

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



OFFICIAL NOTIFICATION OF DECISION

August 15, 2024

City of Albuquerque
Aviation Department
2200 Sunport SE
Albuquerque, NM 87120

Project # PR-2018-001577
SI-2024-00994 – Site Plan – EPC

Dekker, agent for the City of Albuquerque Aviation Dept., requests an NR-SU Site Plan – EPC for the DEII Airport for all or a portion of Tract A-1, Plat of Tract A-1 & Tract L-1 Parcels 1-5, Double Eagle II Airport; Tract C and Parcel-1 Tract M Bulk Land Plat of Double Eagle II Airport & Adjacent Lands; the Southeasterly Portion of Tract D-1-A-1, Tract D-1-A-2, and Tract S-1-A Plat of Tracts D-1-A-1, D-1-A-2, & S-1-A of Amended Bulk Land Plat for Aerospace Technology Park; Tract E, F, and K Bulk Land Plat of Double Eagle II Airport & Adjacent Lands; Tract N-1 and Tract N-2 AKA Parcel 4 Bulk Land Plat of Tracts N-1, O-1, & N-2 Parcels 1, 2, 3, & 4 Double Eagle II Airport & Adjacent Lands; and Tract S-2 Bulk Land Plat for Aerospace Technology Park, Tracts D & S of Double Eagle II Airport & Adjacent Lands, located at 7401 Paseo Del Volcan NW, NW of the Atrisco Vista Blvd NW and Shooting Range Access Rd. intersection, approximately 4,200 acres.

(C-4, C-5, C-6, D-4, D-5, D-6, E-4, E-5, E-6, F-4, F-5, F-6, G-4, G-5, G-6)

Staff Planners: Catherine Heyne, Megan Jones

On August 15, 2024, the Environmental Planning Commission (EPC) voted to APPROVE PR-2018-001577 SI-2024-00994 – Site Plan – EPC, based on the following findings and subject to the following conditions of approval:

FINDINGS – SI-2024-00994 – Site Plan – EPC

1. This request is for a Site Plan – EPC for the Double Eagle II (“DEII”) Airport legally described as all or a portion of Tract A-1, Plat of Tract A-1 & Tract L-1, Parcels 1-5, Double Eagle II Airport; Tract C and Parcel-1 Tract M Bulk Land Plat of Double Eagle II Airport & Adjacent Lands; the Southeasterly Portion of Tract D-1-A-1, Tract D-1-A-2, and Tract S-1-A Plat of Tracts D-1-A-1, D-1-A-2, & S-1-A of Amended Bulk Land Plat for Aerospace Technology Park; Tract E, F, and K Bulk Land Plat of Double Eagle II Airport & Adjacent Lands; Tract N- 1 and Tract N-2 AKA Parcel 4 Bulk Land Plat of Tracts N-1, O-1, & N-2 Parcels 1, 2, 3, & 4 Double Eagle II Airport & Adjacent Lands; and Tract S-2 Bulk Land Plat for Aerospace Technology Park, Tracts D & S of Double Eagle

II Airport & Adjacent Lands, located at 7401 Paseo Del Volcan NW, NW of the Atrisco Vista Blvd NW and Shooting Range Access Rd intersection, containing approximately 4,200 acres (C-4, C-5, C-6, D-4, D-5, D-6, E-4, E-5, E-6, F-5, F-6, G-4, G-5, G-6).

2. The DEII Airport (the “subject site”) sits to the northwest of the Atrisco Vista Blvd. NW and Shooting Range Access Rd. intersection. This property is bounded by Major Public Open Space (MPOS), the City of Rio Rancho, and unincorporated Bernalillo County land and within a ¼ mile west of the Petroglyph National Monument. The subject site is about 8.5 miles northwest of Downtown Albuquerque (around 18 miles driving).
3. The subject site is zoned NR-SU and is within the DEII Employment Center, an Area of Change (most undeveloped land), and an Area of Consistency (airport areas) as designated by the Comprehensive Plan. Major Public Open Space (MPOS) is adjacent to DEII on its eastern and western boundaries with eastern portions within 330 ft of the Petroglyph National Monument.
4. The subject site is governed by the 2019 Double Eagle II Airport Master Plan. Master Plans and land uses are voluntary for the facility, but the Master Plan and Site Plan are meant to be complementary. As it stands, the Master Plan only includes an “Airport Layout Drawing.” There have been several Site Plans for the airport which have been approved administratively, but they are not consistent with the IDO nor the NR-SU zone district.
5. The request documents the existing, as-built airport facilities and defines the associated NR-SU Design Standards required for the DEII Airport under the NR-SU zone district. The applicant is required to document the existing development in an “as-built” Site Plan to establish a baseline for any proposed future development and determinations for Design Standards. The NR-SU Site Plan establishes specific uses, site standards, and regulations for the Airport subject site, which are to be negotiated at the EPC. A site plan is required for any development to occur under the NR-SU zone district for the Airport Land Use.
6. The As-Built site plan is in compliance with the associated Master Plan for DEII (PR #2018-001577_SI-2024-00321).
7. The EPC is hearing this request (SI-2024-00994) pursuant to IDO §14-16-2-5(E) Non-Residential – Sensitive Use (NR-SU) zone district and IDO §14-16-6-6(I) Site Plan – EPC. The NR-SU zone district requires that a Site Plan is reviewed and decided by the EPC. The existing, as-built site conditions depicted in the proposed Site Plan shall remain valid until they are replaced (see IDO §14-16-1-10), which will require that any new development be in compliance with the IDO. The EPC shall review the uses, standards, and regulations as negotiated by the applicant.
8. 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.
9. IDO §14-16-6-6(I)(3)(c) states, “The Site Plan complies with all applicable provisions of this IDO, the DPM, other adopted City regulations, and any terms and conditions specifically applied to development of the property in a prior permit or approval affecting the property.”

The proposed As-Built Site Plan has been evaluated for conformance with applicable goals and policies in the Comprehensive Plan and other applicable Plans. The approximately 4,200-acre site is being submitted as an “As-Built” Site Plan because the subject site area was developed pre-IDO and does not have an existing Site Plan on file with the City. Current uses and standards shall be allowed pursuant to IDO §14-16-1-10(A) Pre-IDO Approvals and IDO §14-16-4-1(E) Previously Allowed Uses.

Future development and amendments for the subject site would be required to follow all design standards set forth in the Site Plan for the DEII Airport and where silent, applicable IDO provisions, Site Plan and IDO Design Standards for the NR-SU zone district pursuant to IDO §14-16-2-5(E), as well as with all applicable provisions of the DPM, other adopted City regulations, and any other terms and conditions specific to the subject site. Anywhere the Design Standards are silent, the IDO regulations shall apply. Existing development is allowed to continue operating, even if nonconforming, pursuant to IDO §14-16-1-10(A) Pre-IDO Approvals and IDO §14-16-4-1(E) Previously Allowed Uses.

The 300-acre portion of the site governed by the Eclipse Aviation Campus Site Plan for Subdivision (PR 1003125 & 06DRB-00401) and the Aerospace Technology Park Site Development Plan for Subdivision (PR 1003125 03EPC-02054 & 05EPC-00566) is not a part of the request (Tract F Bulk Land Plat of Double Eagle II Airport and Adjacent Lands; Tract D-1-A-1, Tract S-1-A, and the Southwesterly Portion of Tract D-1-A-1, Plat of Tracts D-1-A-1, D-1-A-2 & S-1-A of amended bulk land plat for Aerospace Technology Park; Tract D-1-A-2 and the Southeasterly portion of Tract D-1-A-1, Plat of Tracts D-1-A-1, D-1-A-2 & S-1-A of amended bulk land plat for Aerospace Technology Park; and Lots 1-15 Bulk Land Plat of lots 1 - 15 Aerospace Technology Park, Unit 1).

10. The request is generally consistent with GOAL 4.2 Process: Engage communities to identify and plan for their distinct character and needs from Comprehensive Plan Chapter 4: Community Identity:

Although not required by IDO regulations, City Aviation reached out to Neighborhood Associations/Coalitions and other interested parties for a Public Open House held June 28, 2024 to engage communities and help identify and plan for the distinct character and needs of the DEII Airport Facilities. Solicited feedback regarding the proposed as-built Site Plan and Design Standards contributed to proposed Design Standards revisions.

11. The request is partly consistent with the following Policies from Comprehensive Plan Chapter 4: Community Identity:

- A. POLICY 4.1.5 NATURAL RESOURCES: Encourage high-quality development and redevelopment that responds appropriately to the natural setting and ecosystem functions.

This request is for an as-built Site Plan that also documents proposed Design Standards. The site is surrounded to the east and west by MPOS that includes the Petroglyph National Monument. As the Applicant stated, the “DEII Design Standards are integral to establishing an aesthetic character compatible with the surrounding context, particularly the City of Albuquerque Open Space and Petroglyph National Monument.”

The subject site is located in a generally undeveloped, desert grassland with expansive views to the mountains to the north (Sangre de Cristos), east (Petroglyph National Monument volcanoes,

Sandias), southeast (Manzanos), and west (Mt. Taylor). NR-SU zone district Design Standards may be varied in the NR-SU approval process (see IDO Table 2-5-9: Other Applicable IDO Sections) with Dimensional Standards determined in the approval of a Site Plan – EPC (see IDO §14-16-5-1(E)(2)(b)). Proposed DEII Airport Design Standards generally conform to IDO design standards (e.g., Access and Connectivity, Subdivision of Land, Parking and Loading, Solar access, and Signs) that work to help reduce development impact on Major Public Open Space (MPOS), such as suggesting a color palette and light reflective values (LRV) recommended for Sensitive Lands (see IDO §14-16-5-2) for buildings within 250 feet of MPOS. It also incorporates active and passive water harvesting, passive heating and cooling structure design, permeable pavements, less linear landscape lines, and using vegetation to help slow and filter runoff. However, any significant development to the scale proposed will increase light, noise, traffic, pollution, temperatures, and habitat fragmentation as well as impact natural drainage and views to culturally important landscape features to and from the Petroglyphs National Monument and Major Public Open Space.

Greater allowances for building setbacks (150 feet from MPOS) and requiring screened parking areas, should help lower development impact in terms of views from MPOS to the subject site, however, staff disagrees that the proposed building height maximums of 60 feet within a 150-foot setback from Atrisco Vista Blvd and 85 foot maximum for all other areas respond appropriately to the natural setting despite the addition of sustainable caveats such as orienting building to overlook MPOS in combination with passive and cooling. The proposed heights seem out of scale with area open space features and appears to be designed to compete with the volcanos themselves.

Adding trees to the Atrisco Vista Blvd ROW also seems out of character with the natural setting and ecosystem functions.

- B. POLICY 4.2.2 COMMUNITY ENGAGEMENT: Facilitate meaningful engagement opportunities and respectful interactions in order to identify and address the needs of all residents.

According to the Office of Neighborhood Coordination (ONC), there are no designated Neighborhood Associations within the required notification buffer areas; however, after the general required notification of property owners within 100 feet of the proposed Site Plan – EPC request, City Aviation reached out to Neighborhood Associations/Coalitions and other interested parties for a Public Open House held June 28, 2024. At this time, City Aviation provided information to solicit feedback regarding the proposed as-built Site Plan and Design Standards being brought before the EPC. Attendance included representatives of the West Side Neighborhood Association Coalition, Petroglyph National Monument, New Mexico Department of Transportation, tenants of DEII, Pueblo of Laguna, Bernalillo County, and New Mexico Legislature (see Attachments). Comments collected during the meeting resulted in some Design Standards revisions. Updates of project description and were also resent to adjacent property owners and emailed to neighboring Neighborhood Associations/Coalitions.

However, the fact that this request is less than 330 ft from the Petroglyph National Monument, which is widely known as a significant sacred site for most of the area's Pueblos and Tribes, combined with the fact that only Pueblo of Laguna attended the Open House, this one Open

House would not be consistent with meaningful engagement and respectful interactions to identify and address the needs of all residents.

12. The request is consistent with the following Goals and Policies regarding Centers, Corridors and Development areas from Comprehensive Plan Chapter 5: Land Use:

A. **GOAL 5.1 CENTERS AND CORRIDORS:** Grow as a community of strong centers connected by a multi-modal network of Corridors.

The subject site is located within a Developing Employment Center along the Regional Principal Arterial and Commuter Corridor, Atrisco Vista Blvd NW that prioritizes automobile travel in street design and improvements by allowing higher traffic speed and volume, connecting to I-40 about 4.5 miles to the south. It also is surrounded to the east and west by Major Public Open Space and includes the Petroglyph National Monument within 330 feet. The request codifies an as-built DEII Airport Site Plan and Design Standards to allow for future site development at the subject site. Adding potential employment sites to the West Side of the City would allow for the addition of jobs and employment opportunities west of the Rio Grande and could help improve the job-housing balance on that side of town.

B. **POLICY 5.1.1 DESIRED GROWTH:** Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.

The subject site is located within a Developing Employment Center and along a Regional Principal Arterial/ Commuter Corridor of Atrisco Vista Blvd NW. Allowing growth within a Developing Employment Center promotes a more sustainable development patterns and could reduce the job-housing imbalance west of the river as articulated in the ABC Comp Plan, especially as the City's West Side continues to sprawl.

C. **POLICY 5.1.2: DEVELOPMENT AREAS:** Direct more intense growth to Centers and Corridors and use Development Areas to establish and maintain appropriate density and scale of development within areas that should be more stable.

The subject site is located mostly within an ABC Comp Plan designated Area of Change, with the Areas of Consistency consisting of integral DEII Airport functions. The request will result in an as-built Site Plan documenting existing airport facilities and codifying Design Standards which will help guide growth and establish development density and scale for an area intended for higher intensity uses.

D. **POLICY 5.1.5 EMPLOYMENT CENTERS:** Create Centers that prioritize employment and foster synergy among businesses.

The subject site is located within a Developing Employment Center and along a Regional Principal Arterial/ Commuter Corridor of Atrisco Vista Blvd NW. Allowing growth within a Developing Employment Center helps prioritize employment and foster synergy among businesses in an area with good automobile access and good connectivity for freight routes. The proposed DEII design standards also consider pedestrian and bicycle access within the Developing Employment Center.

- E. **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 proposed request promotes internal development patterns that maximize the utility of existing infrastructure and public facilities by documenting as-built DEII Airport structures and associated facilities, as well as compiling Design Standards for future proposed development at the subject site within a Developing Employment Center to better maintain a more cohesive future development. As this request does not propose any development, there will be no changes to the subject site layout, which preserves current efficiencies in land use to support the public good.

- F. **POLICY 5.7.2 REGULATORY ALIGNMENT:** Update regulatory frameworks to support desired growth, high quality development, economic development, housing, a variety of transportation modes, and quality of life priorities.

There is no DEII Airport Site Plan or Design Standards relative to the NR-SU zone district that is associated with the current Airport Master Plan. The proposed subject site Design Standards should provide a clearer regulatory framework and processes for any proposed future development to better support desired growth and both high quality employment and economic development.

13. The request is generally consistent with **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, from Comprehensive Plan Chapter 5: Land Use:

The proposed Design Standards being submitted as part of this request for an as-built Site Plan outlines potential future growth and more intense development in Areas of Change within a Developing Employment Center. This could encourage development that expands employment opportunities and job creation within the facility boundaries. At this stage of development of the west side of the Petroglyph National Monument, there will be minimal impacts of development on existing residential uses regarding noise, stormwater runoff, contaminants, lighting, air quality, and traffic. However, with the planned growth development impacts in general will increase in what are currently undeveloped natural habitats.

14. The request is partly consistent with **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, from Comprehensive Plan Chapter 5: Land Use:

Although the subject site is already developed as a Regional General Aviation airport—a reliever for the Sunport—that primarily focuses on business activity, lease areas within the airport tracts lie an Area of Change where development is expected and desired. The proposed Design Standards encourage and direct growth to Areas of Change where it is expected and desired and generally ensure that development in and near Areas of Consistency reinforces the character and intensity of the surrounding area. Proposed building height maximums and proposed trees along public ROW however, would change the character and intensity of land use considerably.

15. The request is not consistent with POLICY 5.3.4 CONSERVATION DEVELOPMENT: Encourage conservation development to promote private open space and preserve natural landscape, agricultural lands, and other features of the natural environment to encourage development that is sensitive to the open, natural character of the area and the geological and cultural conditions, from Comprehensive Plan Chapter 5: Land Use:

Staff agrees with the Applicant that given the large area of DEII and the need to prioritize airport operations, the DEII Design Standards should concentrate new development within a prescribed area and preserve the surrounding natural landscape which consists of a wide-open landscape with expansive views in all directions.

This request proposes landscaping, screening, and buffering standards, especially along parking lots, in areas with necessary but “less attractive” development, such as, loading, service, mechanical equipment, parking areas, and refuse facilities which should minimize visual impact from MPOS and Atrisco Vista Blvd. The suggested continuous line of 3-to-4-foot evergreen shrubbery with a minimum of 6-foot-wide buffer could harmonize with available native species (e.g., Atriplex sp) and preserve the natural landscape and local views; however, a dark green evergreen, such as decorative juniper will be out of place and inappropriate for the surrounding landscape. The addition of trees in landscape that emphasizes visitor and employee centric spaces and walkways can potentially be appropriate in certain areas, but not e along Atrisco Vista Blvd, especially on the east side since it will potentially change the character of the landscape.

Because the addition of fencing impacts view distances, view fencing should retain the feeling of Open Space and the viewshed, while helping maintain the built aesthetic. Proposed color schemes and light reflectivity standards that echo the surrounding natural environment shall reduce the visual impacts of new development. Again, the subject site is located in a generally flat, gradually sloped and undeveloped, desert grassland with expansive views to the north (Sangre de Cristos), east (Petroglyph National Monument volcanoes, Sandias), southeast (Manzanos), and west (Mt. Taylor), and greater building setback allowances should help lower development impact in terms of views from MPOS to the subject site as this will bar structures and buildings at the property lines. Staff disagrees that the proposed building height maximums of 60 feet within a 150-foot setback from Atrisco Vista Blvd and 85 foot maximum for all other areas responds appropriately to the natural setting. Nevertheless, proposed Design Standards encourage tenants to orient buildings to allow for views, especially of the Petroglyph National Monument. Any significant development to the scale proposed will increase light, noise, traffic, temperature, and habitat fragmentation as well as impact views to culturally important landscape features.

16. The request is partly consistent with the following Policies regarding Centers, Corridors and Development areas from Comprehensive Plan Chapter 7: Urban Design:

- A. POLICY 7.3.1 NATURAL AND CULTURAL FEATURES: Preserve, enhance, and leverage natural features and views of cultural landscapes, from Comprehensive Plan Chapter 7: Urban Design:

The proposed site designs address development issues to preserve and leverage natural features and views of cultural landscapes with development setback provisions, specifying appropriate color choices and building materials to blend in with the natural landscape, adding low landscape buffers and appropriate screening to less aesthetically pleasing development, requiring more

subdued and consolidated signage, burying all electric distribution lines, and eliminating light trespass beyond the property line or allowing light to be visible from MPOS except where FAA regulations may vary.

However, staff disagrees that the proposed Design Standards with building height maximums of 60 feet within a 150-foot setback from Atrisco Vista Blvd and an 85-foot maximum for all other areas preserve, enhance, and leverage natural features. Such heights will compete with the elevations of the nearby volcanos and would probably be visible from the City's east side, similar to the current warehouse fulfillment center to the south of the DEII Airport just outside of the City. Such heights would also be the first impression on entry from the west into the City on the highway and would be the features versus leveraging the neighboring volcano features.

Added trees to public ROWs, especially along Atrisco Vista Blvd would not maintain the natural conditions of the natural landscapes within the DEII parcels and would not provide an appropriate transition to adjoining Major Public Open Space.

- B. POLICY 7.5.1 LANDSCAPE DESIGN: Encourage landscape treatments that are consistent with the high desert climate to enhance our sense of place.

Some of the proposed landscape treatments are consistent with the high desert climate. For example, where not in conflict with FAA safety regulations or aviation functionality, the DEII Design Standards encourage active and passive water harvesting techniques to slow and capture stormwater on site as well as to supplement watered landscaped areas as natural drainage is modified.

Although the Design Standards encourage the use of native plant materials that enhance our sense of place, regionally adapted plants that will thrive in local conditions with less fertilizer, water, and maintenance are also proposed, the latter of which do not match adjacent landscapes and could be invasive.

The addition of trees along the public ROW would not be consistent with the microclimate of the site location or the dramatic setting of the West Mesa, but if restricted to visitor and employee centric spaces to create moderated microclimates, trees could help allow for the high desert climate in adjoining spaces, and with that, our sense of place.

17. The request is not consistent with GOAL 7.5 CONTEXT-SENSITIVE SITE DESIGN: Design sites, buildings, and landscape elements to respond to the high desert environment, from Comprehensive Plan Chapter 7 Urban Design:

Staff agrees that the natural terrain and open landscapes of arid grassland of the DEII Airport and surrounding West Mesa offers spectacular open views in all directions from the Petroglyph National Monument Volcanos to distant mountains (e.g., Sangre de Cristos, Sandias, Manzanos, Mt Taylor). Because of this, it is notable that the proposed DEII Design Standards prioritizes maintaining a natural landscape wherever possible. The fact that the proposed Design Standards center sustainable practices, including Green Stormwater Infrastructure (GSI) and Low Impact Development (LID) practices for site design, buildings, and landscape elements to respond to the high desert environment are also important. For the most part, sustainable, context-sensitive Site Design has been proposed. However, Staff contends that the proposed building heights and tree-lined ROWs

will negatively impact views to existing landscape elements. Buildings reaching maximum heights of 60 or 85 feet, although in effect represent denser development, will not preserve the open vistas. Within recent history, trees do not naturally contribute to the area's native vegetation and will block views to the natural high desert environment.

18. The request is not consistent with the following Policies from Comprehensive Plan Chapter 11 Heritage Conservation:

A. **GOAL 11.3 CULTURAL LANDSCAPES:** Protect, reuse, and/or enhance significant cultural landscapes as important contributors to our heritage and rich and complex identities.

The proposed DEII Airport Design Standards aim to protect the significant cultural landscapes that surround the airport. These critical landscapes include Major Public Open Space and the striking volcano cones and cultural remains protected by the Petroglyph National Monument, all of which contribute to the area's heritage as well as our rich and complex identities. Accordingly, all future development shall be pursuant to Archaeological Sites regulations of the IDO Site Design and Sensitive Lands (see §14-16-5-2(D)(1)).

Although the proposed DEII Design Standards take into consideration these remarkable westside viewsheds and exceed IDO standards, where feasible, additional measures can be taken to minimize the impact of development, such as:

- 1) Reduce building heights,
- 2) Increase building density,
- 3) Constrain development to only the west side of Atrisco Vista,
- 4) Eliminate the ROW tree requirement along Atrisco Vista and most ROW area; plant trees only in areas with dense development and regular outdoor use or to minimize heat as part of hardscapes,
- 5) Encourage shade structures,
- 6) Require shading over parking,
- 7) Require solar hookups, and
- 8) When developing land that has not already been bladed, remove plants prior to ground breaking to reuse in landscaping.

Proposed protective DEII Design Standards include minimizing the visibility of structures through color and building material restrictions, minimum building and parking setbacks, adding screening, wall, and fencing requirements. Additionally, building setbacks have been added for MPOS and Atrisco Vista Blvd that are greater than those required by the IDO to minimize impacts to MPOS and the Petroglyph National Monument.

B. **POLICY 11.3.4 PETROGLYPH NATIONAL MONUMENT:** Regulate adjacent development to protect and preserve the Petroglyph National Monument – its volcanoes, petroglyphs, and Northwest Mesa Escarpment – as a priceless cultural landscape and community resource that provides physical, cultural, and economic benefits.

The West Side is expanding, and the DEII Airport is within a designated Employment Center. The proposed DEII Design Standards attempt to protect the Monument from growth and development pressures by concentrating leased land development primarily to the southwest

corner of the property. Additional protective DEII Design Standards include minimizing the visibility of structures through color and building material restrictions, minimum building and parking setbacks, adding screening, wall, and fencing requirements. Additionally, building setbacks have been added for MPOS and Atrisco Vista Blvd that are greater than those required by the IDO to minimize impacts to MPOS and the Petroglyph National Monument.

However, the proposed structure height maximums of 60 feet between 150 and 250 feet from the Atrisco Vista ROW and up to 85 feet in all other areas (provided that they comply with the FFA FAR Part 7 regulations) are incongruent with the area's open grasslands and the Petroglyph National Monument. With these building heights, views to and from those spaces would not be preserved. Trees added to the Atrisco Vista Blvd ROW would also change the character of the landscape and not preserve the natural open spaces that characterize the area. Instead of the volcanos, any future proposed development would act as a visual reference point, rendering edge treatments and transitions as inappropriate.

19. The request meets the Site Plan – EPC Review & Decision Criteria in IDO §14-16-6-6(I)(3) as follows:

- A. 6-6(I)(3)(a) The site plan is consistent with the ABC Comp Plan, as amended. As demonstrated by the policy-based analysis of the proposed Site Plan, the request is generally consistent with applicable Comprehensive Plan Goals and policies.
- B. 6-6(I)(3)(b) The Site Plan is consistent with any applicable terms and conditions in any previously approved NR-SU or PD zoning covering the subject property and any related development agreements and/or regulations.

The subject site is zoned NR-SU. There is not an NR-SU Site Plan on file for the DEII Airport Property in its entirety. There is a Site Development Plan for Subdivision with Design standards that is valid for a 300-acre portion of the airport property which includes the Site Plan for Eclipse Aviation. This SDP for Subdivision governs these specific tracts within the Airport, which shall be noted on the NR-SU site plan: Tract F Bulk Land Plat of Double Eagle II Airport and Adjacent Lands; Tract D-1-A-1, Tract S-1-A, and the SW'LY Portion of Tract D-1-A-1, Plat of Tracts D-1-A-1, D-1-A-2 & S-1-A of amended bulk land plat for Aerospace Technology Park; Tract D-1-A-2 and the Southeasterly portion of Tract D-1-A-1, Plat of Tracts D-1-A-1, D-1-A-2 & S-1-A of amended bulk land plat for Aerospace Technology Park; and LTS 1-15 Bulk Land Plat of lots 1 - 15 Aerospace Technology Park, Unit 1. No other related development agreements and/or regulations are known to be in place for the project site.

- C. 6-6(I)(3)(c) The Site Plan complies with all applicable provisions of this IDO, the DPM, other adopted City regulations, and any terms and conditions specifically applied to development of the property in a prior permit or approval affecting the property.

Staff has reviewed the proposed as-built Site Plan for documentation purposes. The existing development for the airport use at the subject site was established prior to the adoption of the 2018 IDO; therefore, current, as-built development will be held to Pre-IDO Approvals pursuant to IDO §14-16-1-10 and IDO §14-16-4-1(E). Current land uses, buildings, lots, signs, and site features may become nonconforming due to the adoption of the IDO and will be pursuant to IDO §14-16-6-8 Nonconformities.

The subject site lies adjacent to Major Public Open Space (MPOS) and is within 330 feet of the Petroglyph National Monument. Under current IDO regulations, this location requires compliance to IDO §14-16-5-2 Site Design and Sensitive Lands, which prompts a Cumulative Impact Analysis review for any future development. MPOS adjacency also necessitates an analysis of MPOS Edges requirements (see IDO §14-16-5-2(J)). This has been completed as part of the staff report.

Although there is not any proposed new development at this time, any future proposed development will be required to comply with all applicable provisions and Design Standards for the NR-SU zone district pursuant to IDO 14-16-2-5(E) as well with all applicable provisions of the IDO, the DPM, other adopted City regulations, and any other terms and conditions specific to the subject site.

- D. 6-6(I)(3)(d) The City's existing infrastructure and public improvements, including but not limited to its street, trail, drainage, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the maximum extent practicable.

The City's existing infrastructure and public improvements should have adequate capacity to continue to serve the existing development. At this time, there is no proposed changes are being proposed to the existing use, access points, circulation, parking, or traffic patterns, noise, or hazardous material use; this application is to document the as-built physical environment at the DEII Airport.

- E. 6-6(I)(3)(e) The application mitigates any significant adverse impacts on the project site and the surrounding area to the maximum extent practicable.

The current manufacturing plant is a development pre-existing to the 2018 IDO and does not have a controlling Site Plan. Current uses shall be allowed pursuant to IDO §14-16-4-1(E) Previously Allowed Uses. The requested as-built Site Plan for the subject site establishes a baseline for allowable uses, design standards, and other development regulations for current and any future development.

- F. 6-6(I)(3)(f) If the subject property is within an approved Master Development Plan, the Site Plan meets any relevant standards in the Master Development Plan in addition to any standards applicable in the zone district the subject property is in.

The subject site is not within an approved Master Development Plan area.

- G. 6-6(I)(3)(g) If a cumulative impact analysis is required in the Railroad and Spur Small Area pursuant to §14-16-5-2(E) (Cumulative Impacts) and §14-16-6-4(H) (Cumulative Impacts Analysis Requirements), the Site Plan incorporates mitigation for all identified cumulative impacts. The proposed development will not create material adverse impacts on water quality or other land in the surrounding area through increases in traffic congestion, parking congestion, noise, vibration, light spillover, or other nuisances without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.

The request is for an as-built Site Plan under the NR-SU zone district for the DEII Airport subject site, which establishes a baseline for allowable uses, design standards, and other development regulations for current and any future development.

20. A member of the Santa Fe Village Neighborhood Association (SFVNA) wrote a letter of opposition dated August 5, 2024. The concerned citizen is opposed to the proposed 85-foot building height standard outlined in the Design Standards for the DEII Site Plan.
21. The National Park Service (NPS), Petroglyph National Monument, submitted a letter to the Planning Department on August 5, 2024 expressing concerns about the proposed building heights included in the Design Standards. They state that they “cannot support building heights as currently included in the design guidelines and request the City of Albuquerque Aviation Department reconsider and institute a maximum building height of 36 feet in order to protect the values of the West Mesa and Petroglyph National Monument.”
22. Solar power or other forms of renewable energy shall be encouraged for all new development.
23. Existing wall-mounted and free-standing signs may not be in compliance with current IDO regulations. If nonconforming, all future changes shall comply with IDO regulations pursuant to IDO §14-16-1-10(A) pre-IDO Approvals, §14-16-6-4(Z) Amendments of Pre-IDO Approvals, and §14-16-6-6-8(F) Nonconforming Signs, and any new development will comply with IDO and/or Double Eagle II design standards.
24. For future site plan applications, the Environmental Planning Commission expressed a desire to review profiles showing building height impacts as viewed from the Petroglyph National Monument.

Conditions of Approval

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1. The applicant shall coordinate with the staff planner to ensure that all Conditions of Approval are met and then submit a vetted, final version to the staff planner for filing at the Planning Department.
2. After approval by the Environmental Planning Commission (EPC), the applicant shall submit the site plan that meets conditions of approval to the Staff Planner or relevant Urban Design and Development Staff for final sign-off. The reviewer will be responsible for ensuring that all EPC Conditions have been satisfied and that the IDO, DPM, and all other applicable City requirements have been met.
3. Pursuant to IDO §14-16-6-6(I)(2)(m) Site Plans shall be reviewed administratively for compliance with conditions of approval, DPM, and zoning standards prior to the issuance of a building permit.
4. Pursuant to IDO §14-16-6-4(P)(4) any conditions shall be met within 1 year of the approval, unless stated otherwise in the approval. If any conditions are not met within that time, the approval is void. The Planning Director may extend the time limit up to an additional 1 year.
5. Site Plan:
 - A. G5 shall be added to the Zone Atlas description for all pages (e.g., SDP1.2).
 - B. Zoning descriptions shall be indicated for each parcel outside of the DEII boundary on Sheet SDP1.1.

- C. A note shall be added to explain the Obstacle Free Zone on Sheets SDP1.2 and 2.1.
 - D. A keyed note shall be added for the diagonal (NW-SE) solid line running from the area with buildings Q1-4 and road on Sheet SDP1.2.
 - E. “Building” shall be added to state “Building Setbacks” to describe the first section of the DEII Dimensional Standards Summary Table in Section C (Site Design) on Sheet SD 4.1.
 - F. Add sidewalks to Site Plan where appropriate with dimensions.
 - G. The existing fencing east and south of Building Z shall be added to Sheet SDP 2.1.
 - H. The depicted parking spaces shall match the number of parking spaces provided in the Facility Index Table on Sheet SDP1.2.
 - I. Building S (Shade Cover) and Area/ Building Y (Vehicle Fueling Facility) shall be added to elevation drawings with complete dimensions.
 - J. Existing motorcycle spaces and bicycle parking shall be documented as provided parking, if applicable.
 - K. The DEII Airport Site Plan cover page, Sheet Index page titles for SDP 1.1 and SDP 1.2 shall be updated to reflect that the request is for an As-Built Site Plan and not an existing Site Plan.
 - L. The DEII Airport Site Plan cover page, Sheet Index shall include Building identifiers.
 - M. The DEII Airport Site Plan cover page, Sheet Index page titles shall be updated to match sheet titles for AE 3.22 (Site Amenities) and AE 3.26 (Walls, Fencing and Screening).
 - N. The spelling inconsistency of “DE-II” in the Table, Wall and Fences row of Table of Applicable Standards, Sheet SDP1.1 shall be updated to DEII to reduce confusion.
6. Design Standards:
- A. For the western (and northwestern) boundaries with MPOS, no development shall be allowed within 150 feet except view fencing on the perimeter and seeding with native grassland mix appropriate for the area. Between 150 and 250 feet from the western and northwestern boundaries with MPOS, the maximum building height shall be 36 feet.

For the eastern boundary along Atrisco Vista Blvd, a setback of 150 feet shall be required. View fencing shall be allowed on the perimeter. Parking lots shall be located at least 50 feet from the eastern perimeter lot line. Landscaping shall be located at least 50 feet from the eastern perimeter lot line except for seeding with native grassland mix appropriate for the area. Between 150 and 250 feet from the lot line abutting Atrisco Vista Blvd., the maximum building height shall be 48 ft.

More than 250 feet from any perimeter lot line, the maximum building height shall be 65 feet.
 - B. The ROW tree requirement along Atrisco Vista shall be removed; trees shall only be planted in areas with dense development and regular outdoor use or to minimize heat as part of hardscapes.
 - C. Where not in conflict with FAA safety regulations or aviation functionality, Design Standards regarding clustered building (i.e., Conservation Design), shade structures, and shading over parking shall be added to Design Standards with regulations to be agreed upon as future amendments come forward to promote integrated site design that is considerate to the natural features and topography.
 - D. The text 14-6-5-11 under Design Standards, section H. Architecture – Building Design, 1.: shall be updated to the correct IDO §14-16-5-11.

- E. The text “14-16-5-4-3” under Design Standards, section H. Architecture – Building Design, 7.: shall be updated to the correct IDO §14-16-6-5(D).
 - F. Building Height Section text “Within 250’ of Atrisco Vista Blvd ROW shall be updated to “From 150’ to 250’ of Atrisco Vista Blvd ROW” on Sheet SD 4.1.
 - G. Text shall be added that describes the proposed “50’ Required screen zone” in Section I.2. (Screening) on Sheet SD 4.1.
 - H. The Design Standard text of Sheet SD4.1, “The DEII Design Standards will also help provide a framework for review of proposed site developments. Subsequent site development plan requirements for developments on lease areas of 5 acres or less or that contain buildings of 50,000 sq. ft or less shall be delegated to the City of Albuquerque’s Development Facilitation Team (DFT) as a Minor Amendment. Development greater than these thresholds shall be delegated to the Environmental Planning Commission (EPC).” shall be moved to Section B (Process).
7. Elevations
- A. The storage building west of Building R shall be added to the proposed Site Plan, Sheet SDP1.2 with a Keyed Note.
 - B. Dimensions for western and northern structure features of Building X shall be added to AE3.20 as seen on SDP1.2.
 - C. The building height for the single-story portion of Building Z shall be added to Sheet AE3.21.
 - D. Both (2) Utility Structures shall be depicted with dimensions on Sheet AE3.23 (Site Amenities).
 - E. The symbols next to the Utility Structure to the southwest of Building B shall be added to the legend on Sheet SDP2.1.
8. Development shall not occur east of the right-of-way (ROW) of Atrisco Vista Blvd.
9. The Applicant shall coordinate with NMDOT District 3 Assistant Engineer Margaret Haynes to discuss the Facility Plan's potential impacts to Atrisco Vista Blvd and verify the DEII Airport address.
10. The Site Plan shall comply with the General Regulations of the IDO and all other applicable design regulations, except as specifically approved by the EPC.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC’s decision or by **August 30, 2024**. The date of the EPC’s 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 as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to §14-16-6-4(V) of the Integrated Development Ordinance (IDO), Administration and Enforcement. A non-refundable filing fee will be charged and is required to be paid at the time the appeal is filed.

You will receive notification if any 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 IDO must be complied with, even after approval of the referenced application(s).

Sincerely,



for Alan M. Varela,
Planning Director

AV/MRW/CH/MJ

CC:

Legal, aconon@cabq.gov

City of Albuquerque Aviation Department, Manny Manriquez, mmanriquez@cabq.gov

Dekker, Will Gleason, WillG@dpsdesign.org

Dekker, Jessica Lawlis, JessicaL@dpsdesign.org

Dekker, Rebecca Shank, RebeccaS@dpsdesign.org

DEII, Christina Sandoval, cmsandoval@cabq.gov

Bernadette Hardy, Bernadette@naeva.org

Alysia Coriz, alysia@naeva.org

Baxter Sosebee, mb422@comcast.net

Elizabeth Haley, elizabethkayhaley@gmail.com

Evelyn Rivera, rioreal@earthlink.net

Jane Baechle, jane.baechle@gmail.com

Santa Fe Village Neighborhood Association, SFVNA2014@gmail.com

Lan Sena, lan@civicpolicy.com

Rene' Horvath, aboard111@gmail.com

Mike Vorhees, mike@cyonic.com

NPS, Nancy Hendricks, nancy_hendricks@nps.gov

Pueblo of Laguna, Kenneth Bobroff, kbobroff@pol-nsn.org

CABQ OEI, Terry Sloan, terrysloan@cabq.gov

EPC file