

CITY of ALBUQUERQUE

TWENTY THIRD COUNCIL

COUNCIL BILL NO. R-19-168 ENACTMENT NO. R-2020-018

SPONSORED BY: Pat Davis, by request

1 RESOLUTION
2 ADOPTING THE ALBUQUERQUE INTERNATIONAL SUNPORT SUSTAINABLE
3 AIRPORT MASTER PLAN, PROJECT NUMBER 1000270, 18EPC-40029, AS
4 AN OFFICIAL CITY DOCUMENT.

5 WHEREAS, the Albuquerque International Sunport is one of two airports
6 under the City's jurisdiction; and

7 WHEREAS, the Comprehensive Plan designates the Albuquerque
8 International Sunport as a Special Activity Center; and

9 WHEREAS, the Albuquerque International Sunport is the location for most
10 air-cargo operations for the City; and

11 WHEREAS, the Albuquerque International Sunport is a facility shared by
12 civilian and military operations; and

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

16 WHEREAS, the Albuquerque International Sunport is a gateway to the City
17 for many tourists; and

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

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

22 Section 1. The Albuquerque International Sunport Sustainable Airport
23 Master Plan is adopted by the City of Albuquerque.

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

4 (A) The request is for a master plan for the Albuquerque International
5 Sunport, an approximately 2,500 acre site located on Sunport Blvd., between
6 Gibson Blvd., the Tijeras Arroyo, University Blvd., and Kirtland Air Force
7 Base (KAFB) (the “subject site”). The subject site is approximately four miles
8 southeast of Downtown and east of Interstate 25.

9 (B) The Albuquerque International Sunport Sustainable Airport Master
10 Plan (2018, the “Sunport Master Plan”) Supersedes the existing Master Plan
11 for the Albuquerque International Sunport (2002).

12 (C) The 2018 Sunport Master Plan contains standard Elements such as
13 a facilities inventory, a needs assessment, forecasts, an evaluation of
14 alternatives, selection of the recommended alternative, and a Capital
15 Implementation Plan (CIP) with a 20 year horizon. The 2018 Sunport Master
16 Plan differs from previous airport master plans because it integrates
17 sustainability and is integrated into the airport planning process.

18 (D) The subject site is located almost entirely in an area that the 2017
19 Albuquerque/Bernalillo County Comprehensive Plan has designated an Area
20 of Consistency. The exception is the 65-acre Sunport Business and
21 Technology Center, which is an Area of Change and accounts for 2.6% of the
22 subject site.

23 (E) The Albuquerque/Bernalillo County Comprehensive Plan and the
24 City of Albuquerque Integrated Development Ordinance (IDO) are
25 incorporated herein by reference and made part of the record for all
26 purposes.

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

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

4 The Albuquerque International Sunport Sustainable Airport Master
5 Plan (2018)(the “Sunport Master Plan 2018”) addresses landside facilities
6 that support aviation functions, such as the Sunport Business Park to the
7 west and the Center for Aviation Excellence (ACE) to the north. These
8 developments maximize the utility of existing infrastructure due to their
9 location near the airport, and use land efficiently to generate revenue so that
10 the airport is self-sustaining, which generally supports the public good.

11 (ii) Policy 5.3.1- Infill Development: Support additional growth in
12 areas with existing infrastructure and public facilities.

13 The Sunport Master Plan 2018 evaluates aviation and non-aviation
14 development alternatives for the future. Some additional aviation growth
15 could be for air cargo expansion and adding hangars. The Sunport Master
16 Plan also explores development potential for airport-specific parcels and
17 contains a non-aviation land use plan (Exhibit 6G). Growth would occur in
18 areas with existing infrastructure and public facilities.

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

21 (i) Goal 5.6- City Development Areas: Encourage growth to Areas of
22 Change where it is expected and desired and ensure that development in
23 and near Areas of Consistency reinforces the character and intensity of the
24 surrounding area.

25 In general, airport and non-aviation growth would be directed to
26 Areas of Change where it is expected and desired, and the Areas of
27 Consistency would remain constant.

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(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.

Future growth would occur in the Areas of Change, in business and industrial parks, where change is encouraged.

(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 subject site is primarily an Area of Consistency, since that is the designation for airfield areas, which are not envisioned to change except for updates to meet Federal safety requirements.

(H) The request furthers the following Comprehensive Plan Goal and polices regarding transportation:

(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 Sunport stimulates and supports job creation because expansion of the landside facilities would provide jobs in the terminal and in support services (such as shuttles and rental cars). The non-aviation properties owned by the City are intended to be developed with office, commercial and industrial uses, which supports 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 Sunport Master Plan is to ensure that future demand for air travel (passenger and military) and air cargo can be accommodated. The Master Plan evaluates existing facilities, uses forecasts

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1 to determine future needs, and proposes strategies to ensure that these
2 functions can be adequately accommodated.

3 (iii) Policy 6.6.4- Redevelopment: Leverage transportation
4 investments to spur redevelopment and private investment along
5 commercial corridors and Interstates.

6 The Sunport Master Plan discusses leverage investments to be re-
7 invested in the continued development of non-aviation properties along
8 Sunport Blvd. (a commercial corridor) and nearby properties would result in
9 redevelopment of those properties and other properties nearby via private
10 investment.

11 (I) The request furthers Policy 8.1.3- Economic Base: Strengthen and
12 diversify the economic base to help reduce reliance on government spending
13 (Chapter 8 Economic Development).

14 The vision in the Sunport Master Plan regarding development of
15 non-aviation properties as a revenue source, through integration with
16 municipal funding, would help reduce reliance on government spending as
17 the properties are developed and private investment is secured. The
18 Sunport Business and Technology Center and the Aviation Center for
19 Excellence, for example, would contain manufacturing and industrial uses
20 that would strengthen and diversify the economic base.

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

25 The 2018 Sunport Master Plan focuses on sustainability and
26 providing airport infrastructure (runways, terminals, support services) in an
27 environmentally sound manner. As a Rank II Master Plan, the Sunport Master
28 Plan support’s the Comp Plan’s vision for future growth by providing and
29 creating economic development and redevelopment opportunities and

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1 accommodating air transportation needs for domestic travel, shipping, and
2 military purposes.

3 (K) The applicant and Planning Department Staff will coordinate in the
4 future to discuss potential revisions to the Comprehensive Plan to be
5 consistent with the Sunport Master Plan, such as the following: change the
6 Puerto del Sol Golf Course, the Aviation Center for Excellence, and the
7 property north of Airport Loop Rd. and west of Girard to Areas of Change.

8 (L) Minor conditions and amendments are recommended to provide
9 clarification.

10 (M) Fourteen neighborhood organizations were required to be notified:
11 the Kirkland Community Association, the Clayton Heights Lomas del Cielo
12 Neighborhood Association (NA), the Siesta Hills NA, the Elder Homestead
13 NA, the Parkland Hills NA, the Yale Village NA, the Southeast Heights NA, the
14 San Jose NA, the Trumbull Village Association, the South San Pedro NA, the
15 South Broadway NA, the Victory Hills NA, the South Valley Coalition of NAs,
16 and the District 6 Coalition of NAs. Property owners within 100 feet of the
17 subject site were also notified as required.

18 (N) A facilitated meeting was held on June 5, 2018 as requested by the
19 Victory Hills NA. Representatives of four neighborhood associations
20 attended. Neighbors had questions about the potential, future impacts of the
21 Master Plan, especially air traffic and noise. Participants also discussed the
22 idea of improving the area near the airport so it can serve as a gateway to
23 Albuquerque and New Mexico. They do not oppose the request, but would
24 like more coordination and communication between the parties.

25 (O) As of this writing, Staff has received three inquiries (one written and
26 two phone calls). One person asked if the Master Plan would affect zoning,
27 which it will not. An out-of-state property owner would like a copy of the Staff
28 report. A neighbor called to express concern about traffic. None are opposed
29 to the request.

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1 (P) The Aviation Department has agreed to further meet with and
2 coordinate with adjacent neighborhoods on a regular basis to address
3 concerns related to the impact of airport noise, runway closures and
4 maintenance and other concerns.

5 Section 3. The following amendments are inserted into the Albuquerque
6 International Sunport Sustainable Airport Master Plan.

7 1. In the Introduction Chapter on page 1, insert the following between
8 the second and third paragraphs.

9 “The Albuquerque International Sunport Sustainable Airport Master Plan
10 fulfills and is consistent with the Albuquerque, Bernalillo County
11 Comprehensive Plan Policies (the governing planning document for the City of
12 Albuquerque and the County of Bernalillo).

13 A. *Policy 6.4.1 Promote individual and community health through active*
14 *transportation, noise mitigation, and air quality protections.* The plan
15 promotes transit systems to service the airfield and converting airfield
16 motorized equipment and service vehicles to electric power.

17 B. *Policy 6.7.2 Regional Systems: Coordinate across transportation*
18 *agencies to plan a transportation system for the region.* The plan promotes
19 linkage between air passenger traffic and transit and the regional roadway
20 system.

21 C. *Policy 13.1.3.5 Maintain and strengthen controls on the location,*
22 *design, and monitoring of land uses that have potential nuisance effects, so*
23 *no one neighborhood is burdened by proximity to such uses, especially*
24 *neighborhoods with poor health outcomes.* The Plan includes an aircraft
25 noise mitigation plan, promotes transit services to the airport to reduce
26 automobile traffic at the site and establishes polices for converting airfield
27 motorized equipment and service vehicles to electric power.

28 D. *Policy 13.1.3 Public Infrastructure and Facilities: Consider increasing*
29 *temperatures and other potential impacts of climate change in the design and*

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1 **operation of public infrastructure and community facilities.** The plan includes
2 a set of comprehensive sustainability strategies to reduce the carbon footprint
3 of the Airport.

4 **E. Policy 13.2.2 Water Conservation: Foster the efficient management**
5 **and use of water in development and infrastructure.** The plan includes a
6 number of strategies to discourage wasteful water use.”

7 **2. Chapter One Page 97 in the Section “Area Land Use” at the third**
8 **paragraph in front of the words “Exhibit 1A” insert the following as a new first**
9 **sentence.**

10 **“Zoning, land use, design and air-shed regulations pertaining to the**
11 **Albuquerque International Airport are regulated through the Integrated**
12 **Development Ordinance Airport Protection Overlay (APO) Zone. The purpose**
13 **of the zone is to require that land use and development at or around public**
14 **airport facilities comply with the regulations of the FAA. These regulations**
15 **protect the public from the noise, vibration, and hazardous impacts of airport**
16 **operations, and improve safety for aircraft operators.”**

17 **3. Replace Exhibit 1AA “Zoning Categories” with a new exhibit 1AA**
18 **titled, Integrated Development Ordinance (IDO) Zoning Categories and change**
19 **the graphics on the map to remove the previous Euclidean zones and replace**
20 **those graphics with the IDO Zones for the neighborhoods surrounding the**
21 **airport.”**

22 **4. Chapter 7, Page 31 before the section “Sustainable Plan Summary”**
23 **insert the following:**

24 **ART and Display Program:**

25 **The Airport is a primary gateway for persons traveling to New Mexico to**
26 **experience and participate in the State’s rich culture, its enchanting**
27 **landscapes and world class art community. The Aviation Department will use**
28 **a small portion of its revenue to display and conserve New Mexico’s culture,**
29 **landscape and art. The Department will also employ information media**

1 technology to inform travelers through the airport about these treasures. The
2 capital investment in the display and media technology will often be less than
3 one percent of the capital program. Projects will be scheduled with each new
4 round of display and as digital media evolves requiring new equipment.

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

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1 PASSED AND ADOPTED THIS 19th DAY OF February, 2020
2 BY A VOTE OF: 8 FOR 0 AGAINST.

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Patrick Davis, President
City Council

APPROVED THIS 4 DAY OF March, 2020

Bill No. R-19-168



Timothy M. Keller, Mayor
City of Albuquerque

ATTEST:


Ethan Watson, Acting City Clerk

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