



Legislation Text

File #: R-19-169, Version: 2

**CITY of ALBUQUERQUE**  
**TWENTY THIRD COUNCIL**

COUNCIL BILL NO. R-19-169 ENACTMENT NO. \_\_\_\_\_

SPONSORED BY: Ken Sanchez, Cynthia D. Borrego, by request

RESOLUTION

Adopting The Double Eagle II Airport Master Plan, Project Number 1001656, 18EPC-40028, As  
An Official City Document (Sanchez, by request)

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

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

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

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

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

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

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

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

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

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

(A) The request is for a master plan for the Double Eagle II (DEII) Airport, and 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.

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

(C) The 2018 DEII Master Plan contains 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.

(D) 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.

(E) 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.

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

(i) 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 hangers. 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.

(ii) 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, a heliport, and to expand its usage as a training center, which would prioritize employment opportunities and foster synergy among aviation and aviation support businesses.

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

(i) 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 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.

(ii) 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.

(iii) 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.

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

(i) 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.

(ii) 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.

(I) 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.

(J) 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 DEI II Master Plan.

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

(L) 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.

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

declared unconstitutional or otherwise invalid.

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