	35	17	35
DESIGN AIRCRAFT	Cessna Citation VII		Challenger 600		Cessna Citation VII		Gulfstream G450	
EFFECTIVE RUNWAY GRADIENT	0.36%		0.36%		0.1%		0.1%	
WIND COVERAGE	10.5	13	16	20	10.5	13	16	20
MAXIMUM ELEVATION AMSL	5842.7'		5842.7'		5806.1'		5806.1'	
RUNWAY LENGTH	7389'		8998'		5891'		7278'	
RUNWAY WIDTH	100'		100'		100'		100'	
RUNWAY SURFACE TYPE	Asphalt		Asphalt		Asphalt		Asphalt	
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)	30 (ps)		60 (ps)		30 (ps)		75 (ps)	
FAR PART 77 CATEGORY	Visual	Precision	Nonprecision	Precision	Visual	Visual	Precision	Nonprecision
INSTRUMENT APPROACH TYPE	NA	GPS ILS	GPS ILS	GPS ILS	NA	NA	GPS	GPS
RUNWAY APPROACH SLOPE	20:1	50:1/40:1	34:1	50:1/40:1	20:1	20:1	34:1	34:1
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL
RUNWAY MARKING	Precision	Precision	Nonprecision	Precision	Nonprecision	Nonprecision	Nonprecision	Nonprecision
RUNWAY NAVIGATIONAL AIDS	NA	GPS ILS	RNAV GPS	GPS ILS	NA	RNAV GPS	GPS	GPS
RUNWAY VISUAL AIDS	PAPI-4	PAPI-4	REIL	PAPI-4	REIL	REIL	PAPI-4	PAPI-4
RUNWAY SAFETY AREA DIMENSIONS	9398' x 500'		10998' x 500'		8002' x 500'		8776' x 500'	
APPROACH VISIBILITY MINIMUMS	2.3 Miles		1 Mile		2.3 Miles		1/2 Mile	
RUNWAY BEARING (TRUE)	46.18°		226.19°		179.94°		359.94°	

HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88

ALL WEATHER WIND COVERAGE

RUNWAYS	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 4-22	85.18%	91.03%	96.78%	98.91%
RUNWAY 17-35	88.37%	93.02%	96.98%	98.71%
COMBINED	95.3%	97.87%	99.03%	99.99%

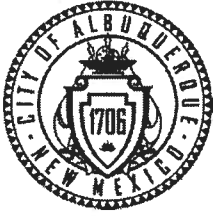
SURVEY CONTROL STATIONS

DESIGNATION	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE	CONTROL TYPE
ENGLEBAR	F01688	35° 08' 42.415" N	106° 47' 10.600" W	PAC
HR3 A	AC7036	35° 08' 59.771" N	106° 47' 12.647" W	SAC
HR3 B	AC7037	35° 08' 17.385" N	106° 48' 30.647" W	SAC

ENGLEBAR SETTING: STAINLESS STEEL ROD ENCASED IN PVC PIPE IN GROUND
HR3 A SETTING: SET IN ROCK OUTCROP
HR3 B SETTING: SET IN TOP OF CONCRETE MONUMENT

ENGINEER'S SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
NO.	DATE	NO.	DATE	NO.	DATE	NO.	DATE
REMARKS		REVISIONS		REVISIONS		REVISIONS	
DESIGNED BY		DESIGNED BY		DESIGNED BY		DESIGNED BY	
DRAWN BY		DRAWN BY		DRAWN BY		DRAWN BY	
CHECKED BY		CHECKED BY		CHECKED BY		CHECKED BY	

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: DOUBLE EAGLE II (AEO) AIRPORT LAYOUT PLANS	
AIRPORT DATA SHEET	
Design Review Committee	City Engineer Approval
City Project No.	Zone Map No.
Sheet	Of
M-16	C-102



Tim Keller, Mayor
Sarita Nair, CAO

City of Albuquerque
P.O. Box 1293 Albuquerque, NM 87103
Planning Department
David S. Campbell, Director

DATE: September 17, 2018

SUBJECT: Albuquerque Archaeological Ordinance - Compliance Documentation
Double Eagle II Airport Master Plan Update

Case Number(s): CN 1001656; 18EPC40028
Agent: Molzen Corbin (Mike Provine, PE)
Applicant: City of Albuquerque Aviation Department - Jim Hinde, CM Project Manager
Legal Description: Lands of the Double Eagle II Airport - Tracts A,C,D-1-A2,E,F,K,S-1-A,S-2
Zoning: NR-SU
Acreage: 4906 Acres
Zone Atlas Page(s): C4-6, D4-6, E4-6, F4-6, G4-6

CERTIFICATE OF NO EFFECT: ☐ Yes ☒ No

CERTIFICATE OF APPROVAL: ☒ Yes ☐ No

SUPPORTING DOCUMENTATION:

NMCRIS 88713

Hurt, T., D. Gregory, T.J. Stewart, C. Burrus, and K. Parker: Cultural Resource INventory Survey of 5743 Acres at Double Eagle Airport, Bernalillo County, New Mexico

SITE VISIT: Lands surveyed in 2002 by Taschek Environmental Consulting

RECOMMENDATIONS:

CERTIFICATE OF APPROVAL PENDING (ref O-07-72 Section 4C(1); retain existing language in 2002 Double Eagle II Airport Master Plan Section 9.2.3 "Historic and Archaeological Resources")

SUBMITTED BY:

Ethan Kalosky, MA
Cultural Resource Specialist
Acting City Archaeologist
Parametrix

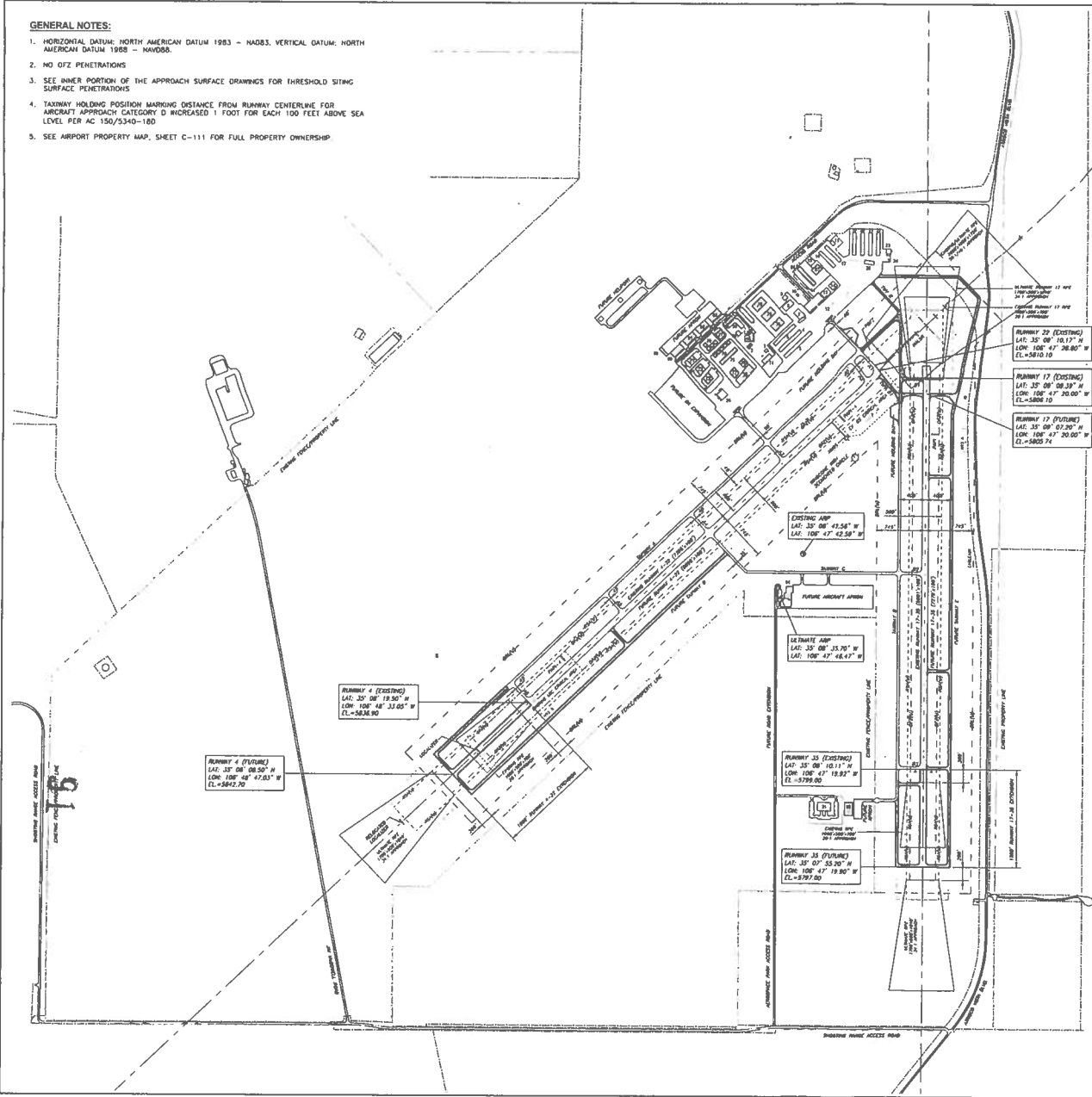
September 17, 2018

Date

SUBMITTED TO:

Russell Brito, Planning Manager
City of Albuquerque Planning Department

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83. VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
2. NO OFZ PENETRATIONS
3. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR THRESHOLD SITING SURFACE PENETRATIONS
4. TAXWAY HOLDING POSITION MARKING DISTANCE FROM RUNWAY CENTERLINE FOR AIRCRAFT APPROACH CATEGORY D INCREASED 1 FOOT FOR EACH 100 FEET ABOVE SEA LEVEL PER AC 150/5340-18D
5. SEE AIRPORT PROPERTY MAP, SHEET C-111 FOR FULL PROPERTY OWNERSHIP



OWNER: CITY OF ALBUQUERQUE	AIRPORT ICAFS CODE: R	
CITY: ALBUQUERQUE, NEW MEXICO, USA	COUNTY: BERNALILLO	
RANGE: R 1 E 1	TOWNSHIP: T 1 N R 1 E	
DOUBLE EAGLE B (AEO)		
AIRPORT SERVICE LEVEL	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	RELIEVER	RELIEVER
AIRPORT ELEVATION	B=D	B=D
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	58.17 °F USL	58.17 °F USL
AIRPORT REFERENCE POINT (WAD B3)	92-5 WSL	92-5 WSL
	LATITUDE	35° 08' 42.56" N
	LONGITUDE	106° 47' 48.47" W
AIRPORT INSTRUMENT APPROACH	RNAV GPS (22)	RNAV GPS (17) GPS (33)
HAYWARDS	Airport Beacon GPS (22), ILS (22) MALSR (22) MELD (17,33) PAPI-L, JAWS Lighted Wind Cone Segmented Circle	Airport Beacon GPS (22,17,33) ILS (22) MELD (17) PAPI-L (17,33) Lighted Wind Cone Segmented Circle

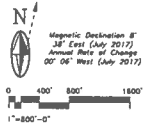
EXISTING BUILDING/FACILITY		FUTURE BUILDING/FACILITY		ELEVATION	
#	DESCRIPTION	ELEVATION	#	DESCRIPTION	ELEVATION
1	AIRPORT BEACON	5853.73	70	PRIVATE HANGAR	
2	AIRFIELD ELECTRICAL VNULT		71	EXECUTIVE HANGAR	
3	FBO OFFICE FACILITY	5853.87	72	EXECUTIVE HANGAR	
4	T-HANGARS	5853.22	73	STATE POLICE HANGAR	
5	T-HANGARS	5858.78	74	EXECUTIVE HANGAR	
6	T-HANGARS	5853.50	75	T-HANGARS	
7	FBO HANGAR	5840.87	76	EXECUTIVE HANGAR	
8	FBO HANGAR	5841.78	77	EXECUTIVE HANGAR	
9	FBO HANGAR	5832.78	78	CONVENTIONAL HANGAR GROUP	
10	FUEL TANK	NA	79	CONVENTIONAL HANGAR	
11	FUEL TANK	NA	80	HELICOPTER HANGAR	
12	AVIATION ISLAND	NA	81	HELICOPTER MIRO HANGAR	
13	FBO HANGAR	5840.24	82	HELICOPTER MIRO HANGAR	
14	FBO BAY HANGAR	5840.24	83	HELICOPTER MIRO HANGAR	
15	FBO HANGAR	5838.83	84	FLIGHT SCHOOL HANGAR	
16	T-HANGARS	5828.12	85	HAIRWENTHANCE HANGAR	
17	T-HANGARS	NA	86	T-HANGARS	
18	APD AIR SUPPORT HANGAR	5831.62	87	CONVENTIONAL HANGAR	
19	T-HANGARS	5825.67			
20	T-HANGARS	5825.29			
21	T-HANGARS	5825.13			
22	T-HANGARS	5825.28			
23	BUREAU OF INDIAN AFFAIRS FACILITY	5831.68			
24	FUEL TANK	NA			
25	SHADE COVER	5823.34			
26	EXECUTIVE HANGAR	5853.50			
27	EXECUTIVE HANGAR	5844.34			
28	AIRFIELD HAIRWENTHANCE FACILITY	5844.82			
29	AIR TRAFFIC CONTROL TOWER	5923.41			
30	TRAINING FACILITY	5845.33			

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		SECTION CORNERS
⑤	⑤	AIRPORT REFERENCE POINT (ARP)
→	→	AIRPORT ROTATING BEACON
→	→	LANDING RESTRICTION LIGHTS
→	→	STRUCTURES ON AIRPORT
→	→	CRITICAL AREA
→	→	AIRPORT PAVERS
→	→	AIRPORT PAVEMENT
→	→	FENCING
→	→	HOLD MARKING
→	→	BURIED IDENTIFIER WITH IDENTIFIER
→	→	OBJECT FREE AREA
→	→	RUNWAY SAFETY AREA
→	→	OBSTACLE FREE ZONE
→	→	REBURY PROTECTION ZONE
→	→	PAVS
→	→	RUNWAY END IDENTIFIER LIGHTS (REELS)
→	→	LIGHTED WINDSOCK
→	→	LIGHTS

CITY OF ALBUQUERQUE

JL Gomez & Nade
Director of Justice

PAGE:



CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION				
TITLE: DOUBLE EAGLE II (AEG) AIRPORT LAYOUT PLANS AIRPORT LAYOUT DRAWING				
Design Review Committee	City Engineer Approval	Draft	Date	Mo / Day / Yr
City Project No.	Zone Map No.	Sheet	Of	C-103

ENGINEER'S SEAL						SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION			
						NO.	BY	DATE					
						CONTRACTOR							
						DRAWN BY							
						CHECKED BY							
						APPROVED BY							
						VERIFIED BY							
						DATE							
						DATE							
						MICRO-FILM INFORMATION							
						REPRODUCED BY							
						DATE							
						PRINTED BY							
						DATE							