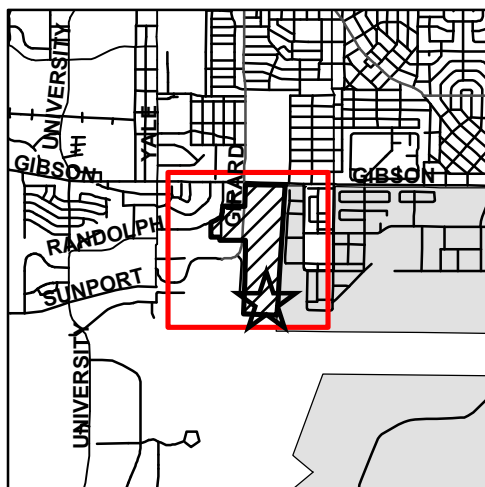
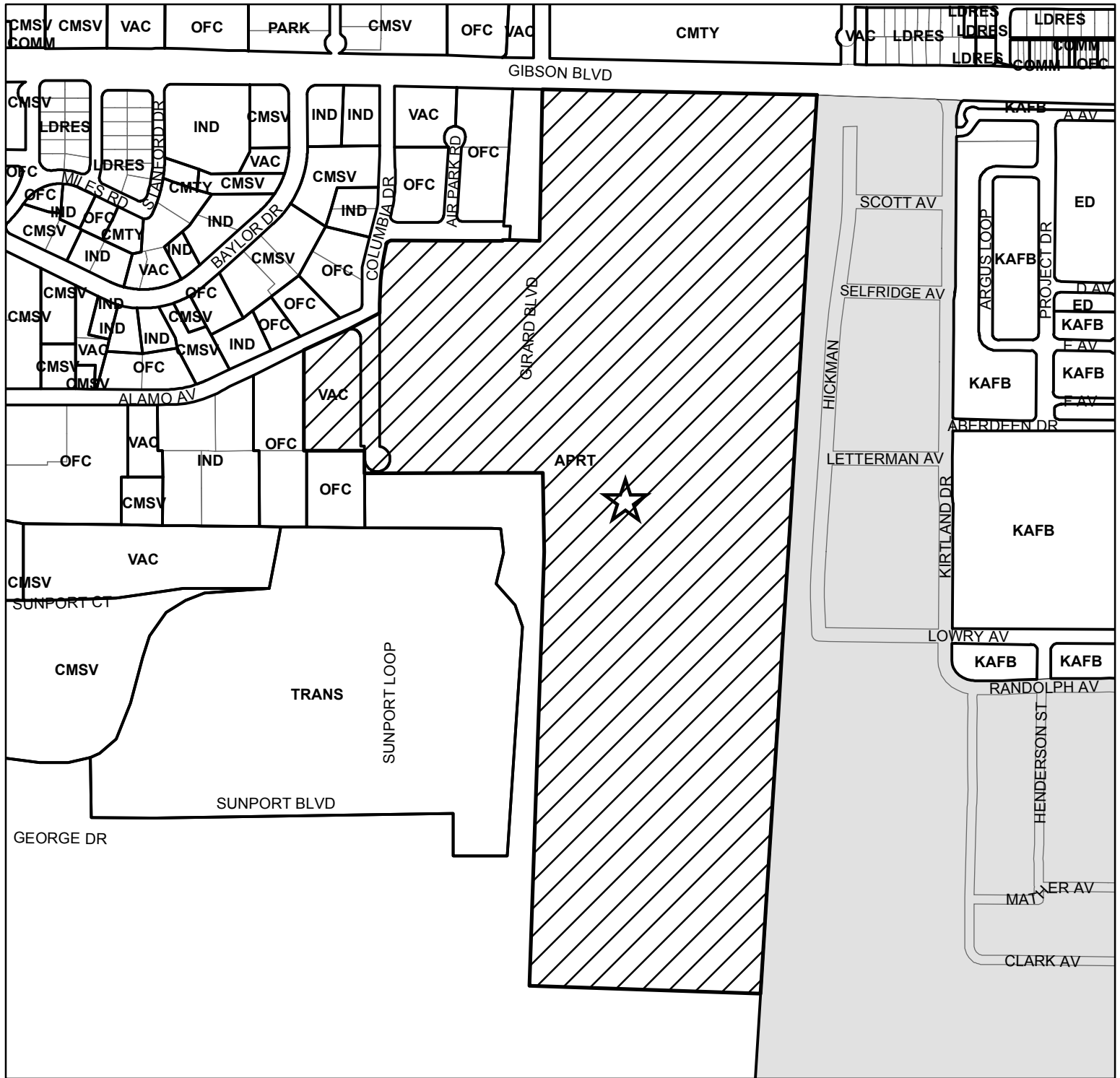


This aerial map shows the Kirtland AFB area. A yellow line highlights a large, mostly empty plot of land on the left side of the image. To the right of this highlighted area, several streets are visible, including Hickman, Selfridge, Letterman, Lowry, and Clark. Numerous areas are labeled 'UNPLATTED/KIRTLAND AFB'. Other landmarks include Kirtland Elementary School and Kirtland Middle School. The map also shows various other streets such as Vail, Eastern, Crest, Amherst, Wellesley, Argus Loop, Project, D, E, F, Aberdeen, Randolph, Henderson, and Mather. A grid of numbers is visible in the top right corner, likely representing a map coordinate system.



LAND USE MAP

Note: Gray shading indicates County.

Key to Land Use Abbreviations	
LDRES Low-density Residential	APRT Airport
MULT Multi-family	TRANS Transportation
COMM Commercial Retail	AGRI Agriculture
CMSV Commercial Services	PARK Parks and Open Space
OFC Office	DRNG Drainage
IND Industrial	VAC Vacant
INSMED Institutional / Medical	UTIL Utilities
ED Educational	CMTY Community
	KAFB Kirtland Air Force Base



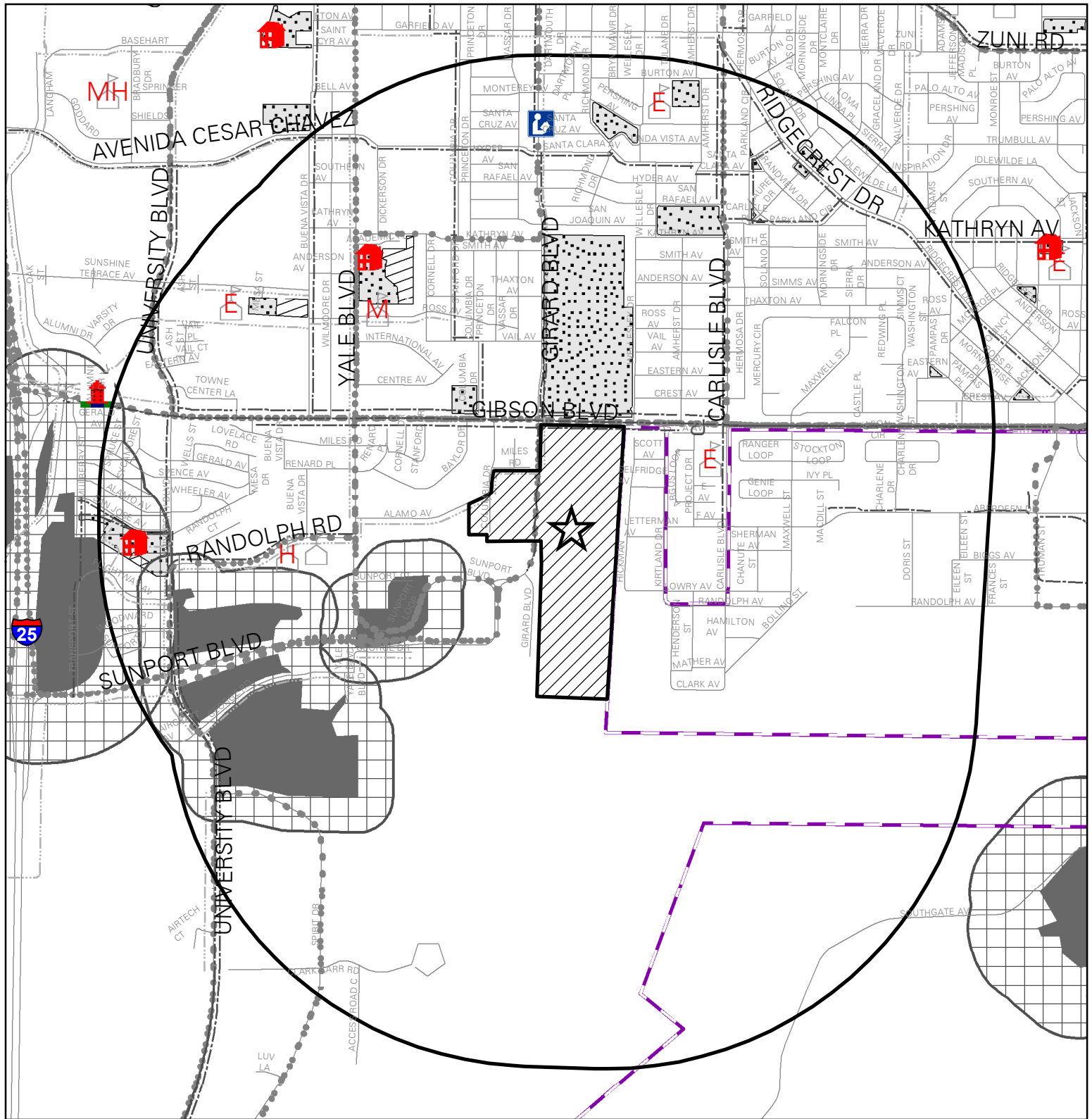
1 inch = 600 feet

Hearing Date:
11/12/2020

Project Number:
PR-2020-004447

Case Numbers:
SI-2020-01023

Zone Atlas Page:
M-16



Public Facilities Map with One-Mile Buffer

- | | | | |
|----------------------|-------------|--------------------------|-----------------------------|
| Community Center | Fire | Public School | Landfill designated by EHD |
| Multi-Service Center | Police | Proposed Bike Facilities | Landfill Buffer (1000-feet) |
| Senior Center | Sheriff | ABQ Bike Facilities | Developed City Park |
| Library | Solid Waste | ABQ Ride Route | Undeveloped City Park |
| Museum | | Albuquerque City Limits | Developed County Park |
| | | | Undeveloped County Park |

Project Number: PR-2020-004447

0 0.5 1 Miles

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I. INTRODUCTION

	<i>Zoning</i>	<i>Comprehensive Plan Area</i>	<i>Land Use</i>
<i>Site</i>	NR-SU	Change and Consistency	Airport, vacant
<i>North</i>	NR-C, NR-LM, NR-SU	Consistency	Golf course, business park
<i>South</i>	NR-SU	Change and Consistency	Airport runways
<i>East</i>	unincorporated	Consistency	Kirtland Air Force Base (KAFB)
<i>West</i>	NR-SU, NR-LM, NR-BP	Change and Consistency	Airport, business park

Request

The request is for a Site Plan-EPC for an approximately 119 acre portion of the Albuquerque International Sunport (decommissioned runway land), and an approximately 2.8 acre portion of the business park to the west, for a total of approximately 122 acres (the “subject site”). The subject site is legally described as an approximately 119 acre portion of Tract A-1, Plat of Tracts A-1 and A-2, Sunport Municipal Addition, and Tract A-1-B, Replat of Tracts Z-4 & A-1 to Tracts Z-4-A, A-1-A, A-1-B & A-1-C of Airport Park, approximately 2.8 acres.

Owned by the City of Albuquerque, the subject site is located northeast of the main airport terminal area, adjacent to Kirtland Air Force Base (KAFB), near Sandia National Laboratories, and is not far from the University of New Mexico (UNM).

The request would repeal and replace, rather than amend, the controlling site development plan for subdivision for the Aviation Center for Excellence (ACE), an approximately 75 acre site consisting of the decommissioned runway land. The EPC approved the ACE site development plan in 2015.

The applicant seeks to establish a new business/industrial campus for research and development of aerospace technology (assembly, integration, and testing) pertaining to satellites. The campus would become a major employment center for the area and would contain manufacturing and assembly operations along with associated uses such as office, research and development, on-site amenities (restaurant, gym, child care), a hotel, and a parking structure. Development would be phased; the two areas north of the combo building are planned for future development.

The subject site is zoned NR-SU (Non-Residential Sensitive Use Zone District) and therefore is controlled by the EPC. The subject site is located in the Airport Protection Overlay Zone and in the three sub-areas: Air Space protection, Runway protection, and Noise contours.

EPC Role

The Environmental Planning Commission (EPC) is hearing this case pursuant to the Integrated

Development Ordinance (IDO) Sections 14-16-6-6(H)(1)(A), Site Plan-EPC and 14-16-6-4(Y), Amendments of Prior Approvals, which state that a site plan may be approved for NU-SU zoned (unplatted or platted) sites, and that Major Amendments shall be decided by the decision-making body that issued the approval proposed to be amended or replaced.

In this case, the EPC approved the controlling site development plan for subdivision that covers a large portion of the subject site prior to effective date of the IDO. Pursuant to IDO Section 14-6-4(P)(2), the decision-making body may impose conditions necessary to bring the application into compliance with the requirements of this IDO. This is a quasi-judicial matter.

Context

The approximately 122-acre subject site is located in an area characterized by a variety of land uses, although the Albuquerque International Sunport and Kirtland Air Force Base (KAFB) are significant in defining the area.

Adjacent north of the subject site is Gibson Blvd. SE; north of that is the Puerto del Sol Golf Course and a variety of commercial and industrial uses. To the south are the Sunport taxiways. East of the subject site is KAFB. West of the subject is the Airport Park industrial park, which contains office, industrial, and warehousing uses.

Though not characterized by residential uses, there are some near the subject site. The Yale Village subdivision is approximately 0.5 mile west and the Knob Heights addition is northeast of the subject site, across Gibson Blvd. NE.

Comprehensive Plan Designations

The subject site is located in both an Area of Change and an Area of Consistency, as designated by the Comprehensive Plan. It is not in a designated Activity Center. Gibson Blvd. is designated a Commuter Corridor. Commuter Corridors are intended for long-distance trips across town by automobile, including limited-access streets.

History

Early History and Development

Most of the subject site is part of the Albuquerque International Sunport, which began in 1937 through a cooperative effort between the City and the New Mexico Airport Cooperation (a subsidiary of Trans World Airlines). In 1950, the federal government took possession of the airport via a negotiated quit claim deed.

In April 1958, the City Planning Commission and forwarded a recommendation of approval of a zone change for a portion of the subject site from R-1 to M-1, which was considered more appropriate due to its proximity to the air force base (Z-563). The City Commission also heard the request in April 1958 and approved it.

The Department of Defense began to expand research and development operations. In 1962, the Department of Defense deeded the airfield and most property back to the City, but retained title to the Air Force Base.

In the mid and late 1980s, all general aviation facilities and maintenance facilities were re-located to the southwest quadrant of the airport. In the 1990s, improvements continued and served the civilian portion of the airport.

Master Plans and the ACE

A Master Plan for Albuquerque International Airport (AIA) was completed in 1994, which guided improvements in the 1990s. One principal recommendation of the 1994 AIA Master Plan, was to close the north-south runways (17-35), the site of the Aviation Center for Excellence (ACE), the concept for which evolved later.

The Albuquerque International Sunport Landside Master Plan (SPR-98-3) was completed in 1998 and focused on non-aviation components of the airport properties. The primary recommendation of the Landside Master Plan was the development of the Consolidated Rental Car Facility. In May 1999, the EPC approved a zone map amendment for approximately 47 acres from M-2 to SU-1 for Airport and Related Facilities (Z-99-61). A site development plan combined this acreage with another 28 acres to create the Rental Car Facility

The 2002 *Albuquerque International Sunport- Airport Master Plan*, which updated the 1998 Master Plan, was heard by the EPC at its December 2002 hearing (Project #1000270). The Master Plan became effective in April 2003 (R-03-216, Enactment R-2003-028). The 2002 Airport Master Plan (Project #1000270) also recommended closure of runways 17-35, approximately 75 acres, which facilitated the concept for the Aviation Center for Excellence (ACE)- a business park for commercial, office, and manufacturing uses. The City wanted to use this land in a more profitable manner and promote development.

In December 2008, an Administrative Amendment (AA) to the controlling site plan was approved to allow solar panels and a screen wall at the car rental facility. AA (Project #1000276/08AA-10178).

At its May 8, 2014 hearing, the EPC approved a site development plan for subdivision with design standards for the ACE, which consisted of 14 lots. The final ACE site development plan for subdivision was signed-off by the DRB in 2016.

Another project number shown on the subject site is PR-2018-001575/SU-2018-00146, an application for an Archaeological Certificate, a requirement since the subject site is greater than 5 acres in size.

Transportation System

The Long Range Roadway System (2040 LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), includes existing roadways and future recommended roadways along with their regional role.

Gibson Blvd. SE is functionally classified as an Existing Principal Arterial in the project area. Girard Blvd. SE is functionally classified as an Existing Major Collector. Alamo Dr. SE is a Minor Collector and Columbia Dr. SE and is a local road.

Note that Gibson Blvd SE is a limited access facility and is also an Intelligent Transportation System (ITS) Corridor.

Trails/Bikeways

The 2019 Long Range Bikeway System (LRBS), produced by the Mid-Region Council of Governments (MRCOG), identifies existing and proposed trails. The LRBS map shows an existing trail along Gibson Blvd. SE running east-west. An existing, 8 foot multi-purpose trail runs on the western side of Girard Blvd. and travels through a portion of the subject site. This trail is managed by the City Aviation Department and would be leased to the applicant, who would be responsible for its maintenance (see attachment).

A protected bicycle lane is proposed along Gibson Blvd. MRMPO staff note that a proposed bike lane is identified in the Long Range Bikeway System on Girard Blvd. SE in the project area. The Trails and Bikeways Facility Plan (2015) project list indicates that a bicycle lane is proposed on Girard Blvd. SE, from Miles Rd. SE to Gibson Blvd. SE (object ID 413).

Transit

Two ABQ Ride routes pass the subject site: Route 96- Crosstown Commuter, and Route 222-Rio Bravo-Sunport-Kirtland. These routes are geared toward commuters. At the present time, service on both is suspended due to COVID-19.

Public Facilities/Community Services

Please refer to the Public Facilities Map (see attachment) for a complete listing of public facilities and community services located within one mile of the subject site.

II. ANALYSIS OF APPLICABLE ORDINANCES, PLANS, AND POLICIES

Integrated Development Ordinance (IDO)

Definitions

Airport: The area of land used or intended to be used for the landing and takeoff of aircraft, passenger and cargo loading areas, and related uses.

Amendment: Any repeal, modification, or addition to a regulation; any new regulation; any change in the number, shape, boundary, or area of any zone district or Overlay zone; or any repeal or abolition of any map, part thereof, or addition thereto.

Light Manufacturing: The assembly, fabrication, or processing of goods and materials, including machine shop and growing food or plants in an indoor structure, using processes that ordinarily do not create noise, smoke, fumes, odors, glare, or health or safety hazards outside of the building or lot where such assembly, fabrication, or processing takes place, where such processes are housed primarily within a building. Loading and unloading from rail spurs is incidental to this use. This use does not include any use that meets the definition of *Heavy Manufacturing* or *Special Manufacturing*.

Net Lot Area: For purposes of calculating landscaping requirements, the total area of the lot minus the following:

1. The area of the lot covered by buildings.
2. The portions of the lot that are not required for off-street parking or a parking lot and that are fully screened from view from any abutting lot or public right-of-way by an opaque wall or fence at least 6 feet high, in which no landscape will be required except required buffer landscaping; chain link fence with slats does not constitute acceptable full screening.
3. The area of any approved landscape that the property owner installs and maintains in the abutting public right-of-way, exclusive of the area of any existing or planned public sidewalk.

Parking Structure: A structure or part of a structure designed to accommodate vehicle parking spaces that are fully or partially enclosed, but not including a parking structure that is located underground or within the outer building envelope of another building. Parking structures are typically associated with Mixed-use and Non-residential development.

Structure. Anything constructed or erected above ground level that requires location on the ground or attached to something having a location on the ground but not including a tent, vehicle, vegetation, or public utility pole or line.

Zoning

Prior to the IDO's effective date of May 17, 2018, the subject site was zoned was SU-1 for Airport and Related Facilities (eastern, airport portion) and M-1 (western, business park portion). The zoning was converted to NR-SU (Non-Residential Sensitive Use zone district) under the IDO. Airport is one of the uses listed that requires NR-SU zoning.

The NR-SU Zone District

The entire subject site is zoned NR-SU. The purpose of the NR-SU zone district is to accommodate highly-specialized public, civic, institutional, or natural resource-related uses that require additional review of location, site design, and impact mitigation to protect the safety and character of surrounding properties. Uses that require NR-SU zoning are not allowed in base zone districts (ex. airport).

The NR-SU zone allows variation from certain requirements (see Table 2-5-9) as part of the EPC review process; a Variance-EPC is not needed. For this review, the applicant has applied NR-LM zone district requirements as the closest equivalent to the proposed use. The proposed site plan differs from the NR-LM zone in terms of building height, wall height, building-mounted light height, parking standards, and building design—all of which can be approved in the NR-SU zone through a Site Plan – EPC. These variations from NR-LM requirements should be clearly noted on the site plan.

Uses & Standards

Table 4-2 lists allowed uses. The proposed uses fit into the following use categories: light manufacturing, research or testing facility, office, child care facility, restaurant, hotel or motel,

health club or gym, parking structure. Note that a development may include multiple primary uses provided that each use is listed as a primary or conditional uses in that zone district and all other standards (ex. the Use-Specific Standards) are met [IDO14-16-4-1(D)].

Except for office and child care facility, the following uses are subject to Use-Specific Standards (USS):

- 14-16-4-3(E)(2)- Light Manufacturing
- 14-16-4-3(D)(27)- Research or Testing Facility
- 14-16-4-3(D)(8)- Bar, Nightclub, Restaurant, Tap Room
- 14-16-4-3(D)(4)- Hotel or Motel
- 14-16-4-3(D)(9)- Health Club or Gym
- 14-16-4-3(D)(21)- Paid Parking Lot or Parking Structure

Staff has reviewed the USS for the listed uses and does not find any conflicts. The USS for Health Club or Gym [IDO 14-16-4-3(D)(9)] refer to the MX-T zone, so don't apply here. The USS for Bar, Nightclub, Restaurant, Tap Room [IDO 14-16-4-3(D)(8)] don't present any conflicts with what's proposed. Hotel or Motel USS also mention the MX-T zone, but these do apply here because Standard 14-16-4-3(D)(14)(b) references the Airport Protection Overlay Zone and states that requirements there may apply.

The USS for Research and Testing facility [IDO 14-16-4-3(D)(27)] require that any facility that uses hazardous materials or requires additional review, licensing or approval, or emits radiation, shall require a conditional use approval. The applicant stated that the proposed R&D use would not use hazardous materials.

The Light Manufacturing USS [IDO 14-16-4-3(E)(2)] require that all activities be conducted inside a building unless a conditional use is obtained. The applicant's manufacturing and assembly operations would occur inside of the assembly building.

The USS for Paid Parking Lot or Structure [IDO 14-16-4-3(D)(21)] state that the use must comply with all standards in Parking and Loading (IDO 14-16-5-5). Minor accessories such as trash cans and bike share facilities, are allowed.

Overlay Zones & Special Areas

The subject site is within the boundaries of the Airport Protection Overlay Zone (IDO 14-16-3-3), which includes the Air Space Protection Sub-Area and the Noise Contour Sub-Area. All apply to the development proposed on the subject site.

The purpose of the Airport Protection Overlay zone is to require that land use and development at or around public airport facilities comply with the regulations of the Federal Aviation Administration (FAA) that protect the public from noise, vibration, and hazard impacts of airport operations and that protect the safety of aircraft operators. See also Section III of this report.

The subject site is east of Yale Blvd. SE, which is the eastern boundary of the special Sunport Boulevard Area [IDO 14-16-5-12(F)(3)(e)] that contains special sign standards. Therefore, these don't apply.

Albuquerque / Bernalillo County Comprehensive Plan (Rank 1)

The subject site is located in both an Area of Change and an Area of Consistency, as designated by the 2017 Albuquerque/Bernalillo County Comprehensive Plan. The larger portion of the subject site, corresponding to the ACE site, is an Area of Change. The smaller portion of the subject site, the lot in the adjacent business park, is an Area of Change. The subject site is located on Gibson Blvd. SE, which the Comprehensive Plan designates as a Commuter Corridor, and is not in a designated Activity Center.

Applicable Goals and policies are listed below. Staff's policy analysis follows in ***bold italic*** text.

For a Site Plan-EPC, the applicant is required to respond to the Review and Decision Criteria in 14-16-6-6(H)(3). Subsection (H)(3)(a) requires that the applicant demonstrate that the request is consistent with the Comprehensive Plan. Goals and policies chosen by the applicant are indicated by an *. The applicant's responses are found in the revised project letter dated October 26, 2020 (see attachment). Staff's conclusion is at the end of this discussion.

Chapter 5: Land Use

*Goal 5.1-Centers & Corridors: Grow as a community of strong Centers connected by a multi-modal network of Corridors.

The subject site is not located in a designated Activity Center, though the proposed growth could make it become one over time. Gibson Blvd. is currently designated a Commuter Corridor, and is less multi-modal than other corridor types. The request is partially consistent with Goal 5.1-Centers and Corridors.

*Policy 5.1.1-Desired Growth: Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.

- i) Locate industrial development in Employment Centers or in existing industrial zones within the I-25 and I-40 corridors.

The request would create significant growth that benefits the region, though the subject site is not located in a designated Activity Center or Employment Center. However, the future campus could potentially become one over time. The request is partially consistent with Policy 5.1.1-Desired Growth.

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

- a) Prioritize office and commercial employment in areas with good access via automobile and transit.
- b) Prioritize industrial employment in areas with good connectivity for freight routes.

*The request would create a new employment center west of the Sunport Employment Center, (which corresponds somewhat to Airport Park Business Park) because it would prioritize a variety of economic-base and supporting employment opportunities. The operation would foster synergy with other aerospace-related businesses, such as Sandia National Laboratories, and would generally be located in an area with good access via automobile (transit to a lesser degree) and connectivity to freight routes such as Interstate 25. The request is consistent with *Policy 5.1.5 Employment Centers and subpolicies a and b.*

*Policy 5.1.12 Commuter Corridors: Allow auto-oriented development along Commuter Corridors that are higher-speed and higher-traffic volume routes for people going across town, often as limited-access roadways.

- a) Allow auto-oriented, single-use development such as strip retail, large retail facilities, and business and institutional campuses along Commuter Corridors.

The request would facilitate auto-oriented development along a designated Commuter Corridor, Gibson Blvd., and allow travel across town for this regionally significant operation that consists of more than a single use (so Subpolicy a does not apply). The request is consistent with Policy 5.1.12-Commuter Corridors.

*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 request would facilitate development in an area already served by infrastructure and public facilities, such as a fire station, and intended for aerospace-related industry. This would constitute an efficient use of land, and would support the public good by providing base jobs that create multiplier effects throughout the economy. The request is consistent with Goal 5.3-Efficient Development Patterns.

*Policy 5.3.1-Infill Development: Support additional growth in areas with existing infrastructure and public facilities.

The subject site, and the area around it, are established locations already served by existing infrastructure and public facilities that can accommodate additional growth, although additional infrastructure (ex. electrical) would be needed to serve the proposed development. The request is consistent with Policy 5.3.1-Infill Development.

*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.

The request would generally direct growth to a designated Area of Change where growth is expected and, in this case, anticipated for the proposed use. The proposed development would generally reinforce the character and intensity of the surrounding area because it is a large,

industrial type use connected with the adjacent airport. The request is generally consistent with Goal 5.6-City Development Areas.

*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.

- b) Encourage development that expands employment opportunities.
- e) Encourage job creation in business and industrial parks, near freight routes, and where adequate transitions and buffers can be provided to protect abutting residential uses.
- g) Encourage development where adequate infrastructure and community services exist.

Though not in a designated Activity Center, the request would generally direct growth and more intense development to an industrial and business park area near the airport. The request is generally consistent with Policy 5.6.2-Areas of Change.

The request would also expand employment opportunities, create jobs in an industrial park area near a freight route that is not abutting residential uses, and generally where adequate infrastructure and community services exist. The request is consistent with Subpolicies b, e, and g.

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

The designated Areas of Consistency abutting the subject site are a couple of lots in the business park to the west and the Sunport runway area. The request would facilitate development that is generally compatible with the existing, surrounding uses near the subject site. Therefore, the request is consistent with Policy 5.6.3-Areas of Consistency

*Policy 5.6.4 -Appropriate Transitions: Provide transitions in Areas of Change for development abutting Areas of Consistency through adequate setbacks, buffering, and limits on building height and massing.

Most of the subject site is an Area of Consistency. This policy would only apply to the western portion of the subject site designated an Area of Change and abutting the business park, an Area of Consistency. The transitions would be from industrial to industrial (or commercial for the childcare facility) uses. Staff finds that Policy 5.6.4 -Appropriate Transitions is not relevant enough to inform this policy analysis.

Policy 5.7.3- Updated Centers and Corridors: Add, update, or delete Centers and Corridors as needed to shape the built environment in a manner consistent with the Comp Plan Vision for the future.

Staff is including this policy to support a potential, future Comprehensive Plan amendment to include the subject site within the boundaries of the Airport Employment Center and to correspondingly adjust the boundaries of the latter.

Chapter 6- Transportation

Policy 6.1.3-Auto Demand: Reduce the need for automobile travel by increasing mixed-use development, infill development within Centers, and travel demand management (TDM) programs.

The request would facilitate development of a large employment campus that would generate a lot of automobile travel. The site plan proposes reduced bicycle spaces and does not emphasize alternative transportation modes to the extent that such a significant, major employer should. A TDM program, better access to transit, and ridesharing would help reduce the need for automobile travel and increase travel options. The request is inconsistent with Policy 6.1.3-Auto Demand, but could be improved through the application of conditions of approval.

Goal 6.2-Multi-Modal System: Encourage walking, biking, and transit, especially at peak-hour commuting times, to enhance access and mobility for people of all ages and abilities.

The proposed development should encourage more walking, biking, and transit by offering, for example, improved pedestrian crossings and transit facilities. This is important because of the limited access points to Gibson Blvd. and the likelihood of significant automobile queuing at peak-hour commuting times. The request is partially consistent with Goal 6.2-Multi-Modal System.

Chapter 7: Urban Design

Goal 7.2 Pedestrian-Accessible Design: Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

Policy 7.2.1 Walkability: Ensure convenient and comfortable pedestrian travel.

The proposed development would be largely auto-oriented with some features, such as required walkways between buildings, to help mitigate this. Once inside, the subject site is generally walkable. However, there is no way for pedestrians, transit users, or bicyclists to access the subject site because the main entrance is designed for vehicles only. There appears to be no way to walk safely up to the gate. Consistency with this policy can be improved through the application of conditions of approval. The request is inconsistent with Goal 7.2-Pedestrian Accessible Design and Policy 7.2.1- Walkability, but could be improved through the application of conditions of approval.

*Goal 7.4-Context-Sensitive Parking: Design parking facilities to match the development context and complement the surrounding built environment.

*Policy 7.4.2 Parking Requirements: Establish off-street parking requirements based on development context.

- a) Discourage oversized parking facilities.

The proposed parking structure/facility would generally match the development context of a manufacturing/assembly use, but would not necessarily complement the built environment

of the campus because other uses (ex. a restaurant and a hotel) aren't designed the way factory spaces often are. The development context is an industrial and commercial area, though the subject site has limited ways to reach the parking structure which, at approximately 190 feet and seven levels, could be considered oversized. The request is partially consistent with Goal 7.4- Context Sensitive Parking, and Policy 7.4.2-Parking Requirements, and subpolicy a.

*Policy 7.4.3 Off-street Parking Design: Encourage well-designed, efficient, safe, and attractive parking facilities.

- e) Discourage parking abutting the travel way to allow more active uses near the public right-of-way.
- f) Provide visual interest or screening on parking structure facades and additional visual enhancements such as landscape elements and/or public art at ground level.
- g) Encourage street-front parking structures to provide additional activity at street level, such as linear buildings or public spaces.

The proposed parking structure/facility is not an active use and is not near the public ROW. The design has improved and now has perforated metal over grey pre-cast concrete, though it does not provide a lot of visual interest or enhancements at the ground level. Nor does it front a street or help provide a linear building fronting a street. Therefore, on sum, the proposed structure would benefit from design improvements to make it a more attractive part of the campus. The request is partially consistent with Policy 7.4.3-Off-street Parking Design and subpolicies e, f, and g.

Chapter 8: Economic Development

*Policy 8.1.2 Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

- *d) Grow the community's economic base through recruitment, retention/expansion, and new business startups to bring additional income into the region.
- *e) Encourage livable wages and high-quality work environments.

The request constitutes economic development and would encourage synergistic economic development efforts that would grow the community's economic base. The proposed use would encourage livable wages and would foster local economic opportunities associated with it, and therefore would contribute to a more robust economy and generally improve opportunities and quality of life for new and existing residents. The request is consistent with Policy 8.1.2-Resilient Economy and subpolicies d and e.

*Policy 8.1.3-Economic Base: Strengthen and diversify the economic base to help reduce reliance on government spending.

- *c) Recruit new export-based businesses to expand and diversify the economic base.

- *d) Focus economic development strategies, programs, and activities to support existing and emerging economic base industry clusters that are important to the region.

The request would strengthen and diversify the economic base by providing new manufacturing, R&D, and supporting jobs that would create multiplier effects throughout the economy and, as a private company, would help reduce reliance on government spending. The efforts would focus on the aerospace technology economic base cluster that is important to the region. The request is consistent with Policy 8.1.3- Economic Base and subpolicies c and d.

Chapter 12- Infrastructure, Community Facilities, and Services

Policy 12.1.6- Energy Systems: Coordinate with energy providers to safeguard essential infrastructure to serve existing development and ensure a safe, adequate, and reliable supply to support growth.

The growth the request would make possible, a large manufacturing and R&R operation would require more energy resources than are available to serve existing development. The applicant is coordinating with energy providers to ensure an adequate supply of energy to support the proposed growth. The request is consistent with Policy 12.1.6- Energy Systems.

Policy 12.4.5- Facility Plans: Develop, update, and implement facility plans for infrastructure systems, such as drainage, electric transmission, natural gas, and information technology that benefit from cross-agency and public-private coordination.

Because it would create additional electric energy needs, the request would necessitate coordination with the energy provider (PNM) regarding capacity and service expansion to accommodate the use. This could be substation expansion and/or new substations and potentially electric lines, which would necessitate an amendment to the Electric Facilities Plan (see below). The request is consistent with Policy 12.4.5- Facility Plans.

Staff conclusion: The applicant has adequately demonstrated, through a policy-based analysis, that the request would be consistent with the Comprehensive Plan as required pursuant to IDO 14-16-6-6(H)(3)- Review and Decision Criteria for Site Plan-EPC. The applicant's responses are contained in the revised project dated October 26, 2020 (see attachment).

Staff agrees with the applicant's main arguments that the request would direct growth to where it is intended, provide economic-base jobs (manufacturing, not retail jobs) and foster economic resiliency, and occupy an infill site earmarked for this type of use and thereby promote efficient development patterns. Other arguments, such as those pertaining to design and transportation issues, are sufficient and can be further addressed through conditions of approval.

Facility Plan: Electric Systems Transmission and Generation 2010-2020 (Rank II)

This Rank II Area Plan, often referred to as the Electric Plan, addresses electric facility planning and provides Goals and objectives to ensure that the City and the County have an electric transmission and generation system capable of delivering electric energy in the and locations

needed by current and future residents, businesses, and industries (p. 3). The Electric Plan was updated and adopted in 2012 to include generation and emerging technologies (R-11-311/R-2012-023).

Figure 3 shows the existing electric transmission system. The KAFB West Substation and the Randolph Substation are near the subject site. Figure 4 shows proposed projects for 2010-2020. If a new electric facility (substation or other) is needed to support the proposed development, that project would need to be included and this Rank II Plan amended and/or updated. An addition to the Project List in the Plan is classified as a Minor Action.

The Albuquerque International Sunport Sustainable Airport Master Plan (2018, the “Sunport Master Plan”, Rank III)

The 2018 Sunport Sustainable Master Plan contain standard elements of an airport master plan such as a facilities inventory, a needs assessment, forecasts, an evaluation of alternatives, selection of the recommended alternative, and a Capital Implementation Plan (CIP) with a 20 year horizon. The currently adopted Sunport Master Plan differs from previous airport master plans because it integrates sustainability into the airport planning process.

The Sunport Master Plan mentions the Aviation Center for Excellence (ACE), which comprises a large portion of the subject site, in Chapters 5 and 6. Chapter 5 discusses Landside (as opposed to Airside) considerations and mentions the ACE and the “property west of ACE” (12 acres) as part of a non-aviation land use concept.

Chapter 6 provides more information about ACE, stating that it’s approximately 75 acres of land made available due to the closure of Runways 17-35 northeast of the terminal complex. This land is prime for redevelopment and was being actively promoted through the “Destination Sunport” effort to market the area as a business hub. Since the ACE site development plan for subdivision was approved, it was the preferred alternative and other specific options were not known or discussed at that time.

Since the request would supersede the ACE site development plan for subdivision, the Sunport Master Plan would need to be updated to reflect the proposed, new use. Updated maps and figures that correspond to the ACE, and the property west of it, would be needed. Text updates to explain the new use and situate it within the airport planning context would also be beneficial.

III. SITE PLAN-EPC

Review & Decision Criteria

IDO Section 14-16-6-6(H)(3) states that any application for a Site Plan-EPC, including new site plans and Major Amendments, will be approved if it meets all of the following criteria:

6-6(H)(3)(a) The Site Plan is consistent with the ABC Comp Plan, as amended.

The applicant’s policy analysis (see attachment) is sufficient to demonstrate that the request is consistent with applicable Comprehensive Plan Goals and policies.

- 6-6(H)(3)(b) The Site Plan is consistent with any applicable terms and conditions in any previously approved NR-SU or PD zoning covering the property and any related development agreements and/or regulations.

The aviation Center for Excellence (ACE) site development plan for subdivision (2016) contains design standards applicable to approximately 75 acres of the subject site. The proposed Site Plan-EPC is generally consistent with the intent of the ACE site development plan to “provide suitable sites for a wide range of industrial and commercial uses”, particularly aviation related and/or aerospace industries. The airport park business center, which contains a portion of the subject site, is also intended for such uses. Unlike most design standards, the ACE Design Standards mention allowable uses. The only currently proposed uses not on this list are childcare facility and parking structure, which would directly support the main industrial use.

- 6-6(H)(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.

With the application of conditions of approval, the site plan will comply with all applicable provisions of the IDO. The request will need to be reviewed by the Development Review Board (DRB) to ensure compliance with applicable provisions of the Development Process Manual (DPM) and to ensure that infrastructure is sufficient.

- 6-6(H)(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 extent practicable.

The request will be reviewed by the Development Review Board (DRB), which is charged with addressing infrastructure and ensuring that infrastructure such as streets, trails, sidewalks, and drainage systems has sufficient capacity to serve the proposed development.

- 6-6(H)(3)(e) The application mitigates any significant adverse impacts on the surrounding area to the maximum extent practicable.

The proposed development will mitigate significant impacts to the surrounding area because it will comply with applicable regulations, including those of the Airport Protection Overlay zone that limit noise, lighting, height, and uses. The assembly operations will not produce hazardous material by-products and will take place inside an enclosed building. Also, the IDO's regulations mitigate site plan impacts to surrounding areas and the DRB's conditions will ensure that infrastructure is adequately provided.

Airport Protection Overlay Zone

The subject site is in the boundaries of the Airport Protection Overlay Zone, which includes the Air Space Protection Subarea, the Air Space and Runway Protection Subarea, and the Noise Contour Subarea (65 DNL and 75 DNL contours). The purpose of the Airport Protection Overlay zone is to require that land use and development at or around public airport facilities comply with the regulations of the Federal Aviation Administration (FAA).

Most of the subject site is in the Noise Contour Subarea, between the 65 DNL contour and the 75 DNL contour. Table 3-3-1 lists permissive uses: manufacturing, assembly, food, hotel, retail, and storage are permissive. Parking is an accessory use. Because it's not listed, pursuant to IDO 14-16-3-3-(C)(3), the childcare facility (a Civic and Institutional Use in table 4-2-1) would be a conditional use. However, the NR-SU zone allows uses "as negotiated among those listed in Section 14-16- 4-2. This allows for a wide variety of uses, as negotiated via the site plan approval process, to support the main industrial/assembly use.

IDO 14-16-3-3-(D) contains applicable development standards. The height standards apply to any structure. In the Air Space Protection Subarea, maximum building height follows the dimensional standards. The NR-LM zone (the most similar zone for analysis purposes) allows 65 feet of building height, but unlimited building height for buildings 100 feet or more from lot lines. This applies to buildings on the subject site, unless varied in the NR-SU review process.

However, pursuant to 14-16-3-3-(D)(1)(b) of the Air Space Protection Subarea, a building cannot be higher than the Horizontal Surface for the airport. For the Sunport, the Horizontal Surface is 5,504.9 feet. Therefore, the proposed buildings heights cannot exceed the 5,504.9 foot Horizontal Surface elevation, which was established by the Federal Aviation Administration (FAA) to ensure compatibility of airport function with land use and development near airports.

A building cannot rise higher than 5,504.9 feet as measured from the finished floor (FF) elevation on the associated grading and drainage plan. Here is Staff's analysis of the heights of other significant buildings:

Building	Calculations	Relative to Horizontal Surface
Assembly	FF= 5,319 + 179= 5,498 feet	6.9 feet under
Combo	FF= 5,319 + 168= 5,487 feet	17.9 feet under
Hotel	FF= 5,312 + 95.75= 5,407.75 feet	2.85 feet under
Parking Structure	FF= 5,312 + 190.25 = 5,502.25 feet	2.65 feet under

As requested, the applicant provided a cross-section diagram showing the heights of the assembly building and the combo building, as compared to the Horizontal Surface (see Sheet 108). The diagram uses different heights from the 179 and 168 above, which were taken from the proposed elevations, and therefore should be revised to match the elevations.

The hotel and the parking structure are very close to exceeding the 5,504.9 foot Horizontal Surface of the airport. The simple addition of rooftop mechanical equipment could cause an exceedance. In these cases, Staff suggests that the finished floor elevation be lowered by a few feet and/or that a

level of the building or structure be underground.

Review of Site Plan-EPC Sheets

Standard of Review

Development in the NR-SU zone [IDO 14-16-2-5-(E)] is subject to IDO requirements, but many may be varied through the EPC approval process. The NR-SU zone, similar to the former SU-1 zone, is site plan controlled. For this review, the NR-LM zone is used as a starting point. Where what is proposed differs from the NR-LM zone, Staff points it out for consideration.

Request

The request is for a new Site Plan-EPC for an approximately (\approx) 122 acre site located northeast of the Sunport terminal area. The request would also repeal and replace the ACE site development plan for subdivision, an approximately 75 acre portion of the subject site. Therefore, the request is not for a Major Amendment.

The applicant proposes to develop a complete manufacturing-office campus consisting of approximately 5.6 million square feet (sf) of building area, consisting of a manufacturing/assembly building (\approx 3.24 million sf), an office/laboratory building (\approx 1.39 million sf), a parking structure (\approx , guard houses (\approx 2,400 sf), childcare center (\approx 30,000 sf), a food hall (\approx 15,300 sf), and a hotel with a fitness center (\approx 72,400 sf). The IDO use categories need to be used for consistency.

The subject site is zoned NR-SU. The NR-LM zone district requirements are being applied and, if varied, are noted here. The NR-SU zone allows variations as approved by the EPC; a Variance-EPC is not needed.

The proposed site plan is required to comply with all applicable provisions of the IDO, the DPM, other adopted City regulations. Staff has crafted conditions of approval to create compliance as needed and to provide clarity for the future.

Site Plan Layout/Configuration

The primary buildings, the office/research and development (combo) building and the manufacturing/assembly building are located interior to the site. The manufacturing/assembly building, the largest at \approx 3.4 million sf, takes up most of the former ACE area and is closest to the airport facilities. The electrical equipment building is at the NW corner of the largest building. Across Girard Blvd. SE are the proposed hotel, restaurant, parking structure, and childcare facility. There is surface parking north of the combo building and parking garage. Two areas, east and west of the main entrance drive, are indicated for future development. Phasing needs to be clarified on the Overall Site Plan.

Section 14-16-5-1 Dimensional Standards: The NR-LM zone district does not have a setback requirement (NA or 0), except for a 5 foot minimum front setback. The office/research and development is \approx 400 feet south Gibson Blvd. SE, so this is easily met. The smallest setback (\approx 44 feet) is near the subject site's SE corner.

Note that Section 14-16-5-2, Site Design and Sensitive Lands, does not apply to the subject site.

Vehicular Access, Circulation, and Parking

Access to the subject site would be from the main entrance (and guard building) on Gibson Blvd. SE, which lead to a long, internal roadway. Access to the restaurant, hotel, parking garage, and childcare facility would be via Girard Blvd. SE, via Miles Rd. SE or a southern access road. There is also an emergency-only entrance on Gibson Blvd. SE.

14-16-5-3 Access and Connectivity: Access and Connectivity regulations are largely controlled by the Development Process Manual (DPM) and reviewed and administered by the Development Review Board (DRB). All driveways and access points shall be constructed to meet DPM standards. Staff recommends that the Site Plan be reviewed and approved by the Development Review Board subsequent to EPC approval.

The intent of the regulations in 14-16-5-3 is to improve connectivity by, for example, mitigating the traffic impacts of new development and reducing vehicle miles traveled (VMT). On-site pedestrian connections are required for non-residential development. Sheet 109 contains a bicycle and pedestrian circulation plan that shows proposed connectivity between the uses on the subject site.

The pedestrian bridges, which also serve a security function, are part of an internal walkway system that functions adequately via the elevated pedestrian bridges, but improved connectivity on the ground is needed. A pedestrian pathway is needed to the childcare facility [14-16-5-3(D)(3)(b)(1)].

Pursuant to 14-16-5-3(D)(3)(c), on site pedestrian walkways and crosswalks shall be identified to motorists and pedestrians through a change in material, patterns, or height. Staff suggests thermoplastic or a raised pattern of a material other than asphalt, which would also help keep speeds down on the internal streets as well as facilitate pedestrian movement and safety. On-site crosswalks need to meet this requirement.

Multi-purpose Trail: An existing, 8 foot multi-purpose trail runs on the western side of Girard Blvd. SE. It's unclear if the pathway continues through the area near the hotel's SE corner. Pedestrian walkways on the ground are required to connect to the trail [14-16-5-3(D)(3)(b)(2)(B).] The trail apparently belongs to the Aviation Department (not the Parks and Recreation Department), and would be part of the lease agreement with the applicant. The applicant would maintain the trail in the future.

Parks management expressed concerned that changing the surface from asphalt to concrete in a small area could negatively affect the overall trail system for the user and for maintenance designation. The Aviation Department maintains this trail, although it would be maintained by the applicant in the future.

14-16-5-5 Parking and Loading: Parking calculations, including the math, need to be shown on the overall Site Plan (Sheet 100) and use the IDO use categories in Table 5-5-1. For example, light manufacturing, office, childcare facility, hotel or motel, and restaurant require parking to be provided at different rates. Just looking at the sf of light manufacturing (3,699,750, resulting in

approximately 3,700 parking spaces), it becomes apparent that the applicant is not following standard parking calculation methods. For clarity, so the EPC understands and for future reference, the applicant should include a Parking Notes section that explains the required and provided number of parking spaces.

The applicant is proposing 2,664 parking spaces and states that 2,500 parking spaces are required. Further information is needed as notes on the site plan. The subject site is not in an Urban Center, along a Main Street, or in a Premium Transit area, so does not qualify for those parking reductions, but would qualify for an Electric Vehicle Charging Station Credit and perhaps a Van and Carpool Parking Credit [14-16-5-5(d) and (e)].

Accessible parking (handicap spaces) is required at the rate of 20 spaces plus 1 space for every 100 required regular spaces. Staff calculates $20 + (2500 / 100) =$ for 45 required spaces (not 35). The math needs to be shown. HC spaces are required to be located close to entrances. Some of these need to be van spaces.

The number of required motorcycle parking (11) is correct, but the math needs to be shown to demonstrate this (8 spaces for 1,000 required regular spaces, and 1 for every 500 after that for a total of 11). Motorcycle parking is required to be provided in a visible, convenient location pursuant to 14-16-5-5(D)(2). The location of these spaces is not indicated on the surface lot.

Bicycle parking is required at the rate of 10% of required regular parking spaces. 10% of 2,500 is 250 required bicycle spaces. However, the applicant is proposing to provide 125 bicycle spaces, or 5% of regular spaces, which cuts the requirement in half without any justification. The bicycle parking is required to be in a visible location pursuant to 14-16-5-5(E)(4).

Section 14-16-5-5(G) contains applicable standards for Parking Structure Design. Parking structures are required to be designed using CEPTED principles. The Police Department provided CEPTED comments.

Section 14-16-5-5(H) contains requirements for off-street loading spaces and the layout and design of loading areas. Loading spaces need to be shown on the site plan and compliance with these requirements demonstrated.

Pedestrian, Bicycle, and Transit

Overall, the proposed development is auto-dominant. Although the required pedestrian pathways can help mitigate this characteristic, more can be achieved. For instance, there is no way for pedestrians (walkers or transit users) or cyclists to access the main security checkpoint.

The Orion Project TIA counts on a 20% reduction in vehicle trips to the site, necessary for the safe functioning of transportation near and on the subject site. Transit usage, bicycle usage, and walking should be promoted in order to make the reduction in vehicle trips a reality and help alleviate strain on the roadway system.

Bicycle parking is required at the rate of 10% of required regular parking spaces. 10% of 2,500 is 250 required bicycle spaces. However, the applicant is proposing to provide 125 bicycle spaces, or 5% of regular spaces, which cuts the requirement in half. The bicycle parking is required to be in a visible location pursuant to 14-16-5-5(E)(4).

Staff believes that the minimum bicycle parking requirement should be met; there is plenty of space and a 20% reduction in vehicle trips to the site is built into the TIA. Furthermore, considering that Albuquerque is a bicycle friendly city, the applicant should meet this minimum requirement and provide amenities, such as bicycle lockers, to encourage future employees to use alternative transportation. MRMPO staff point out that Intel, General Mills (both manufacturing) and Sandia Labs (nearby large employer) provide incentives for employees to bicycle to work. At Sandia Labs, 5% of employees bicycle to work. The same can be done for this new, major employer.

Another way to encourage alternative transportation usage is to make it easier to use transit. Connections from the subject site to transit stops and bicycle amenities make it convenient. Assisting with the provision of Transit Shelters helps make transit usage possible for most of the year.

The Transit Department-ABQ Ride recognizes that this new, major employer, and growth along the Gibson Blvd. Corridor, will require more transit service and capacity and is planning for it. ABQ Ride requests that the applicant assist with provision of bus shelters on all four corners of the Gibson/Girard intersection, particularly with the two in right-of-way immediately adjacent to the subject site.

Walls and Fences

There's an existing fence along the western boundary of KAFB, just east of the subject site. A ten-foot security wall is proposed around the subject site's perimeter, consisting of metal pickets and/or pre-cast concrete. Some locations show the fence and other locations show the wall, interspersed in some locations with the fence. The colors of the pickets and the precast concrete need to be specified. See details-Sheet 108.

IDO 14-16-5-7 contains regulations for Walls and Fences. Wall height in the NR-SU zone is decided through the review process. Note that the NR-LM zone allows 6 foot walls in the front yard and street side yard, and 10 foot walls everywhere else. The fence facing north is proposed at 10 feet high, which differs from the NR-LM zone allowances.

Wall Design standards are found in IDO 14-16-6-7(F)(3). The proposed fence and wall must comply with one of the five options. The fence provides openings (option 1) and the wall uses a contrasting material (Option 3).

A retaining wall is proposed along a portion of the subject side's western side, in back of the childcare facility. Another retaining wall is shown just west of the combo building. A retaining wall detail is needed to evaluate compliance with IDO 14-16-5-7(F), Retaining Wall Standards (Sheet 108 would be a good place).

Lighting

Sheet 107 is a site lighting plan. IDO 14-16-5-8 contains lighting standards. Three types of light poles are proposed, including a street light; all are 30 feet from top to grade. Exterior lighting must have full cut-off light fixtures. A general note is needed to ensure compliance with 14-16-5-8(D)(3) regarding light spillover and 14-16-5-8(D)(6) regarding light intensities.

Outdoor lighting requirements can be varied through the review process in the NR-SU zone. The applicant is requesting a difference from the standard requirements, but needs to explain this through a note: 5-8-(D)(8) requires exterior light fixtures to be mounted between 6 and 15 feet and the request is for mounting of such fixtures at 30 feet for loading areas and along roadways.

Security & Outdoor Gathering Areas

The request would facilitate development of a campus facility where security is an important consideration. This is the reason for the increased wall height and wall-mounted light fixture height mentioned previously in this report. The Albuquerque Police Department provided Crime Prevention Through Environmental Design (CEPTED) comments, the implementation of which would improve security and help deter crime on the site. The APD representative is available for further discussion, as requested.

Requirements for outdoor gathering areas are found in IDO 14-16-5-11(E)(3). The site plan does not address outdoor gathering areas. For Large Retail Facilities and Large Developments (the request is considered a “large development”), buildings 125,000 sf or greater shall provide seating and gathering areas in the amount of 400 sf for every 20,000 sf of building space. A cursory review of Sheet 109 reveals that this requirement is not met; two relatively small gathering spaces are shown as “landscape plaza areas”. Additional gathering space should be provided and the space shown, ex. in front of the restaurant and combo building, needs to be dimensioned and sf totals provided.

Using the rate above, Staff calculates that 27,700 sf of outdoor gathering space is required for the combo building and 64,762 sf is required for the assembly building. The applicant needs to address this requirement. Staff suggests providing a table of calculations of what is required and what is proposed, similar to a parking table, and add notes to explain how gathering areas are going to be provided.

Landscaping

Landscaping with a variety of trees, shrubs, and accent plants is proposed. The landscaping includes street trees (existing and proposed) along Gibson and Girard Blvds. SE and abundant landscaping at the focal, entry points on Gibson Blvd. SE, and near the hotel and restaurant.

14-16-5-6- Calculations: Landscaping is required at a rate of 15% of the net lot area [IDO 14-16-5-6(C)(2)(a)]. The subject site consists of two platted lots: 119 acres and 2.8 acres. Since these lots are platted, landscaping can be calculated for each lot using the 15% of net lot area. Net lot area means the area of the lot covered by buildings (see definition). Therefore, the building footprint is used for landscaping calculations.

For the smaller lot, where the single-story childcare facility is proposed: $2.8 \text{ acres} \times 43,560 = 121,968 \text{ sf}$, minus 25,711 of building area = 96,257 sf, and $96,257 \times 0.15 = 14,438.55 \text{ sf}$ of landscaping required; the 6,973 listed is incorrect because a portion of the tract cannot be removed because it's all one lot. Provided landscape is 21,381 sf, which meets the requirement, though the % listed is incorrect.

The applicant needs to re-do the calculations for the larger lot for the whole lot, not broken down into two groupings. The large lot is not subdivided. The future development areas are part of the lot and cannot be left out of the calculations unless they are platted separately, which they currently are not.

Furthermore, the applicant did not specify building dimensions on the overall site plan (Sheet 100), so it's not possible to know what size building footprint to use for the hotel, combo building, and parking structure. The assembly building is one story, but its square footage (3,238,083) is not listed in the landscaping calculations. Neither is the square footage for the equipment building and the three guard buildings, which are also single-story. This total needs to be added to the building footprints size for the hotel, restaurant, and parking garage and subtracted from the lot area to get net lot area. Lot area: $121.8 \text{ ac (site size)} - 2.8 \text{ ac} = 119 \text{ ac}$. $119 \times 43,560 = 5,183,640 \text{ sf}$ lot area. The turf grass calculation may need to be adjusted; up to 10% of required landscaping can be turf grass and 3.3% is listed as provided.

Plant Palette & Irrigation: A variety of trees, shrubs, and accent plants is proposed. Most are xeric, but some are "medium" water use. Nine types of trees are proposed. The existing street trees along Gibson Blvd. SE are proposed to remain, along with other existing trees. Staff suggests considering adding another pine (evergreen) variety so there's more than one. A tree preservation credit is available if the applicant wants to use it (see Table 5-6-2). Two varieties of Elm are proposed along Gibson Blvd. SE. The trees appear to be at required spacing intervals. Sufficient shade trees are shown along required pedestrian walkways [IDO 14-16-5-6(C)(4)(h)]. The future development areas are proposed to be seeded. The turfgrass is proposed as patches near the restaurant and hotel.

Drip-system irrigation is proposed. Required landscaping areas shall be designed to serve as storm water management areas to the maximum extent practicable [IDO 14-16-5-6(C)(13)(a)]. There are opportunities to achieve this on the very large subject site. In the NR-SU zone, runoff water shall be directed to depressed landscaping bed that provide supplemental (not primary) irrigation [IDO 14-16-5-6(C)(13)(b)]. Permeable paving is also mentioned in this section, and it may be counted toward minimum vegetated area requirements. Abq-Bernco Water Utility Authority (ABCWUA) staff note that there may also be opportunity for non-potable water use onsite. Specifics with regard to non-potable water use can be outlined in the Availability Statement for the site.

Parking Lot Landscaping: Surface parking lots are located at the childcare facility, north of the parking structure, and north of the combo building. For lots with 50 or fewer spaces, 10% of the parking lot area must be landscaped. For lots with 50 or more spaces, the rate is 15%. One tree is required for every 10 parking spaces and no space shall be over 100 foot from a tree [see IDO 14-16-5-6(F)(2)]. The three lots meet these requirements.

Section 14-16-5-9 Neighborhood Edges does not apply.

Building Elevations

The campus consists of six buildings. The main buildings are the assembly building and the combo building. Others are the childcare facility, the hotel, the restaurant (food hall), and a utilities building. At approximately 3.2 million sf, the assembly building is the largest. The combo building, with approximately 1.385 million sf, is also quite large.

Height

As discussed previously in this report, no building can exceed the 5,504.9 foot Horizontal Surface elevation of the airport and no proposed buildings do. The assembly building is the tallest, at 179 feet, followed by the combo building, at 168 feet. The hotel is approximately 96 feet and the parking garage is approximately 90 feet. The other buildings are not significantly tall.

However, the elevations start with the ground labeled as 100 feet, rather than labeled as 0—which is the local convention. Starting at 100 feet makes the buildings seem taller than they are and look like they exceed the Horizontal Surface elevation.

The NR-LM zone has a building height maximum of 65 feet, but there is no maximum height for buildings that are more than 100 feet from a lot line. The proposed building heights differ from the NR-LM requirement but are allowed to be established through this review process.

Architecture

The assembly building, combo building, and hotel are modern industrial style buildings, made of a steel frame with an aluminum finish, and characterized by pre-cast concrete and metal panel systems in blue and grey colors. The parking structure is pre-cast concrete decorated with perforated metal panels that appear dark grey (black would get very hot).

The restaurant (food hall) incorporates faux brick and stone accents and still looks somewhat industrial, but is distinct from the main buildings. The same is true of the childcare facility, which uses faux brick, faux wood, and introduces brown and tan colors to soften its look somewhat.

Section 14-16-5-11 Building Design, contains standards for buildings in non-residential zone districts, including façade design general requirements [IDO 14-16-5-11(E)(2)(a)]. Facades shall be designed to provide a sense of human scale at ground level by providing a clear architectural distinction between floors. The combo building accomplishes this. The assembly building is so large that it's not at human scale near ground level, but it consists of one very tall story. The childcare facility and the restaurant/market building face public streets and incorporate more than the one required architectural feature. For example, the childcare facility building has ground floor windows and a primary pedestrian entrance.

The buildings with facades longer than 100 feet incorporate the additional architectural feature of using a change in color, texture, or material- except for the assembly building. Its side elevations are over 2,000 feet long and changes in color, texture, and material are included, just not every 50

feet on a building of this size. Building design is allowed to be varied from as part of this review process [IDO 14-16-5-11(E)(2)(a)(3)(b)].

Signage (Sheets 120 and 121, Sheets 520-525)

Sheets 120 and 121 contain a monument signage plan. Eight types of monument signs are proposed; three of these are directional signs. The signage package shows consistent branding, with the name Orion in capital letters. The material is aluminum and paint is black and grey. Letters are backlit. The proposed signs comply with standards regarding use of durable materials and placement. A note needs to be added to ensure that luminance does not exceed 200 foot lamberts at night [IDO 14-16-5-12(E)(5)(a)(2)].

The primary monument sign (approximately 138 sf) is proposed at the SE corner of Gibson Blvd. SE and Girard Ave. SE. Secondary monument signs (sf unspecified, but slightly smaller than the primary monument sign) are proposed on both sides of the main entrance off of Gibson Blvd. SE and on the internal roadway west of the combo building. Other monument signs are for the childcare facility, service entrance, and to denote “emergency entrance only”. The directional monument signs are for around the hotel (2 types of signs) and for the parking garage (8 feet tall, 4.5 feet tall, and 10 feet tall, respectively).

Signage requirements are found in IDO 14-16-5-12. In the NR-LM zone, free-standing signs can be up to 100 sf abutting a local street or collector and up to 200 sf if abutting an arterial or a highway and up to 26 feet tall. The proposed signage package complies.

Sheets 520 through 525 detail wall-mounted signage. Wall signs cannot exceed 25% of façade area in the NM-LM zone. Though calculations are not provided, by estimation and due to the very large size of the proposed buildings, the proposed signage complies (although signage is according to approved plan).

A 912.5 sf sign is proposed on the assembly building, in three locations that correspond to the service doors. A 405.5 sf sign is proposed on the combo building, in two locations. The signs are the name Orion in capital letters, made of aluminum channel letters, white in color, and backlit with LEDs. A note regarding not exceeding 200 foot lamberts brightness at night is needed [IDO 14-16-5-12(E)(5)(a)(2)].

The restaurant/market building features a large “Welcome to Albuquerque” sign, in red letters. The childcare facility does not have wall signage.

Grading & Drainage (Sheets 301-306)

The subject site is higher in elevation near Gibson Blvd. SE (ex. 5,323 feet) and slopes gradually downward toward its southern end (ex. 5,301), with areas lower in elevation to the west. Considering the subject site’s size, it’s relatively flat. The subject site is not in a FEMA designated floodplain.

Generally, water will discharge to two existing storm drain systems. Several inlets are shown on the eastern side of the assembly building. Detention ponds are proposed on the subject site's northern side and NW and NE corners. It appears that the large and relatively deep detention pond/storm water quality pond is proposed off-site, past the subject site's far western end. It's unclear where this pond would be and if it would be fenced.

With such a large site, there is a great opportunity to implement water harvesting for landscaping beds for supplemental irrigation (see Landscaping Plan sheets). Curb notches should be shown and match those on the landscaping plan.

Utility Plan (Sheets 400-406)

The ABCWUA had several, significant comments regarding the water utility lines. ABCWUA staff note that the previous availability statement for a portion of the subject site has expired and a new Availability Statement is required. The proposed utility plan shows relocation of the existing 24" waterline; the ABCWUA strongly prefers no relocation. All proposed onsite water and sanitary sewer shall be considered private, including the new waterline extension along Girard Blvd., interior to 2200 Sunport Blvd.

The 12 inch collector line that runs east-west serves Kirtland Air Force Base (KAFB) and is identified as "to be removed". Coordination with KAFB will be necessary. From the proposed utility plan, it is understood that several additional onsite water and sanitary sewer lines are to be removed. This will be discussed in further detail at the DRB.

Also, all onsite fire hydrants, and hydrants located outside of existing public waterline easements, are to be considered private and painted safety orange.

The ABCWUA also notes that there may be opportunity for non-potable water use onsite. Specifics with regard to non-potable water use would be outlined in the Availability Statement.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies' Comments

A variety of important agency comments was received. Long Range Planning Staff note that the request is before the EPC because the subject site is zoned NR-SU and there is an existing site plan, which the applicant proposed to replace and included uses that generally correspond to the NR-LM zone district. The proposed site plan differs from the NR-LM zone in terms of building height, wall height, building-mounted light height, and parking standards, all of which can be approved in the NR-SU zone through a Site Plan – EPC.

The Albuquerque-Bernalillo County Water Utility Authority (ABCWUA) is requesting that the applicant obtain a water availability statement and provided several information comments regarding, for example, existing water lines on and near the subject site and notes that there could be an opportunity to use non-potable water on the subject site.

The Refuse Division of the Solid Waste Department noted that a Transportation Circulation Layout (TCL) will be required, along with trash compactor enclosures that meet the City's minimum requirements.

Bernalillo County Public Works, Transportation Planning provided significant comments. They note that The Orion Project TIA provides for a 20% reduction for trips taken by carpooling and transit, but does not explain how this will be achieved. The applicant refers to electric vehicle fueling stations, but these still encourage single-occupant vehicle usage. Despite Albuquerque having earned the designation of Bicycle Friendly City, the site plan does not provide adequate bicycle parking or amenities. The development does not propose walkways to the site from existing bus stops. Nor does the project propose benches or shelters at existing bus stops.

Furthermore, Bernalillo County's Sunport Blvd Extension Project will provide I-25 access and provide relief to the Gibson Blvd./I-25 Interchange. In preliminary discussions, the Orion Project proposed a new road to connect to the site to Sunport Blvd. The TIA removed this new road option and routes trips through the airport terminal, which is not a reasonable option. A road connection to Girard Blvd. from Sunport Blvd is a worthwhile network connection and could include multi-modal accommodation.

The Mid Region Metropolitan Planning Organization (MRMPO) notes that Girard Blvd. SE is functionally classified as an Existing Principal Arterial and/or an Existing Major Collector in the project area, and that Gibson Blvd. SE is an Intelligent Transportation System (ITS) Corridor. Girard Blvd. SE in the project area has a proposed bike lane Gibson Blvd. SE in the project area has a proposed protected bike lane.

The Police Department provided several CEPTED (Crime Prevention Through Environmental Design) comments. Pursuant to IDO 14-16-5-5(G), parking structures are required to be designed using CEPTED principles. Agency comments begin on p. 42 of this report.

Neighborhood/Public

The applicant notified the Yale Village Neighborhood Association (NA), the Victory Hills NA, and the District 6 Coalition of NAs as required. Both contacts of these organizations were contacted via e-mail and hard-copy letter, as required in Table 6-6-1. The applicant also notified property owners within 100 feet of the subject site's boundaries as required. The content of the notices was sufficient and met the requirements of IDO 14-16-6-4(K)(4) and (K)(6)- (see attachments).

A pre-application facilitated neighborhood meeting was held on September 2, 2020 via Zoom (see attachment). Though some neighbors had questions, no one spoke in opposition to the request. The applicant explained that their company is a subsidiary of an aerospace company and that they build and test satellites. The applicant has been coordinating with the City's Aviation Department and Economic Development Department.

As of this writing, Staff has not received any comments regarding the request and is unaware of any opposition.

V. CONCLUSION

The request is for a Site Plan-EPC for an approximately 122-acre site consisting of airport land and a tract in the adjacent business park to the west (the “subject site”). The subject site, owned by the City of Albuquerque, is zoned NR-SU (Non-Residential Sensitive Use Zone District) and therefore is controlled by the EPC. The subject site is located in the Airport Protection Overlay Zone.

The request would repeal and replace the controlling site development plan for subdivision for the Aviation Center for Excellence (ACE), an approximately 75 acre site the EPC approved in 2015.

The applicant seeks to establish a new business/industrial campus for manufacturing, assembly, and research and development that would become a center of employment for the area. Associated uses such as office, restaurant, gym, child care, hotel, and parking structure, are also proposed for this phased development.

The applicant notified the Yale Village Neighborhood Association (NA), the Victory Hills NA, the District 6 Coalition, and property owners within 100 feet of the subject site, as required. A pre-application neighborhood meeting was held on September 2, 2020. Though some neighbors had questions, no one opposed the request. As of this writing, Staff has not received any comments.

The request furthers a preponderance of applicable Goals and policies and meets most applicable IDO requirements. The proposed site plan is recommended to go to the Development Review Board (DRB) after the EPC process. Staff recommends approval subject to conditions needed to ensure compliance with applicable regulations and to provide clarification.

FINDINGS –SI-2020-04447, November 12, 2020-Site Plan-EPC

1. The request is for a Site Plan-EPC for an approximately 119 acre portion of the Albuquerque International Sunport and an approximately 2.8 acre portion of the business park to the west, for a total of approximately 122 acres (the “subject site”). The subject site is legally described as an approximately 119 acre portion of Tract A-1, Plat of Tracts A-1 and A-2, Sunport Municipal Addition, and Tract A-1-B, Replat of Tracts Z-4 & A-1 to Tracts Z-4-A, A-1-A, A-1-B & A-1-C of Airport Park, approximately 2.8 acres.
2. Owned by the City of Albuquerque, the subject site is located south of Gibson Blvd. SE, northeast of the main airport terminal area, adjacent to Kirtland Air Force Base (KAFB), near Sandia National Laboratories, and not far from the University of New Mexico (UNM).
3. The request is considered a Site Plan-EPC because the proposed site plan would repeal and replace the controlling site development plan for subdivision for the Aviation Center for Excellence (ACE), an approximately 75 acre site consisting of the decommissioned runway land and approved by the EPC in 2015.
4. The applicant seeks to establish a new business/industrial campus for research and development of aerospace technology (assembly, integration, and testing) pertaining to satellites. The campus would contain manufacturing and assembly operations and associated uses such as office, laboratories, on-site amenities (restaurant, gym, child care), a hotel, and a parking structure. Development would be phased.
5. The subject site is zoned NR-SU (Non-Residential Sensitive Use Zone District). The NR-SU zone is controlled by the Environmental Planning Commission (EPC) and allows variation from certain requirements (see Table 2-5-9) as part of the EPC review process. A separate Variance-EPC is not needed.
6. The subject site is located in both an Area of Change and an Area of Consistency as designated by the Comprehensive Plan. It is not in a currently designated Activity Center, though over time the subject site could become an Employment Center. Gibson Blvd. is designated a Commuter Corridor.
7. The subject site is located in the Airport Protection Overlay Zone. The Air Space protection subarea, Runway protection subarea, and the Noise contours subarea also apply.
8. The request does not conflict with the applicable, Use-Specific Standards (USS) for the following uses planned for the campus: 14-16-4-3(E)(2)- Light Manufacturing; 14-16-4-3(D)(27)- Research or Testing Facility; 14-16-4-3(D)(8)- Bar, Nightclub, Restaurant, Tap Room; 14-16-4-3(D)(4)- Hotel or Motel; 14-16-4-3(D)(9)- Health Club or Gym; and 14-16-4-3(D)(21)- Paid Parking Lot or Parking Structure.

9. The Albuquerque/Bernalillo County Comprehensive Plan, the Integrated Development Ordinance (IDO), the Electric Facilities Transmission and Generation Plan (2010-2020), and the Sunport Sustainable Airport Master Plan are incorporated herein by reference and made part of the record for all purposes.
10. The request is consistent with the following Comprehensive Plan Goals and Policies from Chapter 5: Land Use regarding Centers and Corridors:

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

subpolicy a: Prioritize office and commercial employment in areas with good access via automobile and transit.

subpolicy b: Prioritize industrial employment in areas with good connectivity for freight routes.

The request would create a new employment center west of the Sunport Employment Center, (which corresponds somewhat to Airport Park Business Park) because it would prioritize a variety of economic-base and supporting employment opportunities. The operation would foster synergy with other aerospace-related businesses, such as Sandia National Laboratories, and would generally be located in an area with good access via automobile (transit to a lesser degree) and connectivity to freight routes such as Interstate 25.

- B. Policy 5.1.12 Commuter Corridors: Allow auto-oriented development along Commuter Corridors that are higher-speed and higher-traffic volume routes for people going across town, often as limited-access roadways.

subpolicy a: Allow auto-oriented, single-use development such as strip retail, large retail facilities, and business and institutional campuses along Commuter Corridors.

The request would facilitate auto-oriented development along a designated Commuter Corridor, Gibson Blvd., and allow travel across town for this regionally significant operation that consists of more than a single use (so Subpolicy a does not apply).

11. The request is consistent with the following Comprehensive Plan Goal and policy pair from Chapter 5-Land Use regarding development patterns:

- 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 request would facilitate development in an area already served by infrastructure and public facilities, such as a fire station, and intended for aerospace-related industry. This

would constitute an efficient use of land, and would support the public good by providing base jobs that create multiplier effects throughout the economy.

- B. Policy 5.3.1-Infill Development: Support additional growth in areas with existing infrastructure and public facilities.

The subject site, and the area around it, are established locations already served by existing infrastructure and public facilities that can accommodate additional growth, although additional infrastructure (ex. electrical) would be needed to serve the proposed development.

12. The request is consistent with the following Comprehensive Plan Goal and policies from Chapter 5-Land Use regarding 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.

The request would generally direct growth to a designated Area of Change where growth is expected and, in this case, anticipated for the proposed use. The proposed development would generally reinforce the character and intensity of the surrounding area because it is a large, industrial type use connected with the adjacent airport.

- 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.

Subpolicy b: Encourage development that expands employment opportunities.

Subpolicy e: Encourage job creation in business and industrial parks, near freight routes, and where adequate transitions and buffers can be provided to protect abutting residential uses.

Subpolicy g: Encourage development where adequate infrastructure and community services exist.

Though not in a designated Activity Center, the request would generally direct growth and more intense development to an industrial and business park area near the airport. The request would also expand employment opportunities, create jobs in an industrial park area near a freight route that is not abutting residential uses, and generally where adequate infrastructure and community services exist.

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

The designated Areas of Consistency abutting the subject site are a couple of lots in the business park to the west and the Sunport runway area. The request would facilitate

development that is generally compatible with the existing, surrounding uses near the subject site.

13. Overall, the request is partially consistent with the following Comprehensive Plan Goal and policies regarding Transportation:

- A. Policy 6.1.3-Auto Demand: Reduce the need for automobile travel by increasing mixed-use development, infill development within Centers, and travel demand management (TDM) programs.

The request would facilitate development of a large employment campus that would generate a lot of automobile travel. The site plan proposes reduced bicycle spaces and does not emphasize alternative transportation modes to the extent that such a significant, major employer should. A TDM program, better access to transit, and ridesharing would help reduce the need for automobile travel and increase travel options. The request could be improved through the application of conditions of approval.

- B. Goal 6.2-Multi-Modal System: Encourage walking, biking, and transit, especially at peak hour commuting times, to enhance access and mobility for people of all ages and abilities.

The proposed development should encourage more walking, biking, and transit by offering, for example, improved pedestrian crossings and transit facilities. This is important because of the limited access points to Gibson Blvd. and the likelihood of significant automobile queuing at peak-hour commuting times.

14. Overall, the request is partially consistent with the following Comprehensive Plan Goal and policy pairs regarding Urban Design:

- A. Goal 7.2 Pedestrian-Accessible Design: Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

Policy 7.2.1 Walkability: Ensure convenient and comfortable pedestrian travel.

The proposed development would be largely auto-oriented with some features, such as required walkways between buildings, to help mitigate this. Once inside, the subject site is generally walkable. However, there is no way for pedestrians, transit users, or bicyclists to access the subject site because the main entrance is designed for vehicles only. There appears to be no way to walk safely up to the gate. Consistency with this policy can be improved through the application of conditions of approval. The request could be improved through the application of conditions of approval.

- B. Goal 7.4-Context-Sensitive Parking: Design parking facilities to match the development context and complement the surrounding built environment.

Policy 7.4.2 Parking Requirements: Establish off-street parking requirements based on development context.

- a) Discourage oversized parking facilities.

The proposed parking structure/facility would generally match the development context of a manufacturing/assembly use, but would not necessarily complement the built environment of the campus because other uses (ex. a restaurant and a hotel) aren't designed the way factory spaces often are. The development context is an industrial and commercial area, though the subject site has limited ways to reach the parking structure which, at approximately 190 feet and seven levels, could be considered oversized.

C. Policy 7.4.3 Off-street Parking Design: Encourage well-designed, efficient, safe, and attractive parking facilities.

- e) Discourage parking abutting the travel way to allow more active uses near the public right-of-way.
- f) Provide visual interest or screening on parking structure facades and additional visual enhancements such as landscape elements and/or public art at ground level.
- g) Encourage street-front parking structures to provide additional activity at street level, such as liner buildings or public spaces.

The proposed parking structure/facility is not an active use and is not near the public ROW. The design has improved and now has perforated metal over grey pre-cast concrete, though it does not provide a lot of visual interest or enhancements at the ground level. Nor does it front a street or help provide a linear building fronting a street. Therefore, on sum, the proposed structure would benefit from design improvements to make it a more attractive part of the campus.

15. The request is consistent with the following policies from Comprehensive Plan Chapter 8: Economic Development:

- A. Policy 8.1.2-Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.**

Subpolicy d: Grow the community's economic base through recruitment, retention/expansion, and new business startups to bring additional income into the region.
Subpolicy e: Encourage livable wages and high-quality work environments.

The request constitutes economic development and would encourage synergistic economic development efforts that would grow the community's economic base. The proposed use would encourage livable wages and would foster local economic opportunities associated with it, and therefore would contribute to a more robust economy and generally improve opportunities and quality of life for new and existing residents.

- B. Policy 8.1.3-Economic Base: Strengthen and diversify the economic base to help reduce reliance on government spending.

Subpolicy c: Recruit new export-based businesses to expand and diversify the economic base.

Subpolicy d: Focus economic development strategies, programs, and activities to support existing and emerging economic base industry clusters that are important to the region.

The request would strengthen and diversity the economic base by providing new manufacturing, R&D, and supporting jobs that would create multiplier effects throughout the economy and, as a private company, would help reduce reliance on government spending. The efforts would focus on the aerospace technology economic base cluster that is important to the region.

16. The request is consistent with the following policies from Comprehensive Plan Chapter 12-Infrastructure, Community Facilities, and Services:

- A. Policy 12.1.6- Energy Systems: Coordinate with energy providers to safeguard essential infrastructure to serve existing development and ensure a safe, adequate, and reliable supply to support growth.

The growth the request would make possible, a large manufacturing and R&R operation would require more energy resources than are available to serve existing development. The applicant is coordinating with energy providers to ensure an adequate supply of energy to support the proposed growth. The request is consistent with Policy 12.1.6- Energy Systems.

- B. Policy 12.4.5- Facility Plans: Develop, update, and implement facility plans for infrastructure systems, such as drainage, electric transmission, natural gas, and information technology that benefit from cross-agency and public-private coordination.

Because it would create additional electric energy needs, the request would necessitate coordination with the energy provider (PNM) regarding capacity and service expansion to accommodate the use. This could be substation expansion and/or new substations and electric transmission lines, which would necessitate an amendment to the Electric Facilities Plan.

17. The proposed site plan differs from the NR-LM zone in terms of building height, wall height, building-mounted light height, building design, and parking standards, all of which can be approved in the NR-SU zone through a Site Plan – EPC. These variations from NR-LM requirements should be clearly noted on the site plan.

18. The applicant has adequately demonstrated, through a policy-based analysis, that the request would be consistent with the Comprehensive Plan as required pursuant to IDO 14-16-6-6(H)(3)- Review and Decision Criteria for Site Plan-EPC. The request would direct growth to where it is intended, provide economic-base jobs (manufacturing, not retail) and foster economic resiliency, and occupy an infill site earmarked for this type of use and thereby promote efficient development patterns.
19. The Orion Project TIS relies significantly vehicle trip reductions to the subject site, which would be necessary for the safe functioning of transportation near and on the subject site. Transit usage, bicycle usage, and walking should be promoted in order to make the reduction in vehicle trips a reality and help alleviate strain on the existing roadway system, which is limited in capacity.
20. Comprehensive Plan Policy 5.7.3- Updated Centers and Corridors states that Centers and Corridors should be added or deleted as needed to shape the built environment in a manner consistent with the Comprehensive Plan Vision for the future. The Planning Department should consider a future Comprehensive Plan update to adjust the boundaries of the Airport Employment Center to include the subject site.
21. This site plan and its proposed uses will require new substation capacity to serve its electricity demand, including a new transmission corridor and a substation. The approval processes and standards of the Facility Plan: Electric System Transmission and Generation (2010 – 2020) will apply to these necessary electric facilities.
22. The 2018 Sunport Sustainable Master Plan mentions the Aviation Center for Excellence (ACE), which comprises a large portion of the subject site, in Chapters 5 and 6. Since the request would supersede the ACE site development plan for subdivision, the Sunport Master Plan would need to update text and figures to reflect the new use.
23. Conditions of approval are needed to ensure that applicable IDO regulations are met and to provide clarification.
24. The applicant notified the Yale Village Neighborhood Association (NA), the Victory Hills NA, the District 6 Coalition, and property owners within 100 feet of the subject site, as required. As of this writing, Staff has not been contacted or received any comments.
25. A pre-application facilitated neighborhood meeting was held on September 2, 2020. Though neighbors had questions about the project and the company, but no one expressed opposition.

RECOMMENDATION - SI-2020-01013, November 12, 2020

APPROVAL of Project #2020-04447, Case #SI-2020-01013, a Site Plan-EPC for an approximately 122 acre site located south of Gibson Blvd. SE, northeast of the main airport terminal area, adjacent to Kirtland Air Force Base (KAFB), zoned NR-SU, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL – SI-2020-01013, November 12, 2020

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB) to ensure all technical issues are resolved. The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met.

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. The applicant shall meet with the Staff planner prior to applying to the DRB to ensure that all conditions of approval are met. Upon receiving final approvals, the applicant shall submit a finalized version of the site plan for filing at the Planning Department.

3. Airport Protection Overlay Zone:

No rooftop mechanical (or other) equipment shall be added to the Hotel or Parking structure. These buildings are barely below (2.85 and 2.65 feet, respectively) the 5,504.9 foot Horizontal Surface elevation established by the Federal Aviation Administration (FAA).

4. Overall Site Plan (Sheet 100):

- A. A note shall be added to explain project phasing.
- B. The uses listed on the Overall Site Plan shall be the IDO use terms (column 2).
- C. The buildings on the overall site plan shall be dimensioned and/or their footprint size indicated.
- D. The legal description and site size shall be verified and/or match that used in the staff report.
- E. A note shall be added to explain what varies from IDO requirements, based on using NR-LM as a baseline.

5. Parking:

- A. Parking calculations, including the math, shall be shown on the overall Site Plan (Sheet 100).

- B. A Parking Notes section shall be added to explain the rationale for the required (2,500) and provided (2,664) number of parking spaces.
- C. The parking calculations shall address the IDO use categories in Table 5-5-1.
- D. The required number of accessible parking (handicap spaces) shall be listed as 45 (not 35) and the math shown.

6. Pedestrians/Connectivity:

- A. A pedestrian connection shall be provided from Gibson Blvd. SE into the subject site and leading to the combo building [14-16-5-3(D)(3)(b)(2)(a)].
- B. A walkway shall be provided that leads to the abutting public transit stops serving the subject site [14-16-5-3(D)(3)(b)(2)(c)].
- C. A pedestrian pathway from the parking garage to the childcare facility shall be provided [IDO 14-16-5-3(D)(3)(b)(1)].
- D. Pedestrian walkways and crosswalks shall be identified to motorists and pedestrians through a change in material, patterns, or height [IDO 14-16-5-3(D)(3)(c)].
- E. The impact to trail users of changing the surface of the existing multi-use trail from asphalt to concrete shall be considered.

7. Motorcycle Parking:

- A. The math for the motorcycle parking space calculation shall be shown.
- B. The location of the motorcycle spaces on the surface lot shall be shown and be in a convenient location [IDO 14-16-5-5(D)(2)].

8. Bicycle Parking:

- A. Bicycle parking shall be provided at the rate of 10% of required regular parking spaces and the math shown [IDO 14-16-5-5(E)(1)].
- B. Bicycle parking shall be in a convenient and visible location [IDO 14-16-5-5(E)(4)(a)].

9. Alternative Transportation/TDM:

- A. The applicant shall coordinate with the Transit Department-ABQ Ride and provide bus shelters to encourage transit usage.
- B. The applicant shall provide carpool and/or vanpool parking in a convenient, preferential location as a TDM strategy.
- C. The applicant shall consider providing bicycle lockers as a TDM strategy.

10. Loading:

- A. Any off-street loading areas shall be indicated and meet the standards in IDO 14-16-5-5(H)(3).
- B. Loading spaces shall be provided as indicated in Table 5-5-7 and shown on the site plan.

11. Walls and Fences:

- A. The colors of the fence pickets and the precast concrete shall be specified on the wall and fence details.
- B. A retaining wall detail shall be provided so that compliance with IDO 14-16-5-7(F), Retaining Wall Standards, can be evaluated.

12. Lighting:

- A. A note shall be added to relevant sheets to explain the alternative wall-mounted height of exterior light fixtures [IDO 14-16-5-8-(D)(8)].
- B. A general note shall be provided to ensure compliance with 14-16-5-8(D)(3) regarding light spillover and 14-16-5-8(D)(6) regarding light intensities.

13. Outdoor Gathering Areas:

- A. Additional gathering space shall be provided to meet the requirements for outdoor gathering areas for large developments (buildings over 125,000 sf) [IDO 14-16-5-11(E)(3)].
- B. Calculations, dimensions, and totals for the outdoor gathering space shall be provided (perhaps similar to a parking table that compares required to proposed).

14. Landscaping:

- A. Landscaping shall be provided at a rate of 15% of the net lot area [IDO 14-16-5-6(C)(2)(a)].
- B. Landscaping calculations shall be made based on net lot area, which is defined the “area of the lot covered by buildings”.
- C. The landscaping calculations for the larger lot (119 acres) shall be based on the net lot area calculation.
- D. The percentage of landscaping provided for the childcare facility (on the 2.8 acre lot) shall be adjusted based on the net lot area calculation (see definition of net lot area).

15. Water Harvesting:

- A. Runoff water shall be directed to depressed landscaping beds that provide supplemental irrigation [IDO 14-16-5-6(C)(13)(b)].
- B. The location of curb notches into the depressed landscaping beds shall be indicated.

- C. The applicant shall consider the usage of permeable paving, which may be counted toward minimum vegetated area requirements, and non-potable water use on the subject site.

16. Signage: A note needs to be added to ensure that luminance does not exceed 200 foot lamberts at night pursuant to IDO 14-16-5-12(E)(5)(a)(2).

17. Elevations:

- A. The applicant shall address the requirement for changes in color, texture, and material every 50 feet for buildings with facades longer than 100 feet that are not meeting this requirement (the assembly building and the electrical equipment building, by:
 - i) meeting this requirement by adding color, texture, and materials to meet it, or
 - ii) adding notes to explain why the requirement is varied from [IDO 14-16-5-11(E)(2)(a)(3)(b)].
- B. The building elevations shall be labeled with the ground starting at zero, not 100.

18. Mechanical:

- A. Notes shall be added to indicate that mechanical equipment shall be fully screened [IDO 14-16-5-6(G)(1)].
- B. The dimensions, materials, and colors of the trash compactors shall be indicated.

19. CONDITIONS FROM THE CITY ENGINEER/TRANSPORTATION DEVELOPMENT:

- A. Due to limited capacity of surrounding roadways and insufficient space for expansion, propose other modes of transportation such as transit and bicycle travel. Show cost alternatives for proposed transit even if proposing cost-sharing. Evaluate other options for mitigation as proposed in the Traffic Impact Study.
- B. Discuss future phasing as part of the Traffic Impact Study and further impact on traffic.
- C. For any transit options proposed, demonstrate sufficient space for drop-off areas and/or queuing.
- D. Evaluate the option of an additional roadway to connect to Sunport Blvd. as was proposed by Bohannon-Huston during the Traffic Scoping Meeting.
- E. For presentation to the EPC, discuss the proposed working hours for the development to minimize impact to adjacent streets' peak hour traffic.
- F. Given the high number of parking spaces, is there an opportunity for paid parking to encourage alternative modes of travel to the development?
- G. Show all required parking spaces including those within the parking garage.
- H. Indicate all spaces with electrical charging stations.

- I. Provide a more detailed parking calculation per land use and show how traffic is distributed throughout the site.
- J. Use trip distribution and DPM requirements to compute throat lengths.
- K. A limited number of bicycle spaces are provided where exact required number should be encouraged. Aisles should be wide enough to accommodate bikeways to the bike racks.
- L. There is a gate shown at entry off of Gibson? Is this a security gate or access gate? Is it only closed during certain hours? Perform queuing analysis to ensure that there is no back-up onto Gibson Boulevard, and provide a turn-around space in front of the gate.
- M. All exterior sidewalks, vehicular lanes, bus stops and bicycle paths should be labeled.
- N. Show all bikeways and pedestrian pathways to new development. Show all aisle and walkway widths and doorway entrances.
- O. All curb and curb radii should be labeled. All parking lot spaces shall be dimensioned.
- P. Any proposed public roadway vacation has to be submitted through DRB.
- Q. Show all property lines clearly.
- R. Receive Fire Marshall Approval for the proposed site. Knox box should be labeled at the gates.
- S. Any required roadway infrastructure shall be placed onto an infrastructure list for DRB Approval. This shall include any required infrastructure needed from the Traffic Impact Study, any bus shelters, exterior sidewalks and bikeway facilities.
- T. Use DPM standards and designated off-site speed limits to show clear sight triangles on both the site plan and landscaping plan. Add the following note as well: "Landscaping, fencing and signing will not interfere with clear sight requirements. Therefore, signs, walls, trees and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in the clear sight triangle."
- U. Provide curb ramp and sidewalk details. Sidewalk shall show maximum 2% cross-slope.
- V. Label all compact parking spaces as ""Compact".
- W. The ADA access aisle shall have the words "**NO PARKING**" in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space.
- X. The ADA accessible parking sign must have the required language per 66-7-352.4C NMSA 1978 "**Violators Are Subject to a Fine and/or Towing.**".

20. **CONDITION FROM THE DEPARTMENT OF MUNICIPAL DEVELOPMENT (DMD)-
TRANSPORTATION PLANNING:**

DMD requests dedication of ROW for existing sidewalks not currently in ROW and that all new sidewalk and curb ramps be located within the existing ROW or the newly dedicated ROW.

21. CONDITION FROM THE SOLID WASTE MANAGEMENT REFUSE DIVISION:

A Transportation Circulation Layout (TCL) signed by the Solid Waste Department will be required, along with trash compactor enclosures that meet the C.O.A minimum requirements.

22. CONDITIONS FROM THE POLICE DEPARTMENT:

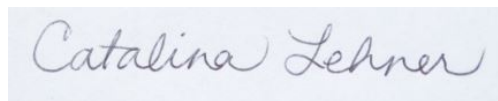
- A. Ensure adequate lighting throughout the project, to include parking areas, pedestrian walkways and bridges, entrances, and delivery areas.
- B. Ensure natural surveillance and clear lines of sight throughout the facility. Natural surveillance requires a space free from natural and physical barrier. Establish a clear line of sight from the parking areas to the buildings and from the buildings the parking areas. Open stairwells, balcony railing, and offset picket screening materials can all enhance natural surveillance.
- C. Consider electronic surveillance systems such as cameras and alarm systems throughout the project to enhance surveillance.
- D. Ensure that landscaping is installed so as not to obstruct windows, doors, entryways, or lighting.
- E. Ensure that landscaping is maintained to provide natural surveillance, trimming trees up to create a canopy of at least six feet; and trimming shrubs and bushes down to three feet.
- F. Limit and clearly delineate access to the property; i.e. Commercial Deliveries, Employee Parking, Drop-off Zones for both the hotel and child care center.
- G. Provide signage that clearly directs visitors to the appropriate parking and/or entrance(s)/badging area, include a map if necessary.
- H. Ensure adequate locking devices, including but not limited to, deadbolt, electronic keypad and keyless entry where appropriate.
- I. Ensure that addresses are posted and clearly visible.
- J. Clearly delineate public, semi-public, semi-private, and private space throughout the project.
- K. Install *No Trespassing* signs that cite the City Ordinance so that they are visible immediately upon entering the property.

23. CONDITIONS FROM THE ABQ-BERNCO WATER UTILITY AUTHORITY (ABCWUA):

- A. The applicant shall request an Availability Statement at the following link <https://hes32-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=http%3a%2f%2fwww.abcwua.org%2fAvailability%5fStatements.aspx&umid=761d99d5-05e7-4407-a26c-8489af88e2db&auth=c5e193b2792d33bbda0d14ee5f909adbb398f028-9212f5c28b0546254ae3107745c7f21a16affe35>.
- B. The above request shall include a Fire Marshal approved Fire 1 Plan,

24. CONDITIONS FROM PNM:

- A. The applicant shall identify all electric facilities, including structures and poles, on the property and adjacent to the property and then clearly note them on the site plan and any future site plan, including the location of a new transmission corridor near the site and the substation abutting the site.
 - B. It is the applicant's obligation to determine if existing and new utility easements or rights-of-way are located on or adjacent to the property and to abide by any conditions or terms of those easements.
-



Catalina Lehner, AICP
Senior Planner

Notice of Decision CC list:

Group Orion LLC, rgorman@grouporion.com
Consensus Planning Inc., cp@consensusplanning.com
District 6 Coalition of Neighborhood Associations, Dominic Peralta, 4district6@gmail.com
District 6 Coalition of Neighborhood Associations, Patricia Willson, info@willsonstudio.com
Yale Village NA, Kim Love, klove726@gmail.com
Yale Village NA, Donald Love, donaldlove08@comcast.net
Victory Hills NA, Erin Engelbrecht, e2brecht@gmail.com
Victory Hills NA, Patricia Willson, info@willsonstudio.com
Alan Varela, avarela@cabq.gov

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Manufacturing Definitions

Light Manufacturing The assembly, fabrication, or processing of goods and materials, including machine shop and growing food or plants in an indoor structure, using processes that ordinarily do not create noise, smoke, fumes, odors, glare, or health or safety hazards outside of the building or lot where such assembly, fabrication, or processing takes place, where such processes are housed primarily within a building. Loading and unloading from rail spurs is incidental to this use. This use does not include any use that meets the definition of Heavy Manufacturing or Special Manufacturing. 4-3(E)(2) Light Manufacturing

4-3(D)(27) *Research and Testing Facility*

Office - Establishments providing executive, management, administrative, professional services, consulting, record keeping, or a headquarters of an enterprise or organization, but not including the on-premises sale of retail goods, or any use included in the definition of personal or business services. See also Business and Establishment.

4-3(D)(21) Parking Structure

Parking Structure A structure or part of a structure designed to accommodate vehicle parking spaces that are fully or partially enclosed, but not including a parking structure that is located underground or within the outer building envelope of another building. Parking structures are typically associated with Mixed-use and Non-residential development. See also Garage and Development Definitions for Mixed-use Development and Non-residential Development

Hotel or Motel A building or a group of buildings in which sleeping accommodations are offered to the public and intended primarily for rental for temporary occupancy by persons on an overnight basis, not including Bed and Breakfast establishments, which are regulated separately per this IDO.

4-3(D)(14) Hotel or Motel

4-3(D)(9) Fitness CENTER = Health Club or Gym

Health Club or Gym A non-medical service establishment intended to maintain or improve the physical condition of persons that contains exercise and game equipment and facilities, steam baths and saunas, or similar equipment and facilities.

Food Hall = Restaurant/Kitchen

Restaurant - An establishment that serves food and beverages that are consumed on its premises by customers seated at tables and/or counters either inside or outside the building thereon and which may also be engaged in providing customers with take-out service of food and/or non-alcoholic beverages for offsite consumption. Sale of alcoholic beverages is controlled by other provisions in this IDO and the New Mexico State statutes regarding alcoholic drink sales.

Kitchen An area of a dwelling where there is a sink of adequate size and shape for washing dishes and food items (as opposed to washing hands) and a cooking stove, range, or oven. The presence of a sink and a hot plate or microwave does not constitute a kitchen.

Kitchen is not on the USE table 4-2-1 but it is a defined term. 4-3(D)(8) Restaurant

Adult or Child Care facility

Adult or Child Day Care Facility - A facility other than an occupied residence that provides care for more than 12 individual adults or children during the day. This use does not include overnight care. See also Family Home Daycare, Family Care Facility, Community Residential Facility, and Group Home.

Long Range Planning

This request is before the EPC because it is zoned NR-SU and is part of the Airport International Sunport property. There is an existing site plan, and this request adds two additional parcels to the west of the prior approval. The request is to replace that existing site plan with a new one that roughly corresponds to the uses and development standards in the NR-LM zone district. This site plan is different from the NR-LM zone in terms of building height, wall height, building-mounted light height, and parking standards, all of which can be approved in the NR-SU zone through a Site Plan – EPC. Long Range does not see any issues with this request.

CITY ENGINEER

Transportation Development

- A. Due to limited capacity of surrounding roadways and insufficient space for expansion, propose other modes of transportation such as transit and bicycle travel. Show cost alternatives for proposed transit even if proposing cost-sharing. Evaluate other options for mitigation as proposed in the Traffic Impact Study.
- B. Discuss future phasing as part of the Traffic Impact Study and further impact on traffic.
- C. For any transit options proposed, demonstrate sufficient space for drop-off areas and/or queuing.
- D. Evaluate the option of an additional roadway to connect to Sunport Blvd. as was proposed by Bohannon-Huston during the Traffic Scoping Meeting.
- E. For presentation to the EPC, discuss the proposed working hours for the development to minimize impact to adjacent streets' peak hour traffic.
- F. Given the high number of parking spaces, is there an opportunity for paid parking to encourage alternative modes of travel to the development?
- G. Show all required parking spaces including those within the parking garage.
- H. Indicate all spaces with electrical charging stations.
- I. Provide a more detailed parking calculation per land use and show how traffic is distributed throughout the site.
- J. Use trip distribution and DPM requirements to compute throat lengths.

- K. A limited number of bicycle spaces are provided where exact required number should be encouraged. Aisles should be wide enough to accommodate bikeways to the bike racks.
- L. There is a gate shown at entry off of Gibson? Is this a security gate or access gate? Is it only closed during certain hours? Perform queuing analysis to ensure that there is no back-up onto Gibson Boulevard, and provide a turn-around space in front of the gate.
- M. All exterior sidewalks, vehicular lanes, bus stops and bicycle paths should be labeled.
- N. Show all bikeways and pedestrian pathways to new development. Show all aisle and walkway widths and doorway entrances.
- O. All curb and curb radii should be labeled. All parking lot spaces shall be dimensioned.
- P. Any proposed public roadway vacation has to be submitted through DRB.
- Q. Show all property lines clearly.
- R. Receive Fire Marshall Approval for the proposed site. Knox box should be labeled at the gates.
- S. Any required roadway infrastructure shall be placed onto an infrastructure list for DRB Approval. This shall include any required infrastructure needed from the Traffic Impact Study, any bus shelters, exterior sidewalks and bikeway facilities.
- T. Use DPM standards and designated off-site speed limits to show clear sight triangles on both the site plan and landscaping plan. Add the following note as well: "Landscaping, fencing and signing will not interfere with clear sight requirements. Therefore, signs, walls, trees and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in the clear sight triangle."
- U. Provide curb ramp and sidewalk details. Sidewalk shall show maximum 2% cross-slope.
- V. Label all compact parking spaces as "Compact".
- W. The ADA access aisle shall have the words "**NO PARKING**" in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space.
- X. The ADA accessible parking sign must have the required language per 66-7-352.4C NMSA 1978 "**Violators Are Subject to a Fine and/or Towing.**".

Hydrology Development

New Mexico Department of Transportation (NMDOT)

DEPARTMENT OF MUNICIPAL DEVELOPMENT (DMD)

Transportation Planning

DMD requests dedication of ROW for existing sidewalks not currently in ROW and that all new sidewalk and curb ramps be located within the existing ROW or the newly dedicated ROW.

Traffic Engineering Operations (Department of Municipal Development)

Street Maintenance (Department of Municipal Development)

ABC WATER UTILITY AUTHORITY (ABCWUA)

As a condition of approval request an Availability Statement at the following link <https://hes32-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=http%3a%2f%2fwww.abcwua.org%2fAvailability%5fStatements.aspx&umid=761d99d5-05e7-4407-a26c-8489af88e2db&auth=c5e193b2792d33bbda0d14ee5f909adbb398f028-9212f5c28b0546254ae3107745c7f21a16affe35>.

Request shall include a Fire Marshal approved Fire 1 Plan, zone map showing the site location, proposed water demand, expected sanitary sewer outfall, and a Utility Plan. Please note that the Site Plan shall show the domestic water, sanitary sewer, and proposed fire protection.

For Information Only:

Previous Availability 151207 was issued for a portion of the site and has since expired. A new Availability Statement is required at this time.

There is a 24 inch CCYL and 20 inch CCYL transmission main transecting the site. From the proposed utility plan it is understood that relocation of the 24" CCYL is proposed. The Water Authority has a strong preference not to relocate these lines if possible. The proposed relocation of the public 14 inch distribution main, as proposed, can be explored if necessary.

All proposed onsite water and sanitary sewer shall be considered private and will be addressed further in the Availability Statement to be issued for the development.

From information available for the site it is understood that there exists a 12 inch collector line transecting the site east-to-west which is identified as servicing Kirtland Air Force Base. On the proposed utility plan this line is identified as "to be removed". Coordination with Kirtland Air Force Base shall take place to identify the status of this line and if possible relocation is necessary.

From the proposed utility plan it is understood that several additional onsite water and sanitary sewer lines are to be removed with the development of the site. These lines, apart from those previously addressed, are considered private by the Water Authority and removal is at the discretion of the site.

From the proposed utility plan it is understood that a new public water extension along "Girard Blvd.", interior to 2200 Sunport Blvd. SE is proposed. This waterline shall be considered private.

Please note that all onsite hydrants and hydrants located outside of existing public waterline easements are to be considered private and painted safety orange.

There is currently eight inch collector lines along Miles Rd., Columbia Dr. and Alamo Ave. all of which terminate adjacent to the site. There also exists a 15 inch interceptor along Gibson Blvd. Evaluation of the outfall from the site will determine if the proposed routine connection to the existing collector lines mentioned is feasible or if infrastructure improvements to the collector lines would warrant connection to the interceptor along Gibson Blvd.

There may be opportunity for non-potable water use onsite should non-potable water use be desired. Specifics with regard to non-potable water use will be outlined in the Availability Statement for the site. If a specific use for the non-potable system is desired please indicate as much in the Availability Statement request.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

The Landscape Plan shows street trees spaced as required. Some trees in the palette are not on the Official Albuquerque Plant Palette and Sizing List, but are generally considered xeric per IDO requirement.

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

Regarding the proposed major amendment site plan for the Orion Center - Aviation Center of Excellence, I respectfully submit the following comments based on Crime Prevention through Environmental Design:

- Ensure adequate lighting throughout the project, to include parking areas, pedestrian walkways and bridges, entrances, and delivery areas.
- Ensure natural surveillance and clear lines of sight throughout the facility. Natural surveillance requires a space free from natural and physical barrier. Establish a clear line of sight from the parking areas to the buildings and from the buildings the parking areas. Open stairwells, balcony railing, and offset picket screening materials can all enhance natural surveillance.

- Consider electronic surveillance systems such as cameras and alarm systems throughout the project to enhance surveillance.
- Ensure that landscaping is installed so as not to obstruct windows, doors, entryways, or lighting.
- Ensure that landscaping is maintained to provide natural surveillance, trimming trees up to create a canopy of at least six feet; and trimming shrubs and bushes down to three feet.
- Limit and clearly delineate access to the property; i.e. Commercial Deliveries, Employee Parking, Drop-off Zones for both the hotel and child care center.
- Provide signage that clearly directs visitors to the appropriate parking and/or entrance(s)/badging area, include a map if necessary.
- Ensure adequate locking devices, including but not limited to, deadbolt, electronic keypad and keyless entry where appropriate.
- Ensure that addresses are posted and clearly visible.
- Clearly delineate public, semi-public, semi-private, and private space throughout the project.
- Install *No Trespassing* signs that cite the City Ordinance so that they are visible immediately upon entering the property.

If you have any questions regarding these CPTED recommendations, please call me at 768-2006. I am also available to do an on-site security survey after the project is complete.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division- A Traffic Circulation Layout (TCL) signed by the Solid Waste Department will be required, along with trash compactor enclosures that meet the C.O.A minimum requirements.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Directly on Commuter Route 96 and Rio Metro Routes 217 and 222. Reasonably proximate to the Fixed Route 50 and Express Route 250 which both turn around using the stop at the Sunport. Note that Commuter Routes, Express Route and Rio Metro routes are not currently in service due to COVID-19. Presumably, service will be restored in the main before this project were to open.

Routes 96 and 217 share a stop-pair on Gibson on either side of Girard, i.e., the northwest corner of the site. Route 222 has a stop-pair on Girard a short distance south of Gibson. Route 50 and 250 serve the stop at the Albuquerque Sunport and turn around on the Sunport Loop. The walk distance from the Sunport stop to the centroid of the site is approximately 3,000 feet. The pedestrian path is not currently complete but might easily be completed.

ABQ RIDE appreciates the economic opportunity represented by this project, and understands that the site selection was driven by access to the runways at the Sunport. Currently service to the site is somewhat limited, as Gibson Boulevard serves primarily as a Commuter Corridor serving Kirtland Air Force Base and Sandia Labs. The number of employees at this new facility, and the existence of other potential growth areas along the Corridor gives rise to an examination of how transit service on the Corridor can be extended in time and enhanced in capacity. We have already begun that process.

ABQ RIDE requests of Orion Group any assistance they can give us in the installation of shelters on all four corners of the Gibson/Girard intersection. Note that the north-bound stop on Girard and east-bound stop on Gibson are in right-of-way immediately adjacent to the applicant's site and are clearly in the purview of Orion's project. However, the south-bound stop on Girard is adjacent to a private office building; the west-bound stop on Gibson is adjacent to the Puerto Del Sol golf course. Each of these locations has slightly different characteristics, so we would have to work out the specific details for each installation.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

Bernalillo County Public Works, Transportation Planning has received the EPC submittal as well as draft Traffic Impact Analysis (TIA) submittal for this project. Two main comments on this project are provided below.

1. **This project is missing an important opportunity to implement Travel Demand Management (TDM) - Encouraging Commuter Trips to Site by Alternative Modes of Transportation:** The Orion Project TIA submittal provides a 20% reduction for trips taken by carpooling and transit to the site. However, the TIA does not provide means how this will be achieved and the Request for Site Plan – EPC Approval letter in the EPC application describes several items in contradiction to encouraging alternative modes of travel to the site.
 - The project ensures ample employee parking. This is understood to be free parking.
 - The project cites electric vehicle charging stations, however, this still encourages single occupancy vehicle use and without solar generation, the net emission reduction is questionable.
 - The project expects to need 30 bicycle parking spaces citing the overall city bicycle commute to work rate, not providing amenities for employees who bicycle to work, and being a light manufacturing facility. Intel, General Mills (both manufacturing) and Sandia Labs (nearby large employer) provide incentives for employees to bicycle to work. General Mills (manufacturing) is the only business in Albuquerque to have League of American Bicyclists [Bicycle Friendly Business](#) designation. At Sandia Labs, 5% of employees bicycle to work.

- Although the project proposes to provide electric car charging stations, it does not propose to provide electric bicycle charging stations.
- The development does not propose walkways to the site from existing bus stops. Nor does the project propose benches or shelters at existing bus stops.

Given the development's location, it has the potential through an effective TDM program, to offset emissions and relieve congestion. Sandia Labs TDM program is called the Sandia Commuter Assistance Program and they have a full-time employee to run it.

The Orion Project site will become the 8th largest employment site in the region (table below). Many of the large employment sites in the region provide incentives for employees to travel by alternative modes or disincentives for employees to travel in single occupancy vehicles (paid parking).

2. **This project is missing the opportunity to connect to Sunport Blvd.** – Bernalillo County's Sunport Blvd Extension Project will provide I-25 access for the manufacturing areas within the unincorporated County and provide relief to the Gibson Blvd and I-25 Interchange. In preliminary discussions, the Orion Project proposed a new road to connect to the site to Sunport Blvd. The TIA removed this new road option and routes trips through the airport terminal passing through the airport's arrival passenger drop off. This is not a reasonable option. A road connection to Girard Blvd. from Sunport Blvd is a worthwhile network connection.

The [Near South Valley Multi-Modal Study](#) was completed by City of Albuquerque and Bernalillo County, in part, due to community concerns about a lack of multi-modal options within the Near South Valley and connecting to destinations just beyond the Near South Valley. The primary multi-modal deficiency from this study is between the Sunport Employment Activity Center and the Sunport Blvd extension. A road connection to from Sunport Blvd to Girard Blvd could include multi-modal accommodation to close this gap.

Rank	Employer	Primary Address	2016 Employment
1	UNM Health Sciences, Physician Offices, Hospital, Medical School	2211 Lomas Blvd & surrounding area	15,269
2	Sandia Laboratories	1515 Eubank	12,001
3	Kirtland Air Force Base	8001 Gibson Blvd	10,261
4	University of NM Main Campus	1 University of NM	5,655
5	Presbyterian Downtown Hospital and Physician Offices	1100 Central Ave SE	4,100
6	Sunport International Airport	2200 Sunport Blvd	3,000
7	VA Hospital	1501 San Pedro Dr SE	2,730
<i>New 8</i>	<i>Orion</i>	<i>Gibson and Girard</i>	<i>2,575</i>

8	Presbyterian Administrative Center	9521 San Mateo Blvd NE	2,500
9	Lovelace Women's Hospital	4701 Montgomery Blvd	1,560
10	Sandia Casino	30 Rainbow Rd NE	1,530

Source: Mid-Region Council of Governments and InfoUSA

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

No adverse comments.

ALBUQUERQUE PUBLIC SCHOOLS

This site is located directly adjacent to Kirtland Elementary School. No adverse impacts.

KIRTLAND AIR FORCE BASE (KAFB)

Overall, Kirtland Air Force Base supports this project moving forward and the economic opportunities it brings to the Albuquerque area. The Air Force does have concerns with the aircraft parking area adjacent to the construction site during buildout activities. Internal meetings are being scheduled with non-Air Force users (e.g. U.S. Customs and Border Patrol, United States Forest Service, etc.) of this parking area and additional feedback will be provided to the site developers after these discussions.

MID-REGION METROPOLITAN PLANNING ORGANIZATION

MRMPO has no adverse comments. For informational purposes:

- Gibson Blvd SE is a limited access facility. Please contact Forest Replogle @ freplogle@mrcog-nm.gov with any questions about access control.
- Gibson Blvd. SE is functionally classified as an Existing Principal Arterial in the project area.
- Girard Blvd. SE is functionally classified as an Existing Major Collector in the project area.
- Gibson Blvd. SE is an Intelligent Transportation System (ITS) Corridor. Please consult the reviewing agency's Traffic Engineering and/or ITS Department with any questions regarding ITS infrastructure.
- Gibson & Girard are identified as secondary route types in the Long Range Transit Network. Secondary routes have anticipated frequencies of fifteen minutes or less.
- A proposed bike lane is identified in the Long Range Bikeway System on Girard Blvd. SE in the project area.
- A proposed protected bike lane is identified in the Long Range Bikeway System on Gibson Blvd. SE in the project area.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

Information:

This project may impact electric substation capacity for the surrounding area. The applicant should contact PNM for the transmission related infrastructure as soon as possible to coordinate electric service regarding this project to avoid potential delays in meeting in-service target dates.

The proposed use combination for the subject site, including research and development, satellite assembly, hotel, childcare facility, cafeteria, and data server farm, requires new substation capacity to service its electricity demand. PNM is working with the applicant, Group Orion, and the City of Albuquerque on a location for a new transmission corridor from the west and a new substation adjacent to the site on Aviation Department property. These developer-initiated facility projects are not currently called out in the *Facility Plan: Electric Transmission and Generation (2010 – 2020)*, but are interrelated to a developer-initiated project that has gone through a public involvement process and are pending approval by the Environmental Planning Commission. The *Facility Plan*'s approval processes and standards will apply to these necessary electric facilities, including those for Insignificant and/or Minor Actions.

Recommended Conditions:

1. The applicant shall identify all electric facilities, including structures and poles, on the property and adjacent to the property and then clearly note them on the site plan and any future site plan.
2. It is the applicant's obligation to determine if existing and new utility easements or rights-of-way are located on or adjacent to the property and to abide by any conditions or terms of those easements.



Figure 1: The ACE sign, facing Gibson Blvd. SE.

Figure 2: Looking south at the subject site, from Gibson Blvd. SE.



Figure 3: Looking west from Girard Blvd. SE.



Figure 4: The intersection of Miles Rd. SE and Girard Blvd. SE, looking east.

Figure 5: Looking at the subject site, from the Miles Rd. SE and Girard Blvd. SE. intersection.

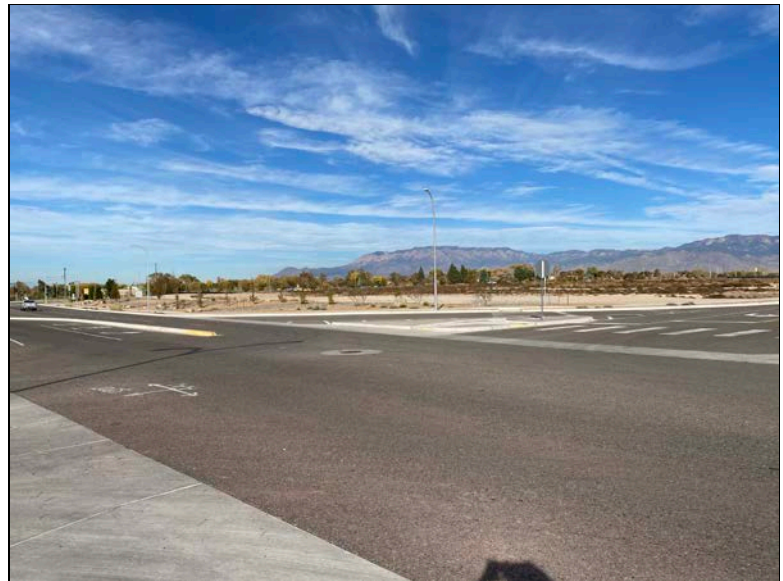


Figure 6: Looking south while standing on the subject site.

HISTORY

April 9, 1958

Mr. J. Ernest Corey
 Attorney at Law
 Sunshine Building
 Albuquerque, New Mexico

Dear Mr. Corey:

At its regular meeting of April 7, 1958, the City Planning Commission considered Z-563 and the following action was taken:

- BE IT RESOLVED, that Z-563 be recommended to the City Commission for change of zone from R-1 to M-1 for the following reasons:
- 1/ This is now abutting M-2 zone and the military area and the surrounding property is more adaptable for M-1.
 - 2/ Its proximity to the air base, Yale and Gibson make M-1 the highest and best use.
 - 3/ The topography is such that it is extremely unlikely that this property could be developed for residential use.

This matter will now be advertised for the City Commission hearing of April 29, 1958. If you have any further questions on this matter, please do not hesitate to contact us.

Yours sincerely,

H. S. Coblenz
 Director

HSC:sjh
 cc: Mrs. Cleyton
 Building Dept.

DISTRIBUTION:

RSC
G3
KOV
SS

CITY PLANNING COMMISSION

April 7, 1958

LEJ
KWL
GJC
RSC
Garland Burton

ACTION

Members Present:

P. J. Yo Haer, Chairman
R. J. Nordhaus, Vice Chairman
H. S. Brown
Prof. Roy
P. E. Haggan
H. Alsrud

Staff Present:

H. S. Coblenitz, Director
W. D. Kelley, Chief Planner
K. W. Larson, Associate Planner
G. L. Caruthers, Associate Planner
S. J. Herbert, Secretary

1. Minutes approved as corrected.

2. Z-563 Approved change to M-1

ACTION: 1. Letter of Advice

3. Z-567 Request was modified by applicant to include all single family homes. Approved as amended.

ACTION: 1. Letters of Advice

4. Z-565 Approved.

ACTION: 1. Letter of Advice

5. Z-566 Approved a tract of land at the NE corner of Yale and Bliss as C-1. The area is to measure 150 sq. feet clear of future street lines and r/o's. The balance of the request was denied.

ACTION: 1. Letters of Advice

6. Z-569 No action was made. The staff was instructed to withhold the original recommendation re-edification on the original basis. There is to be a new file and a new number. (Z-575)

ACTION: 1. Letters of Advice.

7. Z-560 This item was deferred to April 21.
S-909

8. TP-234 This item was taken up first on the agenda. The motion was as follows: BE IT RESOLVED, that TP-234 be recommended to the City Commission for approval in its general phases, the proposed location for Coronado or Escondido Freeway between Menaul and Indian School Road. The Planning Commission urges the City of Albuquerque to request the State Highway Dept. to pursue its sur-

LETTERS OF ADVICE
Mr. Carey, Della Clayton

John Carlen, Minnie Brunetto

Geo. T. Moran

Sam Shalita

Betty Morris, Clyde Sullivan

PLANNING DEPARTMENT
City of Albuquerque

CITY COMMISSION
April 29, 1956
2-563

2-563 J. Grant Carey, et al to Delta Property, requests change of name and
part to 1-1 for all the 1/4, Section 4, T. 10 N. & 3 E. except for 1-1
portion property for 4 1/4, part that within the City limits of
of Albuquerque. 1/4 of City and part of 1/4 to 1/4.

Ordinance No. 17

ORDINANCE NO. 17

Resolution

1. Name
2. Section

3. Ordinance proposed by Delta Property, 1/4, Section 4, T. 10 N. & 3 E. except for 1-1
and City Engineer. 2-563

Ordinance No. 17

1. Name
2. Section

3. Ordinance proposed by Delta Property, 1/4, Section 4, T. 10 N. & 3 E. except for 1-1
and City Engineer. 2-563

Ordinance No. 17

1. Name
2. Section

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and City Engineer. 2-563

Ordinance No. 17

1. Name
2. Section

3. Ordinance proposed by Delta Property, 1/4, Section 4, T. 10 N. & 3 E. except for 1-1
and City Engineer. 2-563

Recommendation of the Planning Commission

The Commission has considered the report of the Planning Commission and the report of the City Commission and has concluded that the proposed rezoning is in the public interest and should be approved.

The Commission has also considered the report of the City Commission and has concluded that the proposed rezoning is in the public interest and should be approved.

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ZONING

for specifics of the NR-SU zone,
please refer to IDO Section 14-16-2-5

APPLICANT INFORMATION



Please check the appropriate box and refer to supplemental forms for submittal requirements. All fees must be paid at the time of application.

Administrative Decisions	Decisions Requiring a Public Meeting or Hearing	Policy Decisions
<input type="checkbox"/> Archaeological Certificate (Form P3)	<input checked="" type="checkbox"/> Site Plan – EPC including any Variances – EPC (Form P1)	<input type="checkbox"/> Adoption or Amendment of Comprehensive Plan or Facility Plan (Form Z)
<input type="checkbox"/> Historic Certificate of Appropriateness – Minor (Form L)	<input type="checkbox"/> Master Development Plan (Form P1)	<input type="checkbox"/> Adoption or Amendment of Historic Designation (Form L)
<input type="checkbox"/> Alternative Signage Plan (Form P3)	<input type="checkbox"/> Historic Certificate of Appropriateness – Major (Form L)	<input type="checkbox"/> Amendment of IDO Text (Form Z)
<input type="checkbox"/> Minor Amendment to Site Plan (Form P3)	<input type="checkbox"/> Demolition Outside of HPO (Form L)	<input type="checkbox"/> Annexation of Land (Form Z)
<input type="checkbox"/> WTF Approval (Form W1)	<input type="checkbox"/> Historic Design Standards and Guidelines (Form L)	<input type="checkbox"/> Amendment to Zoning Map – EPC (Form Z)
	<input type="checkbox"/> Wireless Telecommunications Facility Waiver (Form W2)	<input type="checkbox"/> Amendment to Zoning Map – Council (Form Z)
		Appeals
		<input type="checkbox"/> Decision by EPC, LC, ZHE, or City Staff (Form A)

APPLICATION INFORMATION

Applicant: Group Orion, LLC		Phone:
Address: 1455 Pennsylvania Avenue NW		Email: rgorman@grouporion.com
City: Washington	State: DC	Zip: 20004
Professional/Agent (if any): Consensus Planning, Inc.		Phone: (505) 764-9801
Address: 302 8th Street NW		Email: cp@consensusplanning.com
City: Albuquerque	State: NM	Zip: 87102
Proprietary Interest in Site: Lessee		List all owners: City of Albuquerque (Aviation Department)

BRIEF DESCRIPTION OF REQUEST

Major Amendment Site Plan - EPC for the Aviation Center of Excellence (ACE) property to include ±5.5M square feet of light manufacturing (assembly) and related uses.

SITE INFORMATION (Accuracy of the existing legal description is crucial! Attach a separate sheet if necessary.)

Lot or Tract No.: Tract A-1 and Tract A-1-B	Block:	Unit:
Subdivision/Addition: Sunport Municipal Addition and Airport Park	MRGCD Map No.:	UPC Code: 101605420230220101 101605517538920120
Zone Atlas Page(s): M-16	Existing Zoning: NR-SU	Proposed Zoning: No Change
# of Existing Lots: 2	# of Proposed Lots: No Change	Total Area of Site (acres): ±116 acres

LOCATION OF PROPERTY BY STREETS

Site Address/Street: 2200 Sunport Blvd and 2540 Alamo Ave SE	Between: Gibson Boulevard	and: Sunport Boulevard
---	---------------------------	------------------------

CASE HISTORY (List any current or prior project and case number(s) that may be relevant to your request.)

PR-2020-004447

Signature:	Date: 9/24/20
Printed Name: James L. Strozier, FAICP	<input type="checkbox"/> Applicant or <input checked="" type="checkbox"/> Agent

FOR OFFICIAL USE ONLY

Case Numbers	Action	Fees	Case Numbers	Action	Fees

Meeting/Hearing Date:	Fee Total:
Staff Signature:	Date: Project #

FORM P1: SITE PLAN – EPC

Please refer to the EPC hearing schedule for public hearing dates and deadlines. Your attendance is required.

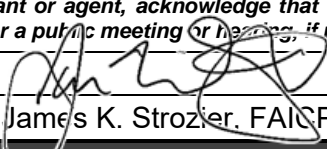

- ☐ SITE PLAN – EPC
☐ MASTER DEVELOPMENT PLAN
☒ MAJOR AMENDMENT TO SITE PLAN – EPC OR MASTER DEVELOPMENT PLAN
☐ EXTENSION OF SITE PLAN – EPC OR MASTER DEVELOPMENT PLAN

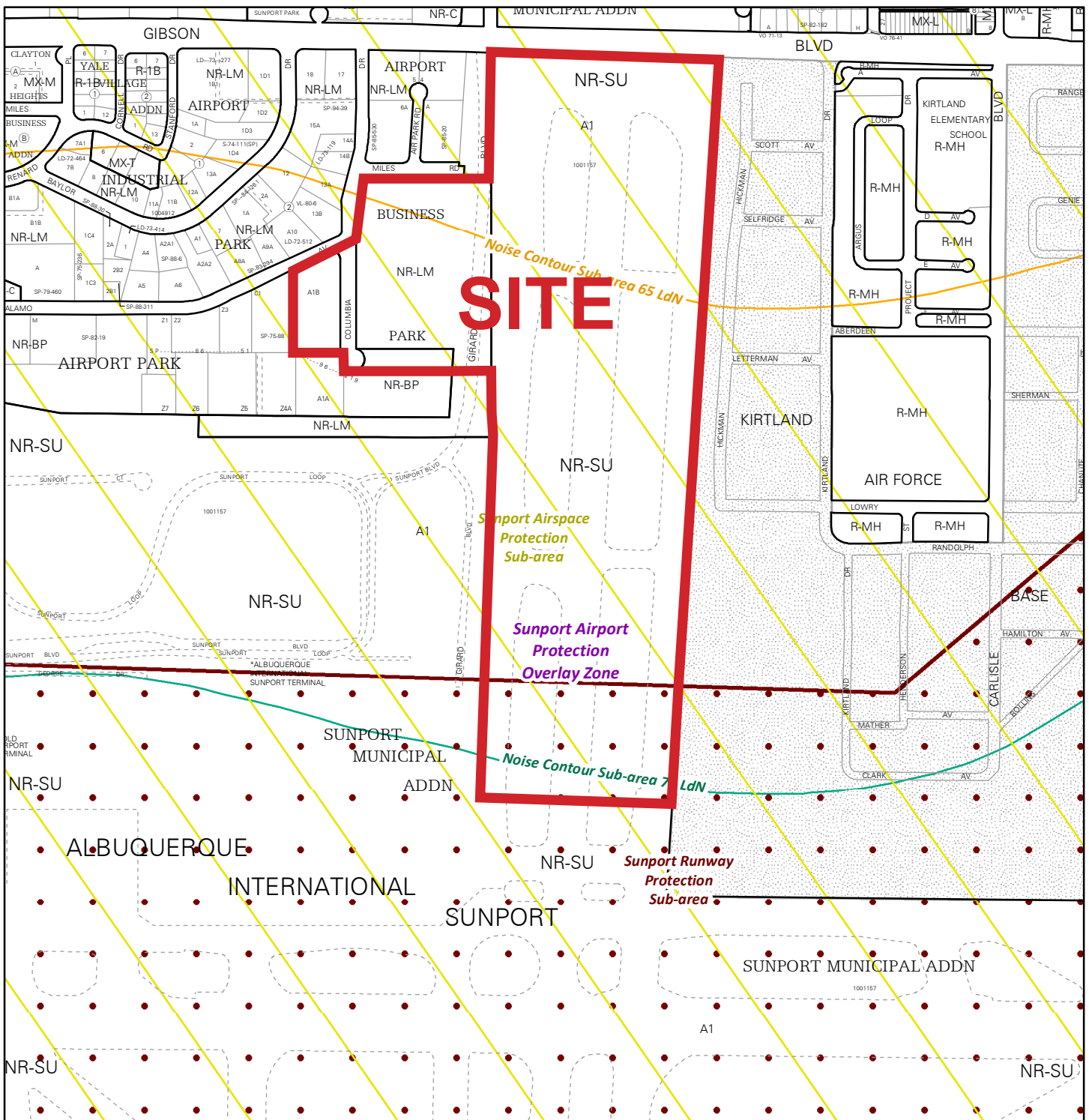
- ☒ Interpreter Needed for Hearing? No if yes, indicate language: _____
☒ A Single PDF file of the complete application including all documents being submitted must be emailed to PLNDRS@cabq.gov prior to making a submittal. Zipped files or those over 9 MB cannot be delivered via email, in which case the PDF must be provided on a CD. PDF shall be organized with the Development Review Application and this Form P1 at the front followed by the remaining documents in the order provided on this form.
☒ Zone Atlas map with the entire site clearly outlined and labeled
☒ Letter of authorization from the property owner if application is submitted by an agent
☒ Sites 5 acres or greater: Archaeological Certificate in accordance with IDO Section 14-16-6-5(A)
☒ Signed Traffic Impact Study (TIS) Form
☒ Justification letter describing, explaining, and justifying the request per the criteria in IDO Sections 14-16-6-6(H)(3) or 14-16-6-6(F)(3), as applicable
☒ Explanation of requested deviations, if any, in accordance with IDO Section 14-16-6-4(O)
☒ Proof of Pre-Application Meeting with City staff per IDO Section 14-16-6-4(B)
☒ Proof of Neighborhood Meeting per IDO Section 14-16-6-4(C)
☒ Office of Neighborhood Coordination neighborhood meeting inquiry response
☒ Proof of email with read receipt OR Certified Letter offering meeting to applicable associations
☒ If a meeting was requested/held, copy of sign-in sheet and meeting notes
☒ Sign Posting Agreement
☒ Required notices with content per IDO Section 14-16-6-4(K)(6)
☒ Office of Neighborhood Coordination notice inquiry response
☒ Copy of notification letter and proof of first class mailing
☒ Proof of emailed notice to affected Neighborhood Association representatives
☒ Buffer map and list of property owners within 100 feet (excluding public rights-of-way) provided by Planning Department or created by applicant, copy of notifying letter, and proof of first class mailing
☒ Completed Site Plan Checklist
☒ Scaled Site Plan or Master Development Plan and related drawings (10 copies, 24" x 36" folded)
Master Development Plans should include general building and parking locations, as well as design requirements for buildings, landscaping, lighting, and signage.
☒ Copy of the original approved Site Plan or Master Development Plan (for amendments only) (1 copy, 24" x 36")
☒ Site Plan or Master Development Plan and related drawings reduced to 8.5" x 11" format (1 copy)
☒ Landfill disclosure statement per IDO Section 14-16-5-2(G) if site is within a designated landfill buffer zone

☐ VARIANCE – EPC

— In addition to the above requirements for the Site Plan – EPC or Master Development Plan the proposed variance request is related to, please describe, explain, and justify the variance per the criteria in IDO Section 14-16-6-6(M)(3).

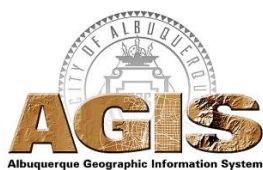
Note: Any variance request from IDO Standards in Sections 14-16-5-3 (Access and Connectivity), 14-16-5-4 (Subdivision of Land), 14-16-5-5 (Parking and Loading), or DPM standards shall only be granted by the DRB per IDO Section 14-16-6-6(L) See Form V.

I, the applicant or agent, acknowledge that if any required information is not submitted with this application, the application will not be scheduled for a public meeting or hearing, if required, or otherwise processed until it is complete.	
Signature: 	Date: 9/24/20
Printed Name: James K. Strozler, FAICP	<input type="checkbox"/> Applicant or <input checked="" type="checkbox"/> Agent
FOR OFFICIAL USE ONLY	
Case Numbers:	Project Number:
Staff Signature:	
Date:	

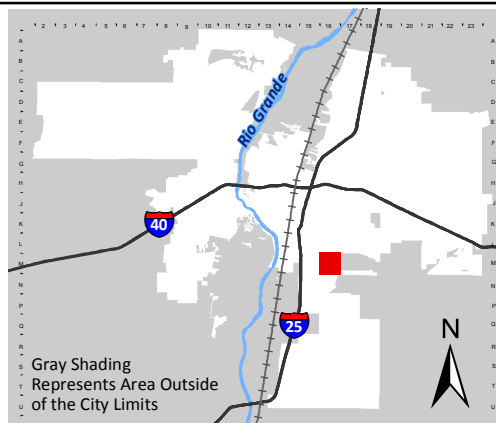


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018



IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).



Zone Atlas Page:
M-16-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

0 250 500 1,000 Feet

Group Orion, LLC

August 17, 2020

Dan Serrano, Chairperson
Environmental Planning Commission
600 Second Street NW
Albuquerque, NM 87102

RE: Letter of Authorization

Dear Chairman Serrano:

The purpose of this letter is to provide Consensus Planning, Bohannon Huston Inc., Molzen-Corbin & Associates, and Davis Partnership Architects to act as our Agents on behalf of Group Orion for all requests related to the entitlement services for approval for a Site Plan – EPC on a 124-acre portion of the City of Albuquerque property legally described as “Tract A-1 Plat of Tracts A-1 & A-2 Sunport Municipal Addition Containing 2286.0091 Acres”.

Entitlement services shall include, but not limited to, general correspondence and meetings related to platting, site planning, and permitting; representation before the City of Albuquerque Environmental Planning Commission and Development Review Board; and all related application submittals.

Sincerely,

GROUP ORION

Signature: James Gorman

Printed Name: James Gorman

Title: Vice President - Administration



August 14, 2020

Dan Serrano, Chairperson
Environmental Planning Commission
600 Second Street NW
Albuquerque, NM 87102

RE: Letter of Authorization

Dear Chairman Serrano:

The purpose of this letter is to provide Consensus Planning, Bohannon Huston Inc., Molzen-Corbin & Associates, and Davis Partnership Architects to act as our Agents on behalf of the City of Albuquerque Aviation Department (property owner) for all requests related to the entitlement services for approval for a Site Plan – EPC on a 124-acre portion of the City of Albuquerque property legally described as “Tract A-1 Plat of Tracts A-1 & A-2 Sunport Municipal Addition Containing 2286.0091 Acres”.

Entitlement services shall include, but not limited to, general correspondence and meetings related to platting, site planning, and permitting; representation before the City of Albuquerque Environmental Planning Commission and Development Review Board; and all related application submittals.

Sincerely,

CITY OF ALBUQUERQUE AVIATION DEPARTMENT

Signature:  8/20/2020 | 12:03 PM PDT
7F93EEDDB46946A...

Printed Name: Nyika A. Allen, C.M.

Title: Aviation Director

DS
PHP

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RGM

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SP

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JL





Tim Keller, Mayor
Sarita Nair, CAO

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

DATE: September 22, 2020

SUBJECT: Albuquerque Archaeological Ordinance - Compliance Documentation

Case Number(s): PR-2020-004447
Agent: Consensus Planning, Inc.
Applicant: Group Orion, LLC
Legal Description: Tract A-1, Sunport Municipal Addition & Tract A-1-B, Airport Park
Zoning: NR-SU
Acreage: ~125 acres
Zone Atlas Page(s): M-16-Z

CERTIFICATE OF NO EFFECT: ☒ Yes ☐ No

CERTIFICATE OF APPROVAL: ☐ Yes ☐ No

SUPPORTING DOCUMENTATION:

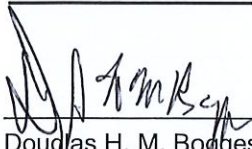
Historic Google Earth images

SITE VISIT: N/A

RECOMMENDATIONS:

Aerial photographs show property has been bladed since before 1991
CERTIFICATE OF NO EFFECT ISSUED-under 6-5(A) (3)(a) criterion 2 "The property has been disturbed through previous land use"

SUBMITTED BY:

 9-22-2020
Douglas H. M. Boggess, MA, RPA Date
Senior Principal Investigator
Acting City Archaeologist
Lone Mountain Archaeological Services, Inc.

SUBMITTED TO:

Russell Brito, Planning Manager
City of Albuquerque Planning Department



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 07/2020)

Project Title: Orion Center

Building Permit #: _____ Hydrology File #: _____

Zone Atlas Page: M-16-Z DRB#: _____ EPC#: PR-2020-004447 Work Order#: _____

Legal Description: Tract A-1, Sunport Municipal Addition & Tract A-1-B, Airport Park

Development Street Address: 2200 Sunport Blvd SE, Albuquerque, NM 87106 (SEC Gibson and Girard)

Applicant: Group Orion, LLC (Agent: Consensus Planning & Bohannon Huston) Contact: Michael Vos

Address: 302 8th Street NW, Albuquerque, NM 87102

Phone#: (505) 764-9801 Fax#: N/A

E-mail: vos@consensusplanning.com

Development Information

Build out/Implementation Year: 2025 Current/Proposed Zoning: NR-SU

Project Type: New: ☒ Change of Use: ☐ Same Use/Unchanged: ☐ Same Use/Increased Activity: ☐

Proposed Use (mark all that apply): Residential: ☐ Office: ☒ Retail: ☐ Mixed-Use: ☐

Describe development and Uses:

High tech assembly, testing, and supporting office

Days and Hours of Operation (if known): 365/24 hours a day

Facility

Building Size (sq. ft.): 4,782,375 total square feet

Number of Residential Units: N/A

Number of Commercial Units: 4

Traffic Considerations

ITE Trip Generation Land Use Code _____

Expected Number of Daily Visitors/Patrons (if known):* _____

Expected Number of Employees (if known):* 2,500 at Phase 1 build-out

Expected Number of Delivery Trucks/Buses per Day (if known):* unknown at this time

Trip Generations during PM/AM Peak Hour (if known):* see attached for 24-hour hourly trip gen

Driveway(s) Located on: Street Name Girard Blvd SE and Columbia Dr SE



September 24, 2020 – Updated October 26, 2020

Dan Serrano, Chairman
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Albuquerque, NM 87102

Re: Site Plan – EPC Approval for the Orion Center (formerly Aviation Center of Excellence)

Landscape Architecture
Urban Design
Planning Services

302 Eighth St. NW
Albuquerque, NM 87102

(505) 764-9801
Fax 842-5495
cp@consensusplanning.com
www.consensusplanning.com

Dear Mr. Chairman:

The purpose of this letter is to request approval of a Site Plan – EPC for the portion of the Albuquerque International Sunport generally known as the Aviation Center of Excellence (ACE). The proposed Site Plan replaces the prior approval for the property from 2016 in its entirety and includes two additional tracts of land to the west of Girard Boulevard that were not part of the prior approval that is being replaced. The Site Plan identifies the first phase of development of the site with approximately 5.5 million square feet of non-residential development that will function as a business campus to be known at the “Orion Center.” The project includes light manufacturing (assembly), laboratories, offices, amenities for employees, and a parking structure. It is anticipated that up to 2500 employees will occupy this first phase of development at full build-out. Future development areas (adjacent to Gibson Boulevard) are shown on the site plan and will return to the EPC for approval once ready.

The subject site is legally described as a portion of Tract A-1, Sunport Municipal Addition containing approximately 119 acres and Tract A-1-B, Airport Park containing 2.8 acres (See Figure 1). The subject site is zoned NR-SU for the existing airport use and is owned by the City of Albuquerque, which plans to lease the property to the Applicant, Group Orion, LLC. The EPC is hearing this request as required by the IDO for properties zoned NR-SU.



Figure 1. Site vicinity map (Overall Sunport property in blue and Subject Site in orange).

PRINCIPALS

James K. Strozier, FAICP
Christopher J. Green, PLA,
ASLA, LEED AP
Jacqueline Fishman, AICP

PROJECT CONTEXT

History

The subject site is part of the larger Albuquerque International Sunport property. Most of the airport was annexed by the City of Albuquerque in 1966 and the earliest case history is found under AX-65 and Z-1449. Several different site plans for individual parts of the Sunport have been approved over the years, including the ACE Site Development Plan for Subdivision, which was approved by the EPC for a portion of the subject site in 2014 and signed off by Development Review Board in 2016 (Project #1000270). This Site Plan – EPC replaces and supersedes the prior approval for ACE and includes an expansion in the area as shown below (Figure 2). The site also extends slightly farther south to provide direct taxiway access from hangars proposed at the south end of the project.



Figure 2. Existing ACE Site Plan boundary and proposed expansion shown with dashed line.

Existing Conditions and Land Use

The subject site lies within the Near Heights Community Planning Area of the Comprehensive Plan and is designated both as an Area of Consistency and as an Area of Change. Gibson Boulevard, to the north of the site, is designated as a Commuter Corridor. Yale Boulevard, to the west, which provides access to the airport terminal is designated as a future Premium Transit Corridor. The Sunport/Airport Employment Center is also located just west of the subject site. Several ABQ Ride bus routes pass by the subject site including the 50 Airport-Downtown, 222 Rio Bravo-Sunport, 217 Downtown-KAFB Limited, and 96 Crosstown Commuter routes. There are bicycle facilities along both Gibson and Girard.

Southwest of the subject site is the airport and related parking uses. To the west is predominantly industrial, office, and commercial service uses in the Airport Industrial Park and Newport Industrial Park West. Yale Village, a small single-family residential subdivision is located south of Gibson between Renard Place and Stanford Drive. To the north of the subject site is a City-owned golf course. Farther north are the Loma Linda, Monterey Hills, Victory Hills, Knob Heights, Mesa Court, and Parkland Hills subdivisions. Kirtland Air Force Base (KAFB) is located to the east of the site.

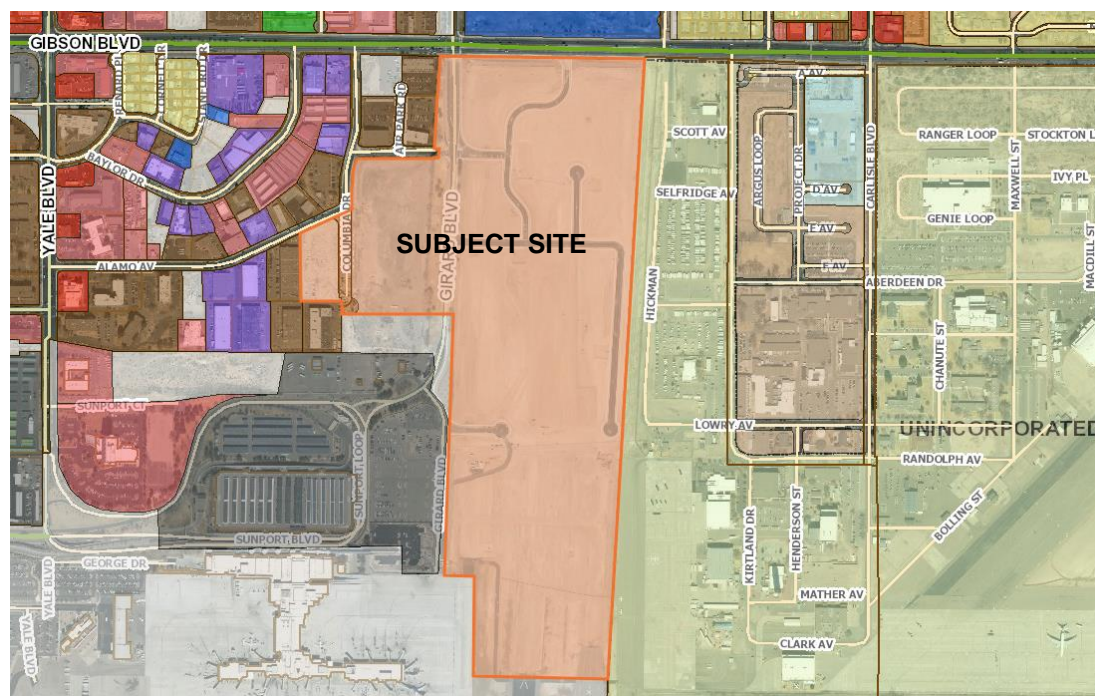


Figure 3. Land use context with the subject site bounded in orange.

Zoning

As part of the airport property, the subject site is zoned NR-SU, which requires approval of a Site Plan – EPC for any development. The rest of the airport property, not subject to this application, is also zoned NR-SU.

Kirtland Air Force Base, to the east, is zoned R-MH: Residential, Multi-family High Density where it is within the City limits due to historic zoning categories. However, this area no longer has any residential uses as they were demolished some time ago. Most of the Base is in unincorporated Bernalillo County. Additional R-MH properties are located north of Gibson Boulevard to the northeast of the subject site.

West of the subject site is primarily zoned NR-BP: Non-residential Business Park and NR-LM: Non-residential Light Manufacturing with the exception of the Yale Village subdivision that is zoned R-1B. NR-C: Non-residential Commercial and MX-M: Mixed-use Moderate Intensity are the primary zoning categories along Yale Boulevard and Gibson Boulevard.

TABLE 1. Surrounding Zoning & Land Use

NORTH	NR-SU and NR-C	Golf course
EAST	Bernalillo County and R-MH	Kirtland Air Force Base
SOUTH	NR-SU	Albuquerque Sunport
WEST	NR-BP and NR-LM	Industrial, Office, and Commercial Services

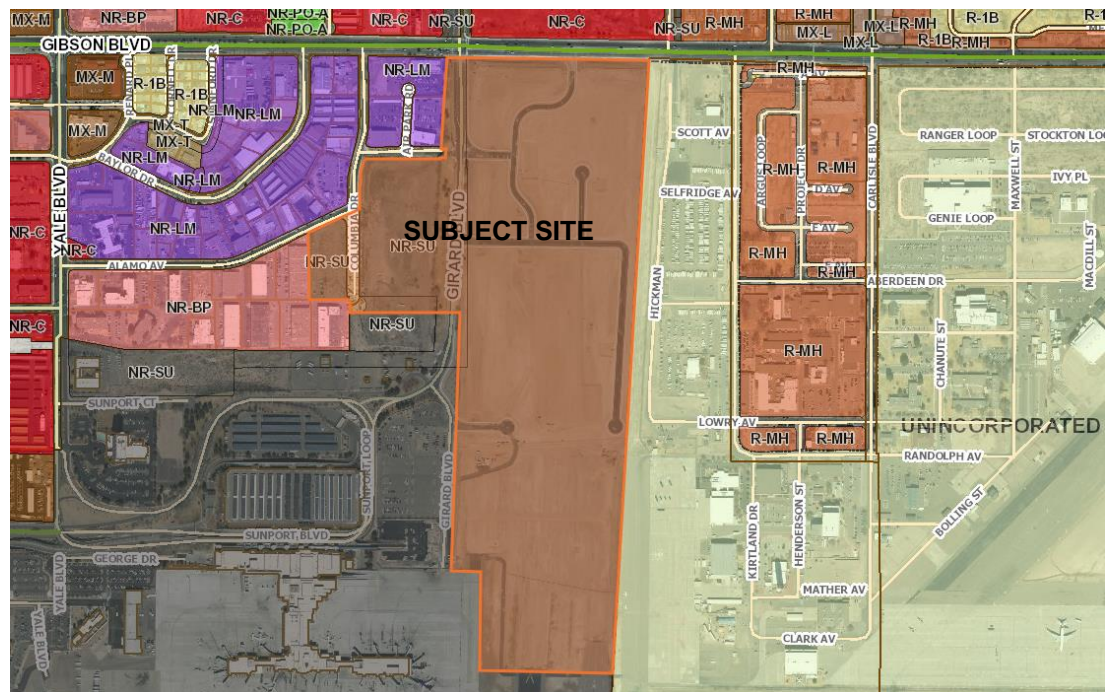


Figure 4. Existing zoning with the subject site bounded in orange.

SUMMARY OF REQUEST

The Applicant, Group Orion, LLC, is requesting approval of a new Site Plan – EPC that will replace the prior ACE Site Plan with a large non-residential business campus development that includes light manufacturing (assembly), laboratories, offices, amenities for employees and an associated parking structure. The purpose of this large facility is to receive components and complete the assembly, integration, and testing of satellites. The proposed development will be built as one phase as shown on the Site Plan with each building under separate building permits. Future development areas are identified and will return through the EPC process as an amendment when necessary.

As property with NR-SU zoning, the uses and development standards for the project are established with the approved site plan. In preparing this Site Plan-EPC application, the Applicant has used the standards found in the NR-LM zone district as a starting point. Where different from the IDO standards, this letter explains the reasoning for the difference and requests EPC approval of the standards as shown on the Site Plan-EPC. The standards that vary from the general IDO NR-LM development standards are as follows:

- Maximum Building Height
- Height of Building-mounted Lights
- Wall Height
- Required Vehicular Parking
- Required Bicycle Parking

The Applicant participated in a facilitated neighborhood meeting (September 2, 2020) with the affected neighborhood associations and received positive feedback related to the provision of jobs in this location. A copy of the meeting report is part of this application.



SITE PLAN CRITERIA

The Site Plan – EPC request complies with the criteria outlined in IDO Section 14-16-6-6(H)(3) as follows:

6-6(H)(3)(a) The Site Plan is consistent with the ABC Comp Plan, as amended.

***Applicant Response:** The Site Plan is consistent with the Comp Plan by furthering the following Goals and Policies:*

Comprehensive Plan Goals and Policies (responses in italics):

Goal 5.1 Centers & Corridors: Grow as a community of strong Centers connected by a multi-modal network of Corridors.

Policy 5.1.1 Desired Growth: Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.

- i) Locate industrial development in Employment Centers or in existing industrial zones within the I-25 and I-40 corridors.**

***Applicant Response:** The proposed Site Plan – EPC proposes light manufacturing industrial development within a non-residential zone district that has long been planned for such development as identified in the Albuquerque International Sunport Sustainable Airport Master Plan. The subject site is located adjacent to other industrial zones and an Employment Center designated by the Comprehensive Plan. It has easy access to the I-25 corridor via Gibson Boulevard. All these factors show how this project captures regional growth in a desired location.*

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

- a) Prioritize office and commercial employment in areas with good access via automobile and transit.**
- b) Prioritize industrial employment in areas with good connectivity for freight routes.**

***Applicant Response:** Per the Sunport Master Plan, Chapter One – pages 106 and 107, several Sunport properties are designated for non-aviation revenue support functions, such as the subject property, and are “contributing properties” to the Sunport/Airport Employment Center. The development of the proposed facility will add to and provide synergy with other surrounding businesses. The property has excellent access and is well served by automobile, transit, and freight connectivity along Gibson Boulevard to I-25, as well as having taxiway access to the runways of the Sunport that provide optimal shipping and receiving advantages. These characteristics are all consistent with the purpose and policies of Employment Centers in the Comprehensive Plan.*

Policy 5.1.12 Commuter Corridors: Allow auto-oriented development along Commuter Corridors that are higher-speed and higher-traffic volume routes for people going across town, often as limited-access roadways.

- a) Allow auto-oriented, single-use development such as strip retail, large retail facilities, and business and institutional campuses along Commuter Corridors.**



Applicant Response: The proposed Site Plan – EPC is located along a Commuter Corridor, so the development of a large single-use employer, such as Orion Center business campus that is proposed by the Applicant is appropriate for this location where employees, goods, and services can arrive at the facility by multiple modes of travel.

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.

Policy 5.3.1 Infill Development: Support additional growth in areas with existing infrastructure and public facilities.

Applicant Response: The proposed development furthers this goal and policy by providing new development on a vacant site that has long been envisioned for the types of aviation and aerospace research and innovation as proposed. The site is in an area with existing infrastructure, including great automobile access via Gibson Boulevard, is adjacent to the airport, has connections to transit routes, and numerous other advantages that promote efficient use of land to support the public good, including the provision of new jobs and an expanding tax base.

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.

- b) Encourage development that expands employment opportunities.
- e) Encourage job creation in business and industrial parks, near freight routes, and where adequate transitions and buffers can be provided to protect abutting residential uses.
- g) Encourage development where adequate infrastructure and community services exist.

Applicant Response: The subject site is designated as both an Area of Change and Area of Consistency. As an Area of Change, it is appropriate to direct new, more intense growth and development. The proposed development expands employment opportunities and job creation in an appropriate location adjacent to existing business parks, near freight routes, and in a location with adequate infrastructure already in place.

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

Applicant Response: Partially, as an Area of Consistency, it is important to note that while the site will be developed by a new, large-scale facility, it utilizes the existing NR-SU zone in a way that enhances the surrounding area, which is already characterized by the airport, Kirtland Air Force Base, and other industrial uses. Maintaining this existing land use pattern through this development is consistent with the purpose of Areas of Consistency.

Policy 5.6.4 Appropriate Transitions: Provide transitions in Areas of Change for development abutting Areas of Consistency through adequate setbacks, buffering, and limits on building height and massing.

Applicant Response: *Being located where the site and surrounding area are designated an Area of Change and an Area of Consistency, the proposed Site Plan – EPC provides for the necessary transitions through the proposed building placement and relationship to adjacent streets that provide significant buffers to the closest residential neighbors to the north of the site beyond Gibson Boulevard.*

Policy 7.3.5 Development Quality: Encourage innovative and high quality design in all development.

Applicant Response: *While the NR-SU zone is excluded from compliance with building design standards in the Integrated Development Ordinance (IDO), this request provides for an innovative and high-quality design for a large-scale assembly facility. The proposed buildings, where feasible, include glazing, changes in color, and articulation in the facades. The amenity spaces, including hotel and food hall on the west side of Girard have unique design elements, including a roof-mounted sign and industrial aesthetic for the food hall that provides an appealing look for residents and visitors that may pass the site when coming to and from the Sunport. Pedestrian skybridges connect the facility on the east side of Girard to the parking structure, which is located on the west side of Girard behind the amenity buildings.*

Goal 7.4 Context-Sensitive Parking: Design parking facilities to match the development context and complement the surrounding built environment.

Policy 7.4.2 Parking Requirements: Establish off-street parking requirements based on development context.

- a) Discourage oversized parking facilities.

Policy 7.4.3 Off-street Parking Design: Encourage well-designed, efficient, safe, and attractive parking facilities.

- e) Discourage parking abutting the travel way to allow more active uses near the public right-of-way.
- f) Provide visual interest or screening on parking structure facades and additional visual enhancements such as landscape elements and/or public art at ground level.
- g) Encourage street-front parking structures to provide additional activity at street level, such as liner buildings or public spaces.

Applicant Response: *The requested Site Plan furthers these Urban Design Goals and Policies that are related to parking by utilizing a structured parking solution to provide most of the required parking for the project. As described in this letter, the Applicant is requesting and has justified a custom parking requirement based on the number of employees at the facility. This custom parking requirement furthers and directly responds to the policy discouraging oversized parking facilities. The parking will be conveniently located in a parking structure with liner buildings that create visual interest and encourage greater street-level activity than just the storage of automobiles.*

Policy 8.1.2 Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

- d) Grow the community's economic base through recruitment, retention/expansion, and new business startups to bring additional income into the region.
- e) Encourage livable wages and high-quality work environments.

Applicant Response: The requested Site Plan provides for a more resilient economy by expanding the community's economic base through recruitment of a new business into the City and State. The Orion Center will provide many jobs with livable wages and a high-quality work environment that will bring additional income into the region.

Policy 8.1.3 Economic Base: Strengthen and diversify the economic base to help reduce reliance on government spending.

- c) Recruit new export-based businesses to expand and diversify the economic base.
- d) Focus economic development strategies, programs, and activities to support existing and emerging economic base industry clusters that are important to the region.

Applicant Response: The requested Site Plan directly furthers this policy to strengthen and diversify the Economic Base by growing employment through a new light manufacturing and assembly use. The attraction of this private company to Albuquerque expands and diversifies the City's economic base and shows a focus on supporting emerging base industry clusters such as aerospace technologies that complements existing work being done at The Air Force Research Laboratory, Sandia National Laboratories, Kirtland Air Force Base, and their affiliated partners.

6-6(H)(3)(b) The Site Plan is consistent with any applicable terms and conditions in any previously approved NR-SU or PD zoning covering the property and any related development agreements and/or regulations.

Applicant Response: The request is a new Site Plan – EPC that replaces the previous Aviation Center for Excellence (ACE) Site Plan for Subdivision. While that prior approval will no longer apply, this request is consistent with the desire to provide opportunities for the expansion of aviation and aerospace industries on the subject property.

Except for Tract A-1-B of Airport Park, the proposed Site Plan is within the boundaries of the Albuquerque International Sunport Sustainable Airport Master Plan. The request is consistent with the terms and conditions of the airport master plan. The area identified by the master plan as the ACE development area is intended to be “emerging business hub supporting collaboration amount Albuquerque’s research and development community and the global marketplace.” The area located west of Girard and east of Columbia is also envisioned by the airport master plan as an extension of the primary ACE project. The proposed Site Plan containing both properties facilitates this intent by creating an employment “hub” that will provide entry level to highly skilled employment opportunities. The proposed Site Plan is consistent with the Master Plan in providing a development for the ACE site that has office and research/development uses in the center of the property with aerospace-related uses on the south end with taxiway access to the airfield (Chapter 5 – 43).

The Sustainable Airport Master Plan also states that the Aviation Department's goal is to operate one of the "greenest" airport systems in the country. The Site Plan has taken into consideration some of the Master Plan's sustainability goals to include promoting the utilization and expansion of alternative transportation modes by installing 75 electric vehicle (EV) charging stations in the parking that exceeds the requirements by 25 spaces. In addition to environmental sustainability, the Aviation Department strives to be sustainable regarding economic strength and community contributions. The lease of the subject property to the Applicant and subsequent development of the Orion Center fulfills these overarching policy goals.

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

Applicant Response: The proposed development is most closely aligned with uses allowed by the NR-LM zone district, which was used as the starting point for the design. The following is a general overview of each Section of the IDO, including the Airport Overlay Zone and Development Standards as they relate to the proposed use and Site Plan. If the proposed use and site plan vary from these standards, the rationale and justification is provided as part of the discussion below.

Airport Protection Overlay (APO) Zone

The subject site is located on property within the Albuquerque International Sunport sub-areas of the APO zone. There are three sub-areas that apply certain standards on new development that include the Air Space Protection, Runway Protection, and Noise Contour sub-areas. The subject site is entirely within the Air Space Protection Sub-area; the southern portion of the site is within the Runway Protection Sub-area; and the proposed development area is generally located between the 65 Day-night Noise Level (DNL) and 75 DNL contours of the Noise Contour Sub-area as shown in Figure 5. The impacts of these are described in more detail below.

Use Regulations

No prohibited uses are proposed as regulated by IDO Section 3-3(C)(1) within the Air Space and Runway Protection Sub-areas.

IDO Section 3-3(C)(2) identifies permissive uses within the Noise Contour Sub-area. As mentioned above, the development area as shown on the Site Plan is mostly located between the 65 DNL and 75 DNL contours. The only portion of the property within the 75 DNL contour is proposed as an expansion of the airport tarmac. Airport runways and taxiways are permissive uses within the 75 DNL contour.

Many more uses are permissive between the 65 DNL and 75 DNL contours per Table 3-3-2, including all Commercial Use and Offices and Services categories except for general office use. The office component of the proposed site plan is within the Combo Building, which is located outside of the Noise Contour Sub-area, so it is not affected by these regulations. The proposed Hotel is allowed permissively with APO Use-specific Standards to include 10 extra decibels of noise reduction over the industry average for similar structures and that the establishment shall carry airport hazard insurance. These standards will be complied with.

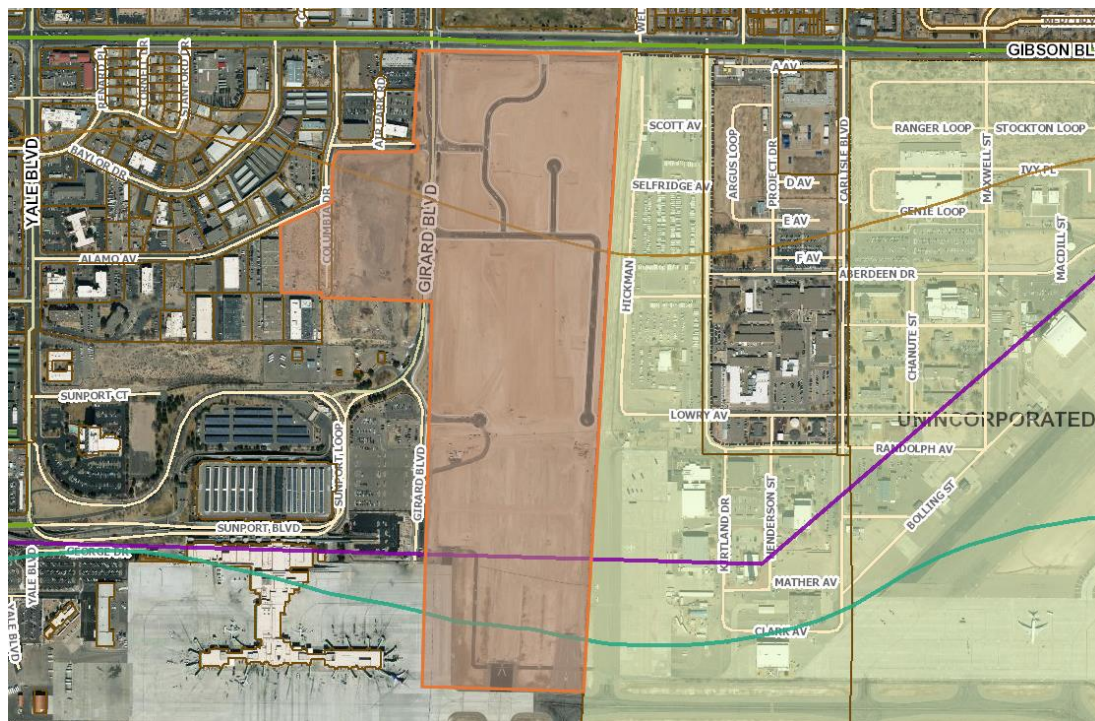


Figure 5. APO Sub-areas (Runway Protection Sub-area boundary in purple and Noise Contours in green and tan for 75 DNL and 65 DNL, respectively) with Subject Site in orange.

The proposed Child Care Center, located on Tract A-1-B of Airport Park, is located between the 65 DNL and 75 DNL noise contours. “Adult or child day care facility” is listed in Table 4-2-1 within the Civic and Institutional Uses category, which is not listed as a Permissive Use in Table 3-3-2. Per IDO Section 3-3(C)(3) “The conditional uses in the Noise Contour Sub-area are the permissive uses or conditional uses allowed by the base zone district and not listed as permissive in Table 3-3-1 or Table 3-3-2.” However, the NR-SU zone district does not strictly regulate uses as base zoning districts do. Per IDO Section 2-5(E)(1), the purpose of the NR-SU zone is “to accommodate highly specialized public, civic, institutional” uses. These uses are intended to be approved per Table 2-5-9 “As negotiated from among those listed in Section 14-16-4-2” via approval of a Site Plan – EPC. Many of these uses are those listed as Civic and Institutional Uses that would otherwise require a Conditional Use Approval within the Noise Contour Sub-area and duplicative processes to determine if the use is appropriate do not make sense. The Applicant requests approval of this use by the EPC in conjunction with the Site Plan approval. Per Section 3-3(C)(3) the use would normally be subject to the ZHE’s determination that one of two criteria apply. For the EPC consideration as a part of the Site Plan review, we have provided the criteria along with the Applicant’s responses:

3-3(C)(3)(a) The use will not be adversely affected by noise expected to be generated by operation of aircraft.

The proposed day care use is located near the edge of the 65 DNL noise contour and is intended as an employee amenity for children of employees during the parents’ shifts, which are staggered throughout the day. These factors reduce the overall

impacts from the noise expected to be generated by the operation of aircraft at the Sunport.

3-3(C)(3)(b) A small amount of adverse effect from the noise expected to be generated by operation of aircraft is clearly outweighed by a special need for the use.

Any small amount of adverse effect from the noise expected to be generated by the operation of aircraft upon the proposed day care use is clearly outweighed by the special need for this use as part of the overall business campus. The day care, along with the proposed hotel and food hall uses are critical employee amenities and the specific location of the day care was carefully selected for traffic circulation related to parents dropping off and picking up their children before parking in the adjacent parking structure.

Other Development Standards

As described below, under the dimensional standards section, the proposed building heights comply with the APO Air Space Protection and Runway Protection Sub-areas. The Overlay zone limitation is the most restrictive standard since heights in the NR-SU can be any height proposed on the Site Plan.

Per IDO Section 3-3(D)(2) the reflectivity of structures “shall not have a light reflective value (LRV) that results in glare in the eyes of flyers using the airport, impairs visibility in the vicinity of the airport, or otherwise endangers the landing, taking-off, or maneuvering of aircraft as determined by the City Aviation Department and per applicable FAA regulations.” A note identifying compliance with this standard has been added to the Site Plan elevations.

Finally, in accordance with applicable regulations, the proposed development will comply with any necessary markings or lighting, as required by the FAA and City Aviation Department.

General Allowable Uses

Per the IDO requirements for uses within the NR-SU zone district, the Applicant respectfully requests approval of the uses identified on the proposed Site Plan. The uses consist of light manufacturing (assembly), research and testing facility, office, parking structure, and other uses accessory to a non-residential primary use (employee amenities including hotel, food hall, and day care). The portion of the proposed facility used for labs and testing space does not use hazardous materials or procedures that would require a Conditional Use Approval under the Research and Testing Facility Use-specific Standard. All light manufacturing and assembly uses are proposed to be conducted in the two primary buildings on the property.

Use-specific Standards

A portion of the proposed facility, which includes labs and testing space falls under the Research and Testing Facility use in the IDO. The proposed facility does not use hazardous materials or procedures. All assembly uses are proposed to be conducted inside the two primary buildings on the property.

Dimensional Standards

Per IDO Section 5-1(E)(1)(b), dimensional standards in the NR-SU shall be determined in the approval of a Site Plan – EPC (this application). As such, the setbacks and building heights shown on the plan are presented for approval.

Using the NR-LM zone district as a comparison, there is only a requirement for a 5-foot front setback, so all proposed structures meet the setback requirements of the IDO. Building heights in the NR-LM zone are allowed a maximum of 65 within 100 feet from the front property line with no maximum beyond 100 feet from the front lot line. Currently, most of the site is located on one tract that is also home to the Albuquerque Sunport. Gibson Boulevard is logically the front lot line for the main part of the project site that includes the Combo Building and Assembly Building, which are the tallest buildings on the property. These buildings are setback more than 100 feet away from the Gibson Boulevard right-of-way. The current platting notwithstanding, Girard functions as a secondary access road to the airport facilities and bisects the project site between the main facilities and the amenity buildings and parking structure. The proposed buildings are located approximately 40 to 75 feet away from the Girard roadway but are taller than 65 feet tall.

The proposed building heights are based on the proposed uses of the buildings. Tall floor-to-ceiling heights are necessary in the assembly and lab portions of the buildings east of Girard in order to provide enough space for the equipment and processes happening in those spaces. This is extended to the parking structure and amenities buildings because they are connected to the Assembly Building via skybridges over Girard Boulevard. As shown on the building elevation sheets for these pedestrian bridges, the height of the parking structure to the west of Girard is directly tied to floors serving programming on the east side of Girard. All heights above the uppermost floor served [Parking Garage Level 7] are minimized as much as possible while accounting for appurtenances related to Garage Circulation such as elevator overruns and mechanical equipment.

Rather than using the NR-LM height regulations, the more appropriate standard for building heights on the subject site are the limitations imposed by the Airport Protection Overlay Zone (APO) and the FAA, which creates a horizontal plane at a specified height above the airport elevation that extends around the airport property. No buildings or any structures or landscaping, etc. can break this plane within the “Airspace Protection Sub-area.” That plane is located at 5,504.9 feet for the Albuquerque International Sunport. The tallest building on the property is proposed to be 179 feet tall, which is an elevation of approximately 5,489.0 feet (15.9 feet below the maximum allowed by the Overlay Zone), so the Site Plan meets the height limitation imposed by the APO zone.

Site Design and Sensitive Lands

The project site has previously been graded multiples times since its initial development as a runway and no sensitive lands are present. An Archaeological Certificate of No Effect is included in the application.

Access and Connectivity

The proposed development will provide the required sidewalks and walkways as required by Transportation staff, the IDO, and DPM. Walkways and connections are made to the adjacent sidewalks and multi-use trail along Girard and Gibson Boulevards. Walkways have been provided adjacent to the proposed buildings as needed for the function of those



buildings, but it is important to note that IDO Section 5-3(D)(3)(b)3 for providing specific widths of those walkways along building frontages is not applicable to this development because it is a light manufacturing use.

Subdivision of Land

No subdivision of land is proposed at this time. Should a future subdivision plat be processed, it will be compliant with this approved site plan.

Parking and Loading

The Applicant is proposing a parking structure on the west side of Girard that will connect to the Combo Building and Assembly Building on the east side via skybridges. The parking structure contains 2097 parking spaces. An additional 340 surface parking spaces are located north of the parking structure along with 227 spaces on the east side of Girard around the Combo Building for a total of 2664 parking spaces for the project. Due to the immense scale of the proposed development, utilizing the standard IDO parking calculations (based on building square footages) results in an unreasonably high parking requirement (over 4,000 parking spaces).

Instead, the Applicant is proposing a requirement of 2500 parking spaces for this phase of development based on the total number of employees once fully operational. This standard is reasonable due to the scale of the assembly use that requires fewer employees per square foot of the facility. These employees will be working over three shifts, and the maximum number of employees in any two overlapping shifts is approximately 2300, which allows for extra spaces to be available during shift changes for arriving employees to easily find an open parking space, as well as provide additional spaces for visitors to the development although visitors will be limited due to the secure nature of the facility. The Applicant respectfully requests approval of this parking requirement under the NR-SU zoning of the property. As stated previously, the property is well served by transit and bicycle facilities, however, due to the customized parking standard proposed for the project, no parking reductions are being used.

Since the project has a large amount of parking even with the requested parking requirement based on the number of employees, and due to the nature of the facility, the Applicant is providing additional electric vehicle charging stations above the required amount in the IDO. The design also accounts for the required accessible parking and motorcycle parking. Regarding bicycle parking, again due to the size of the facility and large number of parking spaces provided, a flat percentage of those spaces results in a very large bicycle parking requirement (250 spaces). The Applicant respectfully requests a 50% reduction of this requirement to 125 spaces. Due to the light manufacturing (assembly) use, as well as limitation of amenities and other uses on the property to employees only, it is not anticipated that there will be much bicycle traffic to and from the facility. Considering the maximum number of employees (2500) and the bicycle commuting mode share of 1.2% in the City of Albuquerque (ACS 2014-2018 5-year estimates) it is anticipated only 30 spaces may be in regular use in this project. According to information provided in from Bernalillo County Transportation Planning staff, Sandia Labs has a commute rate of 5%, resulting in 125 spaces required when applied to the proposed development, which is consistent with the Applicant request with this Site Plan application. This request is appropriate and allows for a significant portion of the staff to commute via bicycle above and beyond the lower mode share that exists for Albuquerque as a whole.

For additional information, it should be noted that a similarly situated use in Denver, Colorado would result in a significantly lower parking requirement for both cars and bicycles due to the assembly and research uses proposed. The Denver Zoning Code identifies character areas and subzones and is very nuanced regarding uses and parking requirements. For general manufacturing uses in industrial areas the parking requirement for a similarly sized project as what is currently proposed would be just over 2,000 parking spaces, which is consistent with the 2,500 spaces proposed. No bicycle parking would be required for the bulk of the project due to industrial uses. The office and related uses would result in a bicycle parking requirement of approximately 30 spaces, consistent with the rate of bicycle commuting in Albuquerque as mentioned above and far exceeded by this proposal.

The proposed parking meets the location and design requirements of the IDO, including the provision of screened loading spaces along the eastern side of the site with access for large trucks.

Landscaping and Buffering

The proposed landscape plans show compliance with the requirements of the IDO. At least 15 percent of the net lot area is provided with landscaping. Existing trees and landscaping along Gibson and Girard are being preserved to the greatest extent practicable by this project and with new landscaping provide along the necessary street frontage landscaping. Edge buffers are either met or generally not applicable to this site due to the adjacency of roadways along the site edges or adjacency to other industrial development.

Walls and Fences

Security of the subject site is a very high priority for the Applicant to preserve the integrity of the processes occurring within the Combo and Assembly buildings. The portion of the site east of Girard will be split into two zones, a North Zone and South Zone. The South Zone includes the assembly building and surrounding areas, which is a high security zone with personnel access controlled. No personal vehicles are allowed into this zone. The North Zone includes the Combo Building and future development areas to the north of it, which are slightly less secure but still require identification for entry and some restricted access within. Nearly all pedestrian traffic into the South Zone is anticipated to occur via the skybridges from either the parking structure or the Combo Building. Gated security checkpoints are provided at all vehicular access points.

To maintain this required level of security, 10-foot tall walls and fences are proposed around the exterior of the subject site as identified on the site plan. 10-foot walls and fences are generally allowable under the NR-LM zone as the closest comparable zone district for the proposed use. The IDO would otherwise restrict wall height in the front and street side yards to six feet in height, so the Applicant is requesting EPC approval of the additional wall height along Gibson and Girard for this project. The IDO includes provisions for exceptions to maximum wall height under Section 5-7(D)(3) and subsection (c) allows the ZEO to make an exception to the general wall standards for security reasons due to specific site conditions or the nature of the land use or related materials and facilities on the site.

This assembly use, which includes research and testing of satellites, requires the proposed security protocols, including a higher fence and wall height. These uses are like those found at Sandia National Laboratories and Kirtland Air Force Base that both have taller fences

with barbed or razor wire for added security. The Applicant is not requesting approval of razor wire and is only requesting the taller fence consistent with what exists at similar facilities nearby. Where these walls and fences face the adjacent streets, they have been designed in an appealing way as shown on the detail sheet included in the plan set.

Outdoor Lighting

The proposed plan is compliant with the outdoor lighting regulations of the IDO with one minor modification. As a project within a non-residential zone district, light poles can be 30 feet tall, which is what is proposed by this plan. Building-mounted lights are limited to 15 feet maximum mounting height per Section 5-8(D)(8); however, the Applicant is proposing light fixtures mounted up to 30 feet high on the buildings and requests EPC approval of the increased height allowance. Due to the tall height of the proposed buildings, as well as those buildings having loading doorways up to 30 feet in height, the proposed 30-foot mounting height is appropriate. Lights will be fully shielded to be Night Sky compliant regardless of mounting height. Allowing this modification will ensure proper lighting of all entrances and delivery areas, as identified in the Crime Prevention through Environmental Design comments submitted by the Albuquerque Police Department.

Neighborhood Edges

There are no protected lots adjacent to the subject site.

Solar Access

This Section is not applicable to the subject site due to its location within an NR-SU zone.

Building Design

Due to the site's location in an NR-SU zone district, the only applicable building design standard is the cross-reference to parking structure design in the Parking and Loading Section. The proposed parking structure meets the design requirements. While not required by the IDO, the other buildings on the site also provide attractive façade designs that include variations in colors, window locations, roof heights, etc.

Signs

Signage in the NR-SU zone is "per approved plan" and the Applicant requests approval of the signage as shown on the signage detail sheets included with the application. Compared to the NR-LM zone, the proposed signage meets the requirements for percentage of building facades for building-mounted signs and square footages for freestanding signs. The only difference proposed is to allow additional freestanding monuments signs around the site for directional/wayfinding purposes at the various entrances. Due to the large size of the site and secure nature of the proposed facility, it is appropriate to provide additional signage at each entrance to guide employees, visitors, and deliveries to the proper locations as identified in the Crime Prevention through Environmental Design comments provided by the Albuquerque Police Department.

As enumerated with the above information, we believe the proposed Site Plan – EPC meets all requirements of the IDO with minor variations that are requested to be approved as described in this letter and shown on the attached Site Plan – EPC.



6-6(H)(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 extent practicable.

Applicant Response: The City's existing infrastructure has adequate capacity for the proposed development. A traffic impact study is being conducted by Lee Engineering in conjunction with Bohannon Huston to determine the required mitigation necessary for the proposed development and this study will be completed prior to final sign-off and issuance of a building permit for the project. In addition, the Applicant is proposing two skybridges over Girard Boulevard that will help minimize congestion and eliminate vehicle-pedestrian conflicts, particularly during shift changes when employees are entering and exiting the site. A Water and Sewer Availability Statement request and Fire Marshal approval will be completed prior to issuance of a building permit for construction of the development. These additional required processes and approvals will ensure that the existing infrastructure has adequate capacity to serve the development or that the burdens are mitigated to the extent practicable. Any new infrastructure required by the development will be installed by the developer as required by the City.

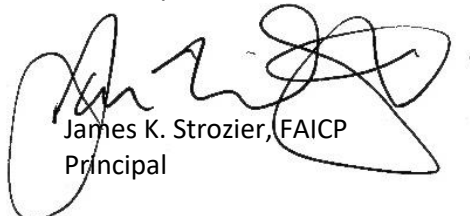
6-6(H)(3)(e) The application mitigates any significant adverse impacts on the surrounding area to the maximum extent practicable.

Applicant Response: The site is located on NR-SU zoned property that is part of the Albuquerque Sunport and follows the guidelines of the Airport Protection Overlay Zone and the FAA. Other than the airport to the south and Kirtland Air Force Base to the east, the uses to the west are similar industrial and office uses. The closest residential is located a significant distance away and separated from the property by Gibson Boulevard. Immediately north across Gibson is a golf course. Provided this, the proposed setbacks and the limitation on height imposed by the FAA and airport regulations provide the required mitigation of any significant adverse impacts on the surrounding area to the maximum extent practicable.

CONCLUSION

Based on all the information provided, on behalf of Group Orion, LLC, we respectfully request approval of the proposed Site Plan – EPC request for development of this highly anticipated economic development project.

Sincerely,



James K. Strozier, FAICP
Principal

Adjacent Roadway(s) Posted Speed: Street Name Gibson Blvd SE Posted Speed 40 mph
Street Name Girard Blvd SE Posted Speed 35 mph

** If these values are not known, assumptions will be made by City staff. Depending on the assumptions, a full TIS may be required*

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation/Functional Classification: Gibson - Commuter Corridor/Regional Principal
(arterial, collector, local, main street) Arterial; Girard - Major Collector

Comprehensive Plan Center Designation: N/A
(urban center, employment center, activity center)

Jurisdiction of roadway (NMDOT, City, County): City of Albuquerque

Adjacent Roadway(s) Traffic Volume: 28,900 MRCOG Map Volume-to-Capacity Ratio (v/c): AM EB 0.35
(if applicable) AM WB 0.26

Adjacent Transit Service(s): Routes 96, 217, and 222 Nearest Transit Stop(s): Gibson & PM EB 0.23
Girard PM WB 0.43

Is site within 660 feet of Premium Transit?: No Source: TAQA

Current/Proposed Bicycle Infrastructure: Existing Multi-use Trail along Gibson and Girard (south of Gibson; Existing
(bike lanes, trails) Bike Lanes on Gibson and Bike Route on Girard (north of Gibson)

Current/Proposed Sidewalk Infrastructure: Existing sidewalks on most frontages and proposed where needed

Relevant Web-sites for Filling out Roadway Information:

City GIS Information: <http://www.cabq.gov/gis/advanced-map-viewer>

Comprehensive Plan Corridor/Designation: <https://abc-zone.com/document/abc-comp-plan-chapter-5-land-use> (map after Page 5-5)

Road Corridor Classification: <https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-PDF?bidId=>

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/285/Traffic-Counts> and <https://public.mrcog-nm.gov/taqa/>

Bikeways: http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf (Map Pages 75 to 81)

TIS Determination

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

Traffic Impact Study (TIS) Required: Yes ☒ No ☐

Thresholds Met? Yes ☒ No ☐

Mitigating Reasons for Not Requiring TIS: Previously Studied: []

Notes:

MP P.E.

9/22/2020

TRAFFIC ENGINEER

DATE

Submittal

The Scoping Form must be submitted as part of any building permit application, DRB application, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to plndrs@cabq.gov and to the City Traffic Engineer mgrush@cabq.gov. Call 924-3362 for information.

Site Plan/Traffic Scoping Checklist

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

1. Access -- location and width of driveways
2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
3. Bike Lanes (check for designated bike routes, long range bikeway system) ([check MRCOG Bikeways and Trails in the 2040 MTP map](#))
4. Location of nearby multi-use trails, if applicable ([check MRCOG Bikeways and Trails in the 2040 MTP map](#))
5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
7. Distance from access point(s) to nearest adjacent driveways/intersections.
8. Note if site is within a Center and more specifically if it is within an Urban Center.
9. Note if site is adjacent to a Main Street.
10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify volume to capacity (v/c) ratio on this form.

Project Orion 24-hour trip gen – Phase One

	Time Period	Raw Gibson Traffic % *	Conversion, All Non-Employee Trips Throughout Day (%)	TOTAL	Trip distribution of Non- Employee Trips IN	OUT
0	12-1 AM	0.007685	0	0	0	0
1	1-2 AM	0.003901	0	0	0	0
2	2-3 AM	0.002829	0	0	0	0
3	3-4 AM	0.003448	0	0	0	0
4	4-5 AM	0.007556	0	0	0	0
5	5-6 AM	0.025076	0	0	0	0
6	6-7 AM	0.056362	0.067854	159	80	79
7	7-8 AM	0.07609	0.091605	215	108	107
8	8-9 AM	0.068933	0.082988	194	97	97
9	9-10 AM	0.050776	0.06113	143	72	71
10	10-11 AM	0.051057	0.061468	144	72	72
11	11-12 PM	0.056972	0.068588	161	81	80
12	12-1 PM	0.061605	0.074166	174	87	87
13	1-2 PM	0.057049	0.068681	161	81	80
14	2-3 PM	0.062039	0.074689	175	88	87
15	3-4 PM	0.077182	0.092919	218	109	109
16	4-5 PM	0.084728	0.102004	239	120	119
17	5-6 PM	0.075646	0.091071	213	107	106
18	6-7 PM	0.052195	0.062837	147	74	73
19	7-8 PM	0.038309	0	0	0	0
20	8-9 PM	0.029122	0	0	0	0
21	9-10 PM	0.021803	0	0	0	0
22	10-11 PM	0.017019	0	0	0	0
23	11-12 AM	0.012616	0	0	0	0
	Total		1	2343	1176	1167

* From Gibson Road Corridor 24-hour Volumes.

PRE-APPLICATION REVIEW TEAM (PRT) MEETING REQUEST

Pre-application Review Team (PRT) Meetings are available to help applicants identify and understand the allowable uses, development standards, and processes that pertain to their request. **PRT Meetings are for informational purposes only; they are non-binding and do not constitute any type of approval.** Any statements regarding zoning at a PRT Meeting are not certificates of zoning. The interpretation of specific uses allowed in any zone district is the responsibility of the Zoning Enforcement Officer (ZEO).

When you submit PRT notes to meet a Pre-application Meeting requirement in Table 6-1-1, you will be charged a \$50 PRT fee.

Official Use only		
PA#: 20-144	Received By: Diego Ewell	Date: 8/19/2020
APPOINTMENT DATE & TIME: N/A		

Applicant Name: Group Orion Phone#: 505.764.9801 Email: cp@consensusplanning.com

PROJECT INFORMATION:

For the most accurate and comprehensive responses, please complete this request as fully as possible and submit any relevant information, including site plans, sketches, and previous approvals.

Size of Site: 124 Acres Existing Zoning: NR-SU Proposed Zoning: NR-SU

Previous case number(s) for this site: 1000270, 1000276, PR-2018-001575, PR-2018-001512

Applicable Overlays or Mapped Areas: (APO) - Airport Protection Overlay Zone (3-3), Air Space Protection Sub-area, Noise

Residential – Type and No. of Units: Not Applicable

Non-residential – Estimated building square footage: 4,181,610 No. of Employees: 2575 (3 shifts)

Mixed-use – Project specifics: Not Applicable

LOCATION OF REQUEST:

Physical Address: 2200 Sunport Blvd SE Zone Atlas Page (Please identify subject site on the map and attach) M-16-Z

BRIEFLY DESCRIBE YOUR REQUEST (What do you plan to develop on this site?)

Project will include approx. 4.1M sq. ft. for light manufacturing and associated uses (intended to cater exclusively to the employees) to include office space, hotel, fitness center, food hall, daycare, hangar, and a parking structure w/2100 spcs

QUESTIONS OR CONCERNS (Please be specific so that our staff can do the appropriate research)

Confirm that the proposed office, light manufacturing, and other uses are allowed. Confirm if this is considered a Major Amendment to an existing site plan. Advise if we can develop a site plan specific to the development as shown on the attached zone atlas (ACE property plus the tract west of Girard). Note: the prior ACE site plan was standalone from the airport, which also has separate site plans for other areas (main terminal, rental car area, etc.). Prior project numbers PR-2018-001512 and PR-2018-001575 are for a minor amendment for a portion of the airport (not the ACE site plan) and an archaeological certificate for the entire airport, respectively. Should we use either of these prior airport-related project numbers for this project? Can the archaeological certificate that was issued for the recent update to the Airport Master Plan and/or for the ACE project in 2014 be used for this project? All of the amenities (associated uses) listed above are intended to be exclusive to employees. Can you confirm that they would be considered as "Other Use

STAFF INFORMATION

Lehner, Catalina L.

From: Methvin, Rhonda
Sent: Tuesday, November 03, 2020 2:55 PM
To: Somerfeldt, Cheryl; 'Jim Strozier'
Cc: Michael Vos; Bruce Stidworthy; Lehner, Catalina L.; Mike Provine
Subject: RE: EPC Project #2020-004447

Hello Cheryl,

I am not sure how this got on the PRD trail list, but the trail has always belonged to Aviation and Aviation has always maintained it. PRD used to be on contract to Aviation to maintain the landscaping but it is my understanding that this was terminated over several years ago and Aviation currently has a contractor doing this work. We appreciate your comments and understand PRD's concerns over maintaining a concrete trail.

I can discuss this further with our Director but I believe that this will all be included in the lease agreement with Orion and Aviation and Orion will be responsible for maintaining it.

If you have any further questions, please let me know.

Rhonda

**ONE
ALBUQUE
ROQUE**



RHONDA METHVIN, P.E.
planning manager
o 505.244.7738
m 505.238.0393
abqsunport.com

From: Somerfeldt, Cheryl
Sent: Tuesday, November 3, 2020 2:07 PM
To: 'Jim Strozier' <cp@consensusplanning.com>; Methvin, Rhonda <rmethvin@cabq.gov>; Mike Provine <mprovine@molzencorbin.com>
Cc: Michael Vos <Vos@consensusplanning.com>; Bruce Stidworthy <bstidwor@bhinc.com>; Lehner, Catalina L. <CLehner@cabq.gov>
Subject: FW: EPC Project #2020-004447

Hello all,

An update... City PRD has a 2017 Trail Evaluation Report completed by AECOM that lists PRD trails, and the subject trail appears to be part of PRD maintenance responsibility. I was able to speak to our trail maintenance manager and he would not be able to maintain concrete in-house due to equipment and cost, therefore, PRD prefers asphalt.

Thank you,



CHERYL SOMERFELDT

senior planner

o 505.768.5363

c 619.573.5324

e csomerfeldt@cabq.gov

cabq.gov/parksand recreation

From: Somerfeldt, Cheryl

Sent: Tuesday, November 3, 2020 10:55 AM

To: 'Jim Strozier' <cp@consensusplanning.com>; Methvin, Rhonda <rmethvin@cabq.gov>; Mike Provine <mprovine@molzencorbin.com>

Cc: Michael Vos <Vos@consensusplanning.com>; Bruce Stidworthy <bstidwor@bhinc.com>; Lehner, Catalina L. <CLehner@cabq.gov>

Subject: RE: EPC Project #2020-004447

Hello Consensus and Aviation ,

Parks management is concerned that changing the surface from asphalt to concrete in a small area could negatively affect the overall trail system for the user and for maintenance designation. When I checked the trail map, for Maintenance, it states "Under Review". Will the Aviation Department continue to maintain this trail in perpetuity? Is there a chance the applicant would consider asphalt for the multi-purpose trail section?

Thank you,



CHERYL SOMERFELDT

senior planner

o 505.768.5363

c 619.573.5324

e csomerfeldt@cabq.gov

cabq.gov/parksand recreation

From: Jim Strozier [<mailto:cp@consensusplanning.com>]

Sent: Monday, November 2, 2020 12:47 PM

To: Somerfeldt, Cheryl <csomerfeldt@cabq.gov>

Cc: Michael Vos <Vos@consensusplanning.com>; Bruce Stidworthy <bstidwor@bhinc.com>; Methvin, Rhonda <rmethvin@cabq.gov>; Mike Provine <mprovine@molzencorbin.com>

Subject: EPC Project #2020-004447

External

Cheryl,

I am responding to your email last Thursday to Michael. I am copying the City Aviation Department's point of contact, Rhonda Methvin on this email.

I also wanted to make sure that you understand that this is not a City Aviation project, but a private business that will be leasing the property from the City. It is also our understanding that the existing trail is managed by City Aviation.

Jim Strozier, FAICP
Consensus Planning, Inc.
302 8th Street NW
(505) 764-9801

=====

This message has been analyzed by Deep Discovery Email Inspector.

October 13, 2020

TO: Michael Vos, Consensus Planning, and project team
FROM: Catalina Lehner, Senior Planner
City of Albuquerque Planning Department
TEL: (505) 924-3935
RE: **Project #2020-004447**, Orion Center, Site Plan-EPC

I've completed a first review of the request. I have a few questions and some suggestions regarding the application. Please provide the following:

⇒ A revised project letter (one copy) that provides additional explanation and clarity as discussed in this memo.

⇒ a revised site plan (1 full-sized copy) by: **12 pm on Friday, October 23, 2020.**

Note: If you have difficulties with this deadline, please let me know.

1) Overview:

- A. Though I've done my best for this review, additional items may arise as the case progresses. If so, I will inform you as soon as I can.
- B. It appears that the project would create an employment campus complete with supporting uses. Is this the intention? Can you tell me more about what the uses intends to manufacture and/or assemble?
- D. Please note that the subject site is within the boundaries of the Airport Protection Overlay Zone, which includes the Air Space Protection Sub-Area and the Noise Contour Sub-Area (see also Item X of this memo). The overlay zone limits building height; please obtain documentation from the Sunport that the proposed building height would not interfere with airport operations. [14-16-3-3(D)(1)]
- E. Do you believe the EPC will need to consider any Variances-EPC with this request? Why or why not, and what might they be?
- F. Heads up: air quality stationary source permits will be required and can be obtained through the Air Quality Division of the City's Environmental Health Department.
- G. I encourage you to work with PNM early in project development to ensure power supply when needed. Eventually, an administrative amendment to the Electric Facilities Transmission and Generation Plan may be needed.

2) Legal Ad:

- A. I have the following for the legal description:

Consensus Planning, agents for Group Orion LLC, requests the above action for an approximately 116 acre portion of Tract A, Plat of Tracts A-1 and A-2, Sunport Municipal Addition, containing approximately 2287 acres, zoned NR-SU, located south of Gibson Blvd. SE, east of the boundary with KAFB, north of the end of the decommissioned runway, and east of approximately Columbia Dr. SE and the decommissioned runway boundary.

- B. Is this correct? I know there are two other parcels to the west that are shown, but these aren't platted and I cannot query them on AGIS. Does the approximately 116 acres include these? The PRT notes refer to approximately 124 acres.
- C. Do you have a survey of the area that corresponds to the proposed/future project site?

3) EPC Process:

- A. Information regarding the EPC process, including the calendar and current Staff reports, can be found at:
<http://www.cabq.gov/planning/boards-commissions/environmental-planning-commission>
- B. Timelines and EPC calendar: the EPC public hearing for November is the 12th. Final staff reports will be available one week prior, on November 5th.
- C. Agency comments will be distributed on or around Friday, October 16th or shortly thereafter. I will email you a copy of the comments and will forward any late ones to you.
- D. I think that this project should be reviewed by the DRB, generally because it's large and complex, but also because of the potential for significant infrastructure impacts and the fact that platting needs to occur.

4) Existing Site Plan

- A. Why do you consider the request to be a Site Plan-Major Amendment? What do you intend to do with the controlling site development plan for subdivision (SPS) for the Aviation Center for Excellence (ACE)?
- B. The controlling SPS for the ACE covers approximately 70.35 acres. The proposed Orion Centers covers approximately 116 acres or 124 acres; the boundaries do not coincide. So wouldn't the new site plan (2020) superseded the current (2016) one and be a new Site Plan-EPC?
- C. The approximately 116 (or 124) acre subject site is not platted as a single, cohesive site. When do you plan on applying for the replatting action? Note: 14-16-6-6(H)(1)(a) Site Plan-EPC, for NR-SU site plan approval required prior to platting action.

5) IDO Process Classification

- A. The ACE and the new subject site are contained in the Albuquerque International Sunport Sustainable Airport Master Plan, a Rank III Master Development Plan. As mentioned, the new subject site is larger than the ACE site. Therefore, the figures and maps in the Sustainable Airport Master Plan will need to be updated and the new tarmac (landing?) area indicated.

- B. Pursuant to IDO 14-16-6-4(Y)(3) Master Plans for City facilities may be amended per the procedures in that plan. I wasn't able to find amendment procedures internal to the Sustainable Airport Master Plan. Where silent, standard procedure is to fall back to the IDO requirements.
- C. The current Rank III Master Plan for the Sunport went through the EPC process in 2018, so it seems consistent that the amendments to the Sunport Sustainable Airport Master Plan can also go through the EPC process. Therefore, I would classify the current request as: a new Site Plan-EPC and Minor Amendments to the Rank III Master Plan.

6) Zoning & Use Standards:

The zoning is all NR-SU. Uses are indicated on Sheet 100 and include assembly, combo, hotel, food hall, electrical equipment, daycare, and parking garage.

- A. Please make the list of uses and square footages into a table.
- B. Please use labels consistent with the IDO uses in Table 4-2 Allowed uses. For example, "assembly" is not a listed use, so what category does the activity fit under? "Combo building" is also not a listed use.
- C. What type of manufacturing category would the activities fit into? Light, heavy, or special manufacturing?
- D. Note: The Use Specific Standards (USS) for the uses listed apply. These include, but are not limited to, the USS for Hotel/Motel, Research and Testing Facility, Light-Heavy-Special Manufacturing.

7) Project Letter:

- A. I believe a more accurate title for the current request is: a new Site Plan-EPC and Minor Amendments to the Rank III Master Plan. The subject site's boundaries exceed those of the controlling site plan for the ACE, and the Sunport Sustainable Master Plan will need updated text and maps to reflect the request.

For instance, the ACE is referred to on p. 101 of the "final draft" and the map on p. 103. Other maps that would be rendered out of date are on p. 79, p. 97, and p. 99.

- B. Please elaborate more about the request and the applicant's plans, to the extent possible.
- C. Please briefly address the role of security in project design.
- D. Please explain the project's phasing in the "request" portion.
- E. Please add a section to the Project Letter that addresses the Airport Protection Overlay Zone (IDO 14-16-3-3), including the use regulations and development standards.
- F. Regarding the criteria for "Site Plan-EPC", 6-6 (H)(3), please respond to criterion (c).
- G. In general, for the policy analysis portion, please unbundle the Goals and policies referred to in the response and be more specific. It's OK to address each with a few sentences; this is clearer than having your thoughts clumped into a single paragraph.

8) Notification:

- A. Buffer map. Please provide another printout with distances indicated. I cannot verify them at this scale.
- B. It looks like the representative for the District 6 Coalition changed. The ONC table lists Dominic Peralta but the letter was sent to Mandy Warr. Please ensure that the correct representative received notification.
- C. If amendments to the Sunport Sustainable Master Plan become associated with this request, or if pursued separately, notification will need to be done based on the larger subject site. Note: I am checking into this so don't have anything definitive at this time.

9) Site Plan- General:

- A. All relevant IDO requirements apply, and the site plan needs to incorporate them. Some relevant requirements include, but are not limited to, the following:
 - i. Mixed-use zone dimensional standards, Table 5-1-2, p. 194.
 - ii. Parking Structure design, 5-5(G), p. 246
 - iii. Neighborhood Edges, 5-9, p. 286
 - iv. Edge Buffer Landscaping, 5-6(E), p. 259
 - v. Wall Design, 5-7(F)(3), p. 278
 - vi. Outdoor Lighting, 5-8, p. 283
 - vii. Building Design in Mixed Use Districts (including in PT areas), 5-11(E), p. 290
 - viii. Outdoor seating and gathering areas (PT areas), 5-11(E)(3)(b), p. 294
 - ix. On site pedestrian connections, 5-3(D)(3), p. 210
- B. Regulations found in the Airport Protection Overlay Zone, which includes the Air Space Protection Sub-Area and the Noise Contour Sub-Area apply to the request.
- C. Is there any way the site plan can be put on 24 by 36? It's somewhat difficult to work with. I am fine with a different scale as long as I can verify it.
- D. The Key Maps on each sheet are helpful.

Site Plan Review

10) Sheet 100- Overall Site Plan:

- A. Please make the uses under "building area" into a table and use IDO titles for uses.
- B. Please move the Table of Contents and reduce its size.
- C. Indicate project phasing.
- D. Show the math for the parking calculations. How did you get 2500 spaces required? (reducing the size of the legend will give you room to elaborate here).
- E. Show the math for the motorcycle parking and the bicycle parking.
- F. Please include a revision date.

11) Sheets 101 through 105:

- A. A detail for each refuse enclosure is needed on a detail sheet.
- B. What's the status of the request to vacate Columbia Avenue? (Sheet 102).
- C. Please provide outdoor seating and gathering areas pursuant to IDO14-16-5-11(E)(3)(a), which requires at least 1 outdoor seating and gathering area for every 30,000 sf of gross floor area.
- D. Pedestrian walkways that meet at least the minimum width requirement shall be provided between the pedestrian entrances of each primary building pursuant to 14-16-5-3(D)(3).
- E. Pursuant to 14-16-5-3(D)(3)(c), Materials to Alert Motorists, on site crosswalks cannot be the striped school type.
- F. Are bicycle lockers proposed? See Sheet 103 near southeast side of parking area.
- G. What is the tarmac area for, landings? Sheet 105.

12) Sheets 106- Detail Sheet and 107- Lighting:

- A. Please add another detail sheet or perhaps rework Sheet 106; there's lots of room. We typically don't see large parking space details, but we do need to see refuse enclosure details.
- B. The refuse enclosure details needs to meet SWMD requirements and include a looking-down view and a side view of the wall and indicate materials, colors, and dimensions.
- C. Please move the wall detail on Sheet 500 to this detail sheet.
- D. Please add a detail sheet for the proposed signage (Sheet 108?), so that it becomes part of the site plan rather than a stand-alone sign package.

13) Landscaping Plan- Sheets 200 through 207:

- A. Ensure that the acreage used in the calculations matches acreages totals elsewhere in the plan set.
- B. Please provide the standard COA details for shrub planting, tree planting, and irrigation.
- C. Please include irrigation information (ex. # of bubblers for shrubs and trees and the irrigation rate by season, etc.)
- D. Add curb cuts for water harvesting [5-6(C)(5)(e)].
- E. Show curb openings on the landscaping plan and ensure that they correspond to the curb openings shown on the grading and drainage plan.
- F. Juniper species must be limited to female only.
- G. Why is Kentucky Bluegrass proposed? Please use a Park blend, or preferably a heat-tolerant species of grass.

14) Grading and Drainage Plan- Sheets 300 through 306:

Please ensure that the curb openings match those shown on the landscaping plan.

15) Utility Plan- Sheets 400 through 406:

Please check with Fire Staff to see if more fire hydrants are needed.

16) Elevations- Sheets 500 through 512:

- A. Please add a note regarding allowable building height in the NR-SU zone.
- B. Indicate the LRV of each material or finish proposed [14-16-3-3(D))2)].
- C. Add a note to refer to the signage detail sheet for signage specifics.
- D. Will the transformers and tanks be screened? Sheet 500.
- E. The Parking Structure Design regulations in 14-16-5-5(G) apply. Sheet 504.
- F. Is the western elevation of the proposed hotel unarticulated? Sheet 505.
- G. Please ensure that the buildings meet the General Façade Design requirements in 14-16-5-11(E)(2).
- H. Mechanical equipment must be fully screened. Add note [14-16-5-6(G)(1)].
- I. Is any signage proposed for the hotel or the child care center?
- J. Please revise keyed note 13- ~~Art~~ Signage. Sheet 506.
- K. Please move the wall detail to the detail sheet.

NEIGHBORHOOD INFORMATION

PRE-APPLICATION REVIEW TEAM (PRT) MEETING NOTES

PA# 20-144 Date: 9/1/20 Time: N/A (sent via email to cp@consensusplanning.com)

Address: 2200 Sunport BLVD SE

AGENCY REPRESENTATIVES PRESENT AT MEETING

Planning: Linda Rumpf (lrumpf@cabq.gov)

Zoning/Code Enforcement: Marcelo Ibarra (marceloibarra@cabq.gov)

Fire Marshall: Bob Nevárez (rnevarez@cabq.gov) or call 505-924-3611 (if needed)

Transportation: Nilo Salgado (nsalgado-fernandez@cabq.gov)

PRT DISCUSSIONS ARE FOR INFORMATIONAL PURPOSES ONLY!

THEY ARE NON-BINDING AND DO NOT CONSTITUTE ANY KIND OF APPROVAL.

*Additional research may be necessary to determine the exact type of application and/or process needed.
Factors unknown at this time and/or thought of as minor could become significant as the case progresses.*

REQUEST: Project will include approx. 4.1M sq. ft. for light manufacturing and associated uses (intended to cater exclusively to the employees) to include office space, hotel, fitness center, food hall, daycare, hangar, and a parking structure w/2100 spcs

SITE INFORMATION:

Zone: NR-SU

Size: 124 acres

Use: Airport

Overlay zone: (APO)Airport Protection Overlay Zone (3-3)

-Air Space Protection Sub-area

-Runway Protection Sub-area

-Noise Contour Sub-area 75 LdN

Comp Plan Area of: Consistency

Comp Plan Corridor: x

Comp Plan Center: x

MPOS or Sensitive Lands: x

Parking: 5-5

MR Area: x

Landscaping: 5-6

Street Trees: 5-6(D)(1)

Use Specific Standards: Allowable Uses, Table 4-2-1

Dimensional Standards: Table 5-1-3: Non-residential Zone District Dimensional Standards

*Neighborhood Organization/s: District 6 Coalition of NAs

**This is preliminary information only. Neighborhood Organization information is only accurate when obtained from the Office of Neighborhood Coordination (ONC) at www.cabq.gov/neighborhoods.resources.*

PROCESS:

Type of Action: 6-6(H)Site Plan-EPC

Review and Approval Body: EPC Is this a PRT requirement? Yes

PRE-APPLICATION REVIEW TEAM (PRT) MEETING NOTES

PA# 20-144 Date: 9/1/20 Time: N/A (sent via email)

Address: 2200 Sunport BLVD SE

NOTES:

See the **Integrated Development Ordinance**

<http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17.pdf>

Records requests

Note: Case Tracking: 1000270, 1000276, PR-2018-001512(?) and PR-2018-001575

POSSE Case Tracking

Application Date: 09/12/2018

POSSE Project Number: PR-2018-001575

POSSE Case Number: SI-2018-00146

Legacy Project Number: 1000270

Specific Case Type: Site Development Plan

Case Subtype: Archaeological Certificate

To request a site plan and/or Notice of Decision, please use ABQ Records web page:

<https://www.cabq.gov/clerk/public-records>

Please include the site's address and the Case Tracking #s (see Zoning Comments) in your request.

Requests to Inspect Public Records

Any person may submit their request to inspect public records to the Office of the City Clerk by clicking on the following link to request records using our ABQ Records portal. <https://cabq.nextrequest.com/>

This enables us to respond to requests in the order in which they are received. Plus, it's a better way to share large files.

- Linda Rumpf, lrumpf@cabq.gov

Development Services Comments

Please contact Jay Rodenbeck for information on how to submit files electronically. He can be reached at jrodenbeck@cabq.gov.

Current Planning Comments

- See Site Plan – ACE Aviation Center of Excellence
- **Process:** Site Plan – EPC, Major Amendment
- Recommend staff set up a new project # (not use an old site plan Case History #). Cross reference other case #s on the new site plan
- Architectural Certificate – The previous one has expired. 20-144: Archeological certificate is required for sites larger than 5 acres 5-2(D), Table 6-4-4, you cannot use an old one.
- Question – Can other uses for employee use be listed as Other Use Accessory to a Non-residential Primary Use- **yes**

PRE-APPLICATION REVIEW TEAM (PRT) MEETING NOTES

PA# 20-144 Date: 9/1/20 Time: N/A (sent via email)

Address: 2200 Sunport BLVD SE

Zoning Comments

Location: 2200 Sunport Blvd SE

Lot: A1, Block: 0000, Subdivision: Sunport Municipal Addn

Current Zoning – NR-SU

(Airport) Air Space Protection Sub-area

(Airport) Noise Contour Sub-area 65LdN

Area of Consistency

Previous Zoning – SU-1

Reference case 1000270, 1000276, PR-2018-001575

Project – Offices, Hotels and Parking

Overlay Zones - APO

Referrals to commenting Agencies IDO section 6-4(I) REFERRALS TO COMMENTING AGENCIES

KAFB influence area. Contact Ms. Malak Hakim, 505-853-2747, malak.hakim.ctr@us.af.mil

Approved Site Development Plan in place 2016

Site Development Plan governs this area

Process: Site Plan EPC to include land to the west of Girard 6-6(H). This will be a Major Amendment.

There are specific Manufacturing uses on A.S.D.P

Would have to obtain a “No Effect” Certificate

As always, if the applicant has specific questions pertaining to zoning and/or the development standards they are encouraged to reach out to the zoning counter at 505-924-3857 option 1.

Transportation Development comments

- AIRPORT MASTER PLAN AND ACE 2014
- PR-2018-001512 and PR-2018-001575

For additional information contact Jeanne Wolfenbarger (924-3991).

PRE-APPLICATION REVIEW TEAM (PRT) MEETING NOTES

PA# 20-144 Date: 9/1/20 Time: N/A (sent via email)

Address: 2200 Sunport BLVD SE

General Comment below if applicable to your submittal/PRT Case:

Curb Cuts

- Follow DPM guidelines for residential and commercial curb cuts.
- Residential curb cut requirements – (12 feet to 22 feet wide for residential, 30 feet only if there is a 3-car garage or parking for RV)
- Location of drive with respect to intersection depends on classification of the street. (See attached table.) Classification of street is according to the Long Range Master Plan developed by MRCOG.

Clear Sight Triangle at Access Points and Intersections

- Clear sight triangle (See attached hand-outs.) Nothing opaque should be in the triangle.

Private Site and Parking Lot Design

- Follow DPM and IDO Guidelines for Site and Parking Lot Design. Current ADA standards must be followed including required number of handicapped parking spaces and drive aisles, ADA access to public right-of-way, and ADA access to on-site buildings.
- See the Traffic Circulation Layout (TCL) Checklist. A TCL is required for any change or addition to a building > 500 sq. ft. or if the parking or circulation is changed. (This includes a repaving of parking lot.) Drawing must be stamped by a registered engineer or architect.
- When developing a parking lot layout, include all dimensioning for construction purposes. Also include all curb, curb ramp and signage details.
- Parking Calculations must be provided and per the requirements in the IDO. Number of vehicular spaces, motorcycle spaces, and bicycle spaces shall be specified and follow IDO requirements.
- Demonstrate queuing capacity when needed in situations such as for drive-thru facilities. It is imperative to demonstrate that the queuing will not block accessways to the site or cause vehicles to back into the main roadway. Also, provide necessary one-way signage and pavement markings.
- Shared access/parking agreement is required if access/parking is shared with parking lot adjacent to site. (This can be established on a plat if submittal of a plat is required or by an agreement.)
- Existing driveways that are not being used are required to be removed and replaced with standard curb and sidewalk to match existing.

Traffic Studies and Traffic Signals

1. See the Traffic Impact Study (TIS) thresholds. In general, a minimum of 100 vehicles entering or exiting in the peak hour warrants a Traffic Impact Study. Visit with Traffic Engineer for determination, and fill out a TIS Form that states whether one is warranted. In some cases, a trip generation may be requested for determination.

PRE-APPLICATION REVIEW TEAM (PRT) MEETING NOTES

PA# 20-144

Date: 9/1/20

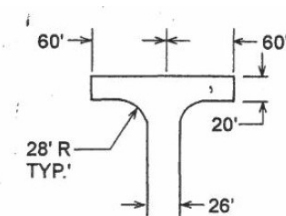
Time: N/A (sent via email)

Address: 2200 Sunport BLVD SE

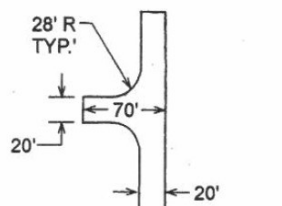
2. A proposed new traffic signal needs to A) follow guidelines for traffic signal spacing, B) meet the requirements for a traffic signal warrant study to be in operation and C) be approved by both Planning and by Traffic Operations.

Platting and Public Infrastructure Requirements for Roadways

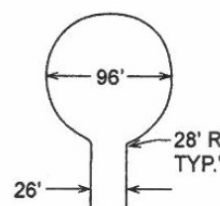
1. When submitting to DRB, all public roadway improvements that are required shall be shown on an infrastructure list. Public improvements must be included on a public work order set of drawings.
2. All public roadway facilities must be within public right-of-way including the entire width of the public sidewalk, all public curb ramps, overhead utilities, traffic signals and lighting, etc.
3. Curb and sidewalk is required along entire frontage of property. Follow IDO/DPM for specific width requirements.
4. There is a Bikeway Master Plan that is prepared MRCOG which lays out proposed bicycle facilities including bicycle trails, bike lanes, and bike routes. The site would be required to provide such facilities along the site frontage if they have not been constructed yet. Right-of-way dedication would likely be required.
5. Depending on site's use of an adjacent alleyway and on type of use for proposed site, alleyway improvements are required. This would include paving and/or proper right-of-way dedication to meet current width standards.
6. Follow DPM and MRCOG's Long Range Master Plan for roadway width requirements. Provide roadway cross-section. (New roadway requirements and roadway widening is also coordinated with Department of Municipal Development, depending on what plans or projects they may have on a specific roadway.)
7. If private road is over 150' long, the turnaround shall be per fire code dimensions. Fire Marshall Approval and Solid Waste Approval is required on all site layouts. For dead-ends, see options below for space dedicated to turn-arounds:



120' HAMMERHEAD



ACCEPTABLE ALTERNATIVE
TO 120' HAMMERHEAD



96' DIAMETER
CUL-DE-SAC

8. For any private access easements on plats, all beneficiaries and maintenance responsibilities must be listed.

PRE-APPLICATION REVIEW TEAM (PRT) MEETING NOTES

PA# 20-144 Date: 9/1/20 Time: N/A (sent via email)

Address: 2200 Sunport BLVD SE

9. Due to sight distance concerns and to construct sufficient curb ramps, right-of-way dedication is required to add curves to corners of properties at intersections if they are not already developed. See Table 23.3 of the DPM.
10. Any private structures that are located within public right-of-way such as fences and walls shall either be removed or else a revocable permit with the City is required in which an annual fee is paid per year, based on square footage of the encroachment.

If you would have additional questions or would like to schedule a follow-up conference call meeting please contact Linda Rumpf at lrumpf@cabq.gov

From: [Carmona, Dalaina L.](#)
To: [Michael Vos](#)
Subject: 2200 Sunport Blvd Neighborhood Meeting Inquiry
Date: Monday, August 3, 2020 4:37:03 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image007.png](#)
[M-16-Site.pdf](#)

Dear Applicant,

Please find the neighborhood contact information listed below.

Association Name	First Name	Last Name	Email	Address Line 1	City	State	Zip	Mobile Phone	Phone
District 6 Coalition of Neighborhood Associations	Dominic	Peralta	4district6@gmail.com	3800 Lead Avenue SE	Albuquerque	NM	87108		5053794388
District 6 Coalition of Neighborhood Associations	Patricia	Willson	info@willsonstudio.com	505 Dartmouth Drive SE	Albuquerque	NM	87106	5059808007	5052668944
Yale Village NA	Kim	Love	klove726@gmail.com	2122 Cornell Drive SE	Albuquerque	NM	87106	5056882162	
Yale Village NA	Donald	Love	donalddlove08@comcast.net	2125 Stanford Drive SE	Albuquerque	NM	87106	5054807175	
Victory Hills NA	Erin	Engelbrecht	e2brecht@gmail.com	PO Box 40298	Albuquerque	NM	87196		5053508984
Victory Hills NA	Patricia	Willson	info@willsonstudio.com	505 Dartmouth Drive SE	Albuquerque	NM	87106	5059808007	5052668944

You will need to e-mail each of the listed contacts and let them know that you are applying for a permit for your project. You can use this online link to find template language if you're not sure what information you need to include in your e-mail. <https://www.cabq.gov/planning/urban-design-development/public-notice>

If your permit application or project requires a neighborhood meeting, you can click on this link to find template language to use in your e-mail notification: <https://www.cabq.gov/planning/urban-design-development/neighborhood-meeting-requirement-in-the-integrated-development-ordinance>

If you have questions about what type of notification is required for your particular project, please click on the link below to see a table of different types of projects and what notification is required for each: <http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17-Part6.pdf>

Once you have e-mailed the contact individuals in each neighborhood, you will need to attach a copy of those e-mails AND a copy of this e-mail from the ONC to your permit application and submit it to the Planning Department for approval. **PLEASE NOTE:** The ONC does not have any jurisdiction over any other aspect of your permit application beyond the neighborhood contact information. We can't answer questions about sign postings, pre-construction meetings, permit status, site plans, or project plans, so we encourage you to contact the Planning Department at: 505-924-3860 or visit: <https://www.cabq.gov/planning/online-planning-permitting-applications> with those types of questions.

If your permit or project requires a pre-application or pre-construction meeting, please plan on utilizing virtual platforms to the greatest extent possible and adhere to all current Public Health Orders and recommendations. The health and safety of the community is paramount.

Thanks,



Dalaina L. Carmona

Senior Administrative Assistant
Office of Neighborhood Coordination
Council Services Department
1 Civic Plaza NW, Suite 9087, 9th Floor
Albuquerque, NM 87102
505-768-3334
dlcarmona@cabq.gov or ONC@cabq.gov
Website: www.cabq.gov/neighborhoods



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From: webmaster=cabq.gov@mailgun.org [mailto:webmaster=cabq.gov@mailgun.org] **On Behalf Of** webmaster@cabq.gov
Sent: Monday, August 03, 2020 2:32 PM
To: Office of Neighborhood Coordination <vos@consensusplanning.com>
Cc: Office of Neighborhood Coordination <onc@cabq.gov>
Subject: Neighborhood Meeting Inquiry Sheet Submission

Neighborhood Meeting Inquiry For:

Environmental Planning Commission

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

Contact Name

Michael Vos

Telephone Number

5057649801

Email Address

vos@consensusplanning.com

Company Name

Consensus Planning, Inc.

Company Address

302 8th Street NW

City

Albuquerque

State

NM

ZIP

87102

Legal description of the subject site for this project:

Portion of Tract A-1, Sunport Municipal Addition

Physical address of subject site:

2200 Sunport Blvd

Subject site cross streets:

Gibson and Girard

Other subject site identifiers:

Portion of Sunport southeast corner of Gibson and Girard and southwest corner of Miles and Girard

This site is located on the following zone atlas page:

M-16

=====
This message has been analyzed by Deep Discovery Email Inspector.

From: [Jim Strozier](#)
To: info@willsonstudio.com; 4district6@gmail.com; donalddlove08@comcast.net; klove726@gmail.com; e2brecht@gmail.com
Cc: [Michael Vos](#); [Shawna Ballay](#)
Subject: IDO Pre-Application Neighborhood Notification - Site Plan-EPC
Date: Monday, August 10, 2020 5:01:00 PM
Attachments: [IDOZoneAtlasPage_M-16-Z.pdf](#)

Dear Neighbors,

This email is notification that Consensus Planning will be preparing an application on behalf of Orion Group for an approximate 124-acre site located south of Gibson Boulevard SE and both east and west of Girard Boulevard SE (see attached Zone Atlas Page). The subject property consists of one parcel that is zoned Non-Residential Special Use (NR-SU) with a legal description of Tract A-1 Plat of Tracts A-1 & A-2 Sunport Municipal Addition Containing 2286.0091 Acres. The anticipated application will be to the Environmental Planning Commission (EPC) for review and approval of a Site Plan. The Site Plan will likely cover only a portion of the areas depicted on the attached Zone Atlas Page, but until the site plan is finalized, we are showing the entire area that could be affected.

The applicant is proposing to develop the site for light manufacturing facility with a total building footprint of approximately 2.2M square feet that will include light manufacturing (assembly); office space; a parking structure; hangar; and additional project amenities that could include a fitness center, food hall, daycare, etc.

As part of the IDO regulations, we are providing you an opportunity to discuss the application prior to submittal. Should you desire to request a meeting regarding this request, please do not hesitate to email us at cp@consensusplanning.com. You may also contact us by phone at 505-764-9801. Per the IDO, you have 15 days or until August 25, 2020 to request a meeting. If you do not want to schedule a meeting, please let us know that as well.

Thank you.

Jim Strozier, FAICP
Consensus Planning, Inc.
302 8th Street NW
(505) 764-9801

From: [Microsoft Outlook](#)
To: 4district6@gmail.com; klove726@gmail.com; e2brecht@gmail.com
Subject: Relayed: IDO Pre-Application Neighborhood Notification - Site Plan-EPC
Date: Monday, August 10, 2020 5:01:44 PM
Attachments: [IDO Pre-Application Neighborhood Notification - Site Plan-EPC.msg](#)

Delivery to these recipients or groups is complete, but no delivery notification was sent by the destination server:
4district6@gmail.com (4district6@gmail.com) <mailto:4district6@gmail.com>
klove726@gmail.com (klove726@gmail.com) <mailto:klove726@gmail.com>
e2brecht@gmail.com (e2brecht@gmail.com) <mailto:e2brecht@gmail.com>
Subject: IDO Pre-Application Neighborhood Notification - Site Plan-EPC

From: [Microsoft Outlook](#)
To: donalddlove08@comcast.net
Subject: Relayed: IDO Pre-Application Neighborhood Notification - Site Plan-EPC
Date: Monday, August 10, 2020 5:01:44 PM
Attachments: [IDO Pre-Application Neighborhood Notification - Site Plan-EPC.msg](#)

Delivery to these recipients or groups is complete, but no delivery notification was sent by the destination server:
donalddlove08@comcast.net (donalddlove08@comcast.net) <mailto:donalddlove08@comcast.net>
Subject: IDO Pre-Application Neighborhood Notification - Site Plan-EPC

CITY OF ALBUQUERQUE

LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

Project #: Pre-application

Property Description/Address: Tract A-1 Plat of Tracts A-1 and A-2 Sunport Municipal Addition
Containing 2286.0091 Acres

Date Submitted: September 6, 2020

Submitted By: Jocelyn M. Torres and Kathleen Oweegon

Meeting Date/Time: September 2, 2020

Meeting Location: Zoom

Facilitator: Jocelyn M. Torres

Co-facilitator: Kathleen Oweegon

Parties:

Applicant/Agent:

- ♦ Consensus Planning on behalf of Orion Group
- ♦ Orion Group

Neighborhood Associations/Interested Parties

- ♦ District 6 Coalition
- ♦ Nob Hill N.A.
- ♦ S. Los Altos N.A.
- ♦ Victory Hills N.A.

Background/Meeting Summary:

Consensus Planning is preparing an application on behalf of the Orion Group for an approximate 124-acre site located south of Gibson Boulevard SE and both east and west of Girard Boulevard SE. The anticipated application will be to the Environmental Planning Commission (EPC) for review and approval of a Site Plan.

The subject property consists of one parcel that is zoned Non-Residential Special Use (NR-SU) with a legal description of Tract A-1 Plat of Tracts A-1 and A-2 Sunport Municipal Addition Containing 2286.0091 Acres.

The applicant proposes to develop the site for light manufacturing facility with a total building footprint of approximately 2.2 million square feet that will include light manufacturing (assembly); office space; a parking structure; hangar; and additional project amenities that could include a fitness center, food hall, daycare, etc.

In the meeting, the project team presented the proposed site plan, and other details of the project plan at its current stage in the process.

While neighbors did have questions, no one spoke in opposition of the project or any of the information shared in the meeting.

Outcome:

- Areas of Agreement
 - o A District 6 Coalition representative shared that this is the type of development that fits well in this part of District 6.

CITY OF ALBUQUERQUE

LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

- Unresolved Issues and Concerns - None articulated.
- Next Steps – EPC Application 9/24/20; EPC Agenda & Staff Report 11/5/20; EPC Hearing 11/12/20.

Meeting Specifics:

1) Applicant Presentation.

a) Project and Team Introductions:

- i) Bruce Stidworthy, Bohannon Huston introduced the project team and collaborating organizations:

- (1) Bohannon Huston contracted with Orion to oversee civil engineering and EPC process.

- (2) Molzen-Corbin and Associates: Civil Engineering firm that will be addressing grading, utilities, and airport/FAA interface issues – Kevin Eades and Mike Provine.

- (3) Lee Engineering: will be responsible for the traffic study.

- (4) Davis Partnership Architects: taking the lead on the design of the buildings

- (i) Jena Lester

- (ii) Joe Lear

- (5) Orion Group - James Reid Gorman – ownership group

- (6) Consensus Planning

- (a) Jim Srozier - Principal

- (b) Shawna Ballay – Senior Project Manager

- (c) Michael Vos - Primary agent for project

- (7) CABQ Departments

- (a) City Planning – Russell Brito

- (b) CABQ Aviation – Nyika Allen

- (c) CABQ Economic Development – Synthia Jaramillo

b) James Reid Gorman presentation

- i) Orion is a subsidiary of Theia Group, Inc., a privately held aerospace company with headquarters in Washington, DC.

- ii) Looking forward to being formally introduced to the Albuquerque community soon. This will happen in a coordinated announcement with the State of NM & CABQ.

- (1) Please look at our website – www.Theiagroupinc.com to learn more about the company.

- iii) This project has been in planning and development stage for over a year on a site previously identified by the City to accommodate aviation and aerospace innovation partnerships.

- (1) Have been working closely with New Mexico EDD, the City of Albuquerque and City Aviation on coordination

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LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

- (a) Economic Development – Job Creation and Collaboration with City Departments: Mayor’s Office, NM Economic Development Director, Synthia Jaramillo, and City Aviation Director, Nyika Allen
- iv) Have recently completed the initial phase of Civil Engineering, Geotechnical Engineering, and Architectural Engineering, and are now commencing with the local entitlement process. Tonight’s meeting is an important first step.
- v) Project details:
 - (1) Developing a site previously identified by the City to accommodate aerospace and aviation innovation partnerships
 - (2) 4.1 million square feet of new construction for light manufacturing and associated uses, including:
 - (a) food service area
 - (b) hangar
 - (c) daycare
 - (d) extended-stay suites
 - (e) fitness center
 - (f) parking structure
 - (3) Expect to generate 1000 new jobs – high pay, high tech, and critical service roles
 - (4) Later in this meeting, other team members will share the entitlement schedule and preliminary site layout
 - (5) Depending on progress of the entitlement process, the initial site work could commence in the first quarter of 2021, with local hiring beginning in 2021.
 - (a) Excited to expand into NM and call Albuquerque home
 - (i) Appreciate the ABQ talent pool and the many benefits of the ABQ area
 - (6) Based on the above start date, some phases of construction could be completed by the 2nd quarter of 2023.
- c) CABQ Economic Development – Synthia Jaramillo, Director:
 - i) This aviation development project is supported by the CABQ EDD
 - ii) The global space economy is expected to grow to three trillion dollars by 2045
 - iii) ABQ is well-positioned to lead the country and capitalize on this growth due to four key assets that make ABQ a low-cost, high value magnet for the aerospace industry:
 - (1) Lowest property tax in the nation for this industry
 - (2) Unrestricted airspace
 - (3) Low population density
 - (4) Large swaths of vacant land
 - (a) Easier to establish social distancing accommodation
- d) CABQ Aviation Dept. –Nyika Allen, Director

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LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

- i) This department focuses on the aviation and aerospace sector, which is important for the local economy
- ii) This project meets the goals for the Albuquerque International Sunport's Aviation Center of Excellence (ACE) Business Park – a former runway decommissioned in 2012. Since then, the goal has been to recruit businesses from far and wide to the ACE.
- iii) The CABQ Aviation Dept. is excited to work with the Orion Group.
- e) Zoning and Planning Policies – Jim Strozier, Consensus Planning:
 - i) Comprehensive Plan
 - (1) As part of the entitlement process, this application includes justification and analysis of goals and policies that impact projects like this.
 - (2) The Comprehensive Plan covers a lot of the policies and targets for economic development, job creation and industry.
 - (3) The Sunport also has its own sustainability master plan with the goal of making it the most sustainable airport in the US. We take those responsibilities seriously.
 - ii) Zoning code – now known as the Integrated Development Ordinance (IDO); a four-inch-thick notebook.
 - (1) In the IDO, this property is zoned Special Use/Non-residential – specifically related to the airport, which requires site plan approval by the EPC.
 - (2) The focus of this current effort is to develop a site plan and apply to CABQ for approval.
 - (3) There are also FAA regulations that factor into what we're doing because we're part of the airport.
 - (4) Part of the design team's job is to understand the policy framework rules and regulations in the zoning code and the FAA.
 - iii) Q: Which corner of Gibson and Girard is the project on?
 - (1) A: SE corner.
- b) Proposed Site plan - Joseph Lear – Davis Partnership Architects, Denver, CO:
 - i) Showed images and reviewed the proposed site plan.
 - ii) Gibson is to the North of the project, the Sunport airport runway is South, Kirtland AFB is on the eastern border, Girard is the western boundary on portions of the site at the north and south. The site bubbles a bit to the west as we get south of Miles Rd. and extends westward to Columbia.
 - iii) On the SW is the terminal.
 - iv) The large tarmac area will lead into the assembly building. This includes light assembly. It is the largest building, with 2.6 million square feet, which takes up most of site.
 - v) Immediately north will be an eight-story building of slightly over 1.3 million square feet. We call this the "combo building."
 - (1) There are two levels of small parts assembly, which are 25 feet high and 1.3 million square feet.

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LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

- (2) There are four levels of labs.
- (3) There are two levels of office space on the top floors.
- vi) The parking structure site is east of Girard.
 - (1) Parking screened from Girard – easy access parking, but visually screened by nicer buildings.
 - (2) Large space to the south of garage is open space – will have water retention to control site runoff.
 - (3) Orion Center doesn't want employees crossing grade, so they propose sky bridges between buildings. The bridges will be located from the garage to the assembly and one other building. The bridges will mitigate traffic flow.
- vii) Large area to the north (of graphic) is undeveloped at this time and is targeted for future growth.
- viii) Developers propose a formal entry to the campus from Gibson, which will use the existing curb cut without adding others.
 - (1) There is another existing auxiliary service curb cut that will be used for an emergency exit.
- ix) Girard graphic – looking at entry leading into front of combo building and its drop-off area.
- x) There is a larger service entry just south of the combo building for service access to the large assembly and combo buildings.
- xi) The driveway loops through the campus to allow easy ingress and egress for service and emergency vehicles, and still allow for security.
- xii) Security fencing: There will be a utilitarian concrete fence on east and south sides of site around the assembly area. Then for the more public face of the campus, along Gibson and Girard, the fence will be nicer presentation, more pleasant to look at.
 - (1) Q: How tall will the fence be?
 - (a) A: Ten feet for concrete and the same height for the front.
 - (2) There is some grade-plane difference between Girard and the site:
 - (a) We want to maintain and augment the streetscape that the City has put in along Girard and at the front of the site along Gibson. We will try to keep the buildings behind that area and not interrupt what's there.
 - (b) On Gibson and the north part of Girard down to the combo building, there will be a small retaining wall – stepped back and then have the security fence behind it so that it doesn't look like a utilitarian or uninviting place.
- xiii) The more public face on Gibson and Girard looks more like a corporate campus entrance.
- xiv) Some of the site will be west of Girard – bordered by Miles Rd. on the north and Columbia on the west. We propose to extend Columbia to connect to Girard and have a 2100 space parking garage to support employee parking.
- xv) Amenities building: The market/food hall near the parking structure is similar to the Sawmill Market.

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LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

- (1) Extended stay:
 - (a) L-shaped building by garage
 - (b) Five-six stories
 - (c) 80-85 units
- (2) Ground level:
 - (a) Lobby
 - (b) Fitness center for campus
 - (c) Security badge center
- xvi) We want the outdoor areas to be very open and inviting with outdoor plazas connecting the indoor and outdoor areas.
- xvii) The daycare center in Phase One will be 25,000 square feet.
- xviii) 3D views of the proposed site plan were shown to meeting participants.
- xix) Some ground level parking: 200 spaces in front of the combo building, 200 at grade. Along with the 2100 spaces in the structure, there will be a total of 2,500 parking spaces.
- xx) There is also available space for future expansion of the parking garage and for amenities; all with the view toward retaining the current streetscape on Girard.
- xxi) From SW looking NE, see terminal, hangar space, leading into assembly space, combo building, amenities building, etc.
- xxii) Heights – flat site:
 - (1) tallest building – 175 feet above tarmac level
 - (2) steps down to 125 tall in the middle
 - (3) last part 135 feet tall
 - (4) combo building 160 feet at top
 - (5) Height cap for site based on FAA – 185 feet
 - (a) We want to stay 10 feet below that, just in case we have a light that sticks up, etc.
 - (6) Amenity building – 70-90 feet high
- xxiii) This project must comply with:
 - (1) Sunport Sustainability Master Plan
 - (2) Integrated Development Ordinance (IDO)
 - (3) FAA Regulations
 - (4) Conceptual Site Plan Review
 - (a) Access, Circulation, Parking
- xxiv) Employee Shifts – Timing of Shift Changes
 - (1) 3 shifts
 - (a) 6:00 a.m.-3:00 p.m.– tied to operations in Washington DC office
 - (i) off rush hour for ABQ commuters

CITY OF ALBUQUERQUE

LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

(b) 3:00 p.m.-10:00 p.m.

(c) 10:00 p.m. – 6:00 a.m.

xxv) Hazardous Materials

(1) Normal materials – no extraordinary hazardous materials

(2) Generators will have fuel storage tanks in containers

(3) Liquid nitrogen – common for assembly spaces

c) Schedule and Timing for EPC process – Jim

i) The process with City is to request review and approval of the site plan for this facility.

(1) We plan to apply on September 24, 2020.

(2) Based on that, the application would be reviewed at the EPC hearing on November 12, 2020.

(3) There is a 6-week period of time where – although we have had informal initial conversations with planning and public works staff about the project – once the application is formally made, there will be a formal review of the plan.

(a) We appreciate Russell Brito's and Maggie Gould's participation on this.

ii) Q: Start time for EPC hearing?

(1) A: 8:30 a.m., but we don't know when in the agenda it will be heard. We will know approximately one week ahead of time when the agenda is made available.

(2) The agenda and the staff report are available at same time, which we expect to be November 5, 2020.

(3) Neighbors can check with Jim if they have any questions.

(4) It will likely be a Zoom meeting. – that information will be provided with the agenda and will be available on the EPC website.

2) Neighbors' response

a) Q: Do you have tenants identified, and if so, who?

i) A: All Orion Center employees.

b) Q: What is the name of this development?

i) A: Orion Center is the formal name used to-date.

c) Q: Are the food court and other amenities for the public or just employees?

i) A: Just employees.

d) Comment from District 6 Coalition: Certainly this type of development fits well in this part of District 6. District 6 has a lot of land, so this kind of high-dollar job is important. We also need housing in this district.

e) VHNA resident asked for residential housing, not apartments – wants views unobstructed.

i) Jim: Zoning for this property doesn't allow housing for this project

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LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

- f) Q: The development is not obstructing residents' views because there's no housing in that vicinity, right?
 - i) A: Correct.
- g) Q: Girard remains open as back way to the airport?
 - i) A: Yes – that's why the sky-bridges will avoid restricting that flow.
- h) Q: Kirtland is east of you, then Sandia National Labs is further east. Regarding security, are employees DOE or DOD classified?
 - i) A: Our initial focus is to build products for our own company, so in the early stages you'll see a traditional high-tech workforce. Possibly, over time, we may work with government agencies, but the initial focus is strictly on our own product.
- i) Q: Regarding light industrial assembly: There are aircraft there – are you building aircraft or modifying them?
 - i) A: Neither. You can visit our website to learn more about what we're doing.
 - (1) There's a 9-min. movie on the website that paints the vision of how we're coming to the in marketplace with our product – building satellites.
 - (2) The reason for the hangar is that we can import raw materials via air for some of our products
 - (a) Bruce (BHI): He means components for parts – we won't actually be manufacturing from truly raw materials.
- j) Q: Is this the integration facility for the satellite. Will you be doing environmental testing?
 - A: Yes, this type of facility is called AIT – assembly, integration and testing.

Application Hearing Details:

1. Hearing scheduled: November 12, 2020
2. Hearing Time:
 - a. The Commission will begin hearing applications at 8:30 a.m.
 - b. The actual time this application will be heard by the Commission will depend on the applicant's position on the Commission's Agenda.
3. Hearing Process:
 - a. Comments from facilitated meetings will go into a report which goes to the City Planner.
 - b. City Planner includes the facilitator report in recommendations.
 - c. The Commission will issue a decision and the parties have 15 days to appeal.
4. Resident Participation at Hearing:
 - a. Written comments should be sent to: 600 2nd St., 3rd floor, Albuquerque, NM, 87102 OR Laurie Moye, EPC Chair, c/o Planning Department, 600 2nd St., 3rd floor, Albuquerque, NM, 87102.

CITY OF ALBUQUERQUE

LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

Names and Affiliations of Attendees:

- ♦ **CABQ**
 - Russell Brito – Planning
 - Maggie Gould – Planning
 - Synthia Jaramillo – EDD Director
 - Nyika Allen – Aviation Director
- ♦ **Consensus Planning**
 - Jim Strozier
 - Shawna Ballay
 - Michael Vos
- ♦ **Orion Group/Theia Group, Inc.**
 - James Reid Gorman
- ♦ **Bohannon Huston**
 - Bruce Stidworthy
 - Jeff Mulbery
- ♦ **Molzen Corbin**
 - Mike Provine
 - Kevin Eads
- ♦ **Davis Partnership Architects**
 - Jena Lester
 - Joseph Lear
 - Susan Davis
- ♦ **Neighbors**
 - **District 6 Coalition**
 - Patty Willson
 - **SLANA**
 - Arthur Bazan
 - **VHNA**
 - Angela Vigil
 - Patty Willson
 - **NHNA**
 - Bill Ashford
 - Rahim Kassam
 - Mike Racine – nearby homeowner, no affiliation noted
 - Tami Wiggins – nearby homeowner, no affiliation noted

District 6 Neighborhood Coalition Agenda, 9/2/20, 5PM MST

Group Orion Team attendees:

- James Reid Gorman – Group Orion/Theia Group, Inc.
- Bruce Stidworthy – Bohannon Huston
- Jeff Mulbery – Bohannon Huston
- Jim Strozier – Consensus Planning
- Michael Vos – Consensus Planning
- Shawna Ballay – Consensus Planning
- Joe Lear – Davis Partnership Architects
- Jena Lester – Davis Partnership Architects
- Susan Davis – Susan Davis International

1. **Project and Team Introduction** – Bruce Stidworthy of Bohannon Huston introduced each Orion Center team member and then turned it over to James Reid Gorman of Group Orion for a brief introduction to the project.

Group Orion intro:

Thank you for everyone's interest in this project and for your participation tonight. Group Orion is a subsidiary of Theia Group, Incorporated, a privately held aerospace company headquartered in Washington, DC. We will be formally introducing Theia to the Albuquerque community in the very near future, via a coordinated announcement between the State of New Mexico and the City of Albuquerque. In the meantime, if you want to learn more about Theia please visit our website at www.theiagroupinc.com.

This project has been in the planning and development stage for over a year, with plans to develop a site previously identified by the City to accommodate aerospace and aviation innovation partnerships. Over that time, we have worked closely with New Mexico EDD, the City of Albuquerque and City Aviation on coordination. Having recently completed the initial phase of Civil Engineering, Geotechnical Engineering, and Architectural Engineering, we have now commenced with the local entitlements process, of which tonight's meeting is an important first step.

The project we'll be discussing this evening will include 4.1M SF of new construction for light manufacturing and associated uses to include office space, hangar, food hall, daycare, extended stay suites, fitness center, and a parking structure. Once complete, the initial phase of the facility is targeting 1,000 jobs. These jobs will be high-paying, high-tech, and critical service role positions.

As the meeting progresses this evening, we will share the anticipated entitlement schedule and preliminary site layout. Depending upon the progress of the entitlements process, the initial site

work could commence as soon as Q1 2021, with certain phases of construction being completed by Q2 2023 (based on that referenced start date). In the interim, Group Orion intends to establish a formal footprint in Albuquerque and start hiring employees during 2021, utilizing existing local facilities that are currently being explored.

We are very excited to expand into New Mexico and call Albuquerque our home. The area has a tremendous talent pool in the aerospace industry and many other wonderful reasons to support our expansion. Now I'd like to turn it over to our moderator to start the session. Thank you.

2. Economic Development – City of Albuquerque representatives:

- a. Statement from Synthia Jaramillo, Director – City of Albuquerque Economic Development
- b. Statement from Nyika Allen, Director, Director – City of Albuquerque Aviation Department

3. Zoning and Planning Policies – Jim Strozier/Consensus Planning; Jim discussed the following topics:

- a. Comprehensive Plan
- b. Sunport Sustainability Master Plan
- c. Integrated Development Ordinance (IDO)
- d. FAA Regulations

4. Conceptual Site Plan Review – Joe Lear/Davis Partnership Architects; Joe discussed the following topics:

- a. Site Plan – the overall site plan was reviewed and explained with various imagery
- b. Access, Circulation, and Parking – circulation has been designed to minimize the impact to Gibson and Girard. Structured parking was explained. Multiple sky bridges are being built for pedestrian flow, etc.
- c. Employee Shifts - timing of shift change explained in order to avoid peak hour traffic
- d. Hazardous Materials – normal industrial and assembly materials, no extraordinary hazardous materials on site
- e. Security – the site will be secure, with various types of external fencing and secure access points
- f. Amenities – explanation of the various employee amenities, as described in the opening statement

5. **Anticipated Process and Schedule** – Jim Strozier/Consensus Planning: Jim discussed the following topics:
 - a. Environmental Planning Commission (EPC) Hearing, which is required due to SU-NR Zoning
 - b. Application submittal 9/24
 - c. EPC Hearing 11/12.

6. **Questions and Comments** – questions were asked throughout and after the presentation. All questions were answered by various Group Orion team members

Media inquiries:

- Susan Davis International
- <https://www.susandavis.com/>
- 202-674-7111

SIGN POSTING AGREEMENT

REQUIREMENTS

POSTING SIGNS ANNOUNCING PUBLIC HEARINGS

All persons making application to the City under the requirements and procedures established by the Integrated Development Ordinance are responsible for the posting and maintaining of one or more signs on the property which is subject to the application, as shown in Table 6-1-1. 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 for a \$10 fee per sign. If the application is mailed, you must still stop at the Development Services Front Counter to pick up the sign(s).

The applicant is responsible for ensuring that the signs remain posted throughout the 15-day period prior to any public meeting or 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.

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.

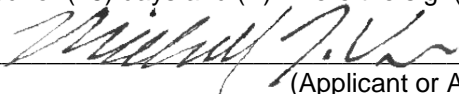
4. TIME

Signs must be posted from _____ To _____

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.



(Applicant or Agent)

9/24/20

(Date)

I issued _____ signs for this application, _____, _____
(Date) (Staff Member)

PROJECT NUMBER: PR-2019-002761

From: Carmona, Dalaina L.
To: Michael Vos
Subject: 2200 Sunport Blvd and 2540 Alamo Ave SE Public Notice Inquiry
Date: Thursday, September 24, 2020 9:19:26 AM
Attachments: image001.png
 image002.png
 image003.png
 image004.png
 image007.png
 M-16-Site.pdf

Dear Applicant,

Please find the neighborhood contact information listed below.

Association Name	First Name	Last Name	Email	Address Line 1	City	State	Zip	Mobile Phone	Phone
District 6 Coalition of Neighborhood Associations	Patricia	Willson	info@willsonstudio.com	505 Dartmouth Drive SE	Albuquerque	NM	87106	5059808007	5052668944
District 6 Coalition of Neighborhood Associations	Mandy	Warr	mandy@theremedaydayspa.com	119 Vassar Drive SE	Albuquerque	NM	87106		5054014367
Yale Village NA	Kim	Love	klove726@gmail.com	2122 Cornell Drive SE	Albuquerque	NM	87106	5056882162	
Yale Village NA	Donald	Love	donalddlove08@comcast.net	2125 Stanford Drive SE	Albuquerque	NM	87106	5054807175	
Victory Hills NA	Erin	Engelbrecht	e2brecht@gmail.com	PO Box 40298	Albuquerque	NM	87196		5053508984
Victory Hills NA	Patricia	Willson	info@willsonstudio.com	505 Dartmouth Drive SE	Albuquerque	NM	87106	5059808007	5052668944

You will need to e-mail each of the listed contacts and let them know that you are applying for a permit for your project. You can use this online link to find template language if you're not sure what information you need to include in your e-mail. <https://www.cabq.gov/planning/urban-design-development/public-notice>

If your permit application or project requires a neighborhood meeting, you can click on this link to find template language to use in your e-mail notification: <https://www.cabq.gov/planning/urban-design-development/neighborhood-meeting-requirement-in-the-integrated-development-ordinance>

If you have questions about what type of notification is required for your particular project, please click on the link below to see a table of different types of projects and what notification is required for each: <http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17-Part6.pdf>

Once you have e-mailed the contact individuals in each neighborhood, you will need to attach a copy of those e-mails AND a copy of this e-mail from the ONC to your permit application and submit it to the Planning Department for approval. **PLEASE NOTE:** The ONC does not have any jurisdiction over any other aspect of your permit application beyond the neighborhood contact information. We can't answer questions about sign postings, pre-construction meetings, permit status, site plans, or project plans, so we encourage you to contact the Planning Department at: 505-924-3860 or visit: <https://www.cabq.gov/planning/online-planning-permitting-applications> with those types of questions.

If your permit or project requires a pre-application or pre-construction meeting, please plan on utilizing virtual platforms to the greatest extent possible and adhere to all current Public Health Orders and recommendations. The health and safety of the community is paramount.

Thanks,



Dalaina L. Carmona

Senior Administrative Assistant
 Office of Neighborhood Coordination
 Council Services Department
 1 Civic Plaza NW, Suite 9087, 9th Floor
 Albuquerque, NM 87102
 505-768-3334
dcarmona@cabq.gov or ONC@cabq.gov
 Website: www.cabq.gov/neighborhoods



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: Wednesday, September 23, 2020 3:49 PM
To: Office of Neighborhood Coordination <vos@consensusplanning.com>
Cc: Office of Neighborhood Coordination <onc@cabq.gov>
Subject: Public Notice Inquiry Sheet Submission

Public Notice Inquiry For:

Environmental Planning Commission

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

Contact Name

Michael Vos

Telephone Number

5057649801

Email Address

vos@consensusplanning.com

Company Name

Consensus Planning, Inc.

Company Address

302 8th Street NW

City Albuquerque

State NM

ZIP 87102

Legal description of the subject site for this project:

Portion of Tract A-1, Sunport Municipal Addition and Tract A-1-B, Airport Park

Physical address of subject site:

2200 Sunport Blvd and 2540 Alamo Ave SE

Subject site cross streets:

Gibson and Girard

Other subject site identifiers:

Southeast corner of the referenced intersection

This site is located on the following zone atlas page:

M-16

=====
This message has been analyzed by Deep Discovery Email Inspector.



Landscape Architecture
Urban Design
Planning Services

302 Eighth St. NW
Albuquerque, NM 87102

(505) 764-9801
Fax 842-5495
cp@consensusplanning.com
www.consensusplanning.com

September 24, 2020

Dear Neighbors:

This letter is notification that Consensus Planning, Inc. has applied for a Site Plan – EPC on behalf of Group Orion, LLC for the property commonly known as the Aviation Center of Excellence (ACE). The City of Albuquerque is the owner of the property.

The subject site consists of Tract A-1, Sunport Municipal Addition and Tract A-1-B, Airport Park generally located south of Gibson Boulevard on the east and west sides of Girard Boulevard as shown on the attached zone atlas page. It is approximately 116 acres in size and zoned NR-SU: Non-residential Sensitive Use. The requested Site Plan - EPC proposes development of the site with approximately 5.5M gross square feet of light manufacturing (assembly), office, parking, and related employee amenity uses including a hotel and food hall. A neighborhood meeting was held to discuss this request on September 2, 2020.

The EPC Public Hearing for this application will be held on Thursday, November 12, 2020 starting at 8:40 AM. Due to the ongoing public health orders, this meeting will be in a virtual format via the Zoom software platform. The URL for joining via videoconference or call-in numbers for audio only are as follows:

Join Zoom Meeting: <https://cabq.zoom.us/j/95938270222>

Meeting ID: 959 3827 0222

One tap mobile

+16699006833,,95938270222# US (San Jose)

+12532158782,,95938270222# US (Tacoma)

Dial by your location

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

Meeting ID: 959 3827 0222

Find your local number: <https://cabq.zoom.us/j/95938270222>

The meeting agenda will be posted on the Planning Department website by the Friday before the hearing on November 6, 2020. Please visit

<http://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/epc-agendas-reports-minutes> to review the agenda and staff reports.

Under the IDO, anyone may request, and the City may require an applicant to attend a City-sponsored facilitated meeting with Neighborhood Associations, based on the complexity and potential impacts of a proposed project (IDO Section 14-16-6-4(D)).

Please do not hesitate to contact me via phone at (505) 764-9801 or email at cp@consensusplanning.com if you have any questions, would like to meet, or desire any additional information. Affected Neighborhood Associations may request a facilitated Meeting regarding this project by contacting the Planning Department at devhelp@cabq.gov or 505-924-3955. To view and download the Facilitated Meetings

PRINCIPALS

James K. Strozier, FAICP
Christopher J. Green, PLA,
ASLA, LEED AP
Jacqueline Fishman, AICP



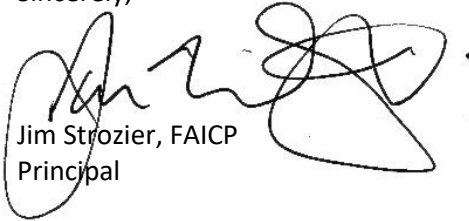
Landscape Architecture
Urban Design
Planning Services

302 Eighth St. NW
Albuquerque, NM 87102

(505) 764-9801
Fax 842-5495
cp@consensusplanning.com
www.consensusplanning.com

Criteria, visit <http://www.cabq.gov/planning/urban-design-development/facilitated-meetings-for-proposed-development>.

Sincerely,


Jim Strozier, FAICP
Principal



For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

PRINCIPALS

James K. Strozier, FAICP
Christopher J. Green, PLA,
ASLA, LEED AP
Jacqueline Fishman, AICP



87102

Donald Love
Yale Village NA
2125 Stanford Drive SE
Albuquerque, NM 87106

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Kim Love
Yale Village NA
2122 Cornell Drive SE
Albuquerque, NM 87106

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0002118651 SEP 24 2020
MAILED FROM ZIP CODE 87102

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87102

Erin Engelbrecht
Victory Hills NA
PO Box 40298
Albuquerque, NM 87196

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0002118651 SEP 24 2020
MAILED FROM ZIP CODE 87102

s Planning
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, NM 87102

Patricia Willson
Victory Hills NA & District 6 Coalition
505 Dartmouth Drive SE
Albuquerque, NM 87106

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0002118651 SEP 24 2020
MAILED FROM ZIP CODE 87102

Planning
et NW
NM 87102

Mandy Warr
District 6 Coalition
119 Vassar Drive SE
Albuquerque, NM 87106

FIRST-CLASS



PITNEY BOWES
US POSTAGE
02 1P \$ 000.50⁰
0002118651 SEP 24 2020
MAILED FROM ZIP CODE 87102

From: [Michael Vos](#)
To: info@willsonstudio.com; "Mandy Warr"; klove726@gmail.com; donalddlove08@comcast.net; e2brecht@gmail.com
Cc: [Jim Strozier](#); [Bruce Stidworthy](#)
Subject: Notice of Application for Site Plan - EPC at Gibson and Girard SE
Date: Thursday, September 24, 2020 10:06:00 AM
Attachments: [M-16-Site.pdf](#)

Dear Neighbors:

This email is notification that Consensus Planning, Inc. has applied for a Site Plan – EPC on behalf of Group Orion, LLC for the property commonly known as the Aviation Center of Excellence (ACE). The City of Albuquerque is the owner of the property.

The subject site consists of Tract A-1, Sunport Municipal Addition and Tract A-1-B, Airport Park generally located south of Gibson Boulevard on the east and west sides of Girard Boulevard as shown on the attached zone atlas page. It is approximately 116 acres in size and zoned NR-SU: Non-residential Sensitive Use. The requested Site Plan - EPC proposes development of the site with approximately 5.5M gross square feet of light manufacturing (assembly), office, parking, and related employee amenity uses including a hotel and food hall. A neighborhood meeting was held to discuss this request on September 2, 2020.

The EPC Public Hearing for this application will be held on Thursday, November 12, 2020 starting at 8:40 AM. Due to the ongoing public health orders, this meeting will be in a virtual format via the Zoom software platform. The URL for joining via videoconference or call-in numbers for audio only are as follows:

Join Zoom Meeting: <https://cabq.zoom.us/j/95938270222>

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One tap mobile

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+1 646 558 8656 US (New York)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

Meeting ID: 959 3827 0222

Find your local number: <https://cabq.zoom.us/u/acn75hg9We>

The meeting agenda will be posted on the Planning Department website by the Friday before the hearing on November 6, 2020. Please visit <http://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/epc-agendas-reports-minutes> to review the agenda and staff reports.

Under the IDO, anyone may request, and the City may require an applicant to attend a City-

sponsored facilitated meeting with Neighborhood Associations, based on the complexity and potential impacts of a proposed project (IDO Section 14-16-6-4(D)).

Please do not hesitate to contact me via phone at (505) 764-9801 or email at cp@consensusplanning.com if you have any questions, would like to meet, or desire any additional information. Affected Neighborhood Associations may request a facilitated Meeting regarding this project by contacting the Planning Department at devhelp@cabq.gov or 505-924-3955. To view and download the Facilitated Meetings Criteria, visit <http://www.cabq.gov/planning/urban-design-development/facilitated-meetings-for-proposed-development>.

Sincerely,

Michael Vos, AICP

CONSENSUS PLANNING, INC.

302 Eighth Street NW

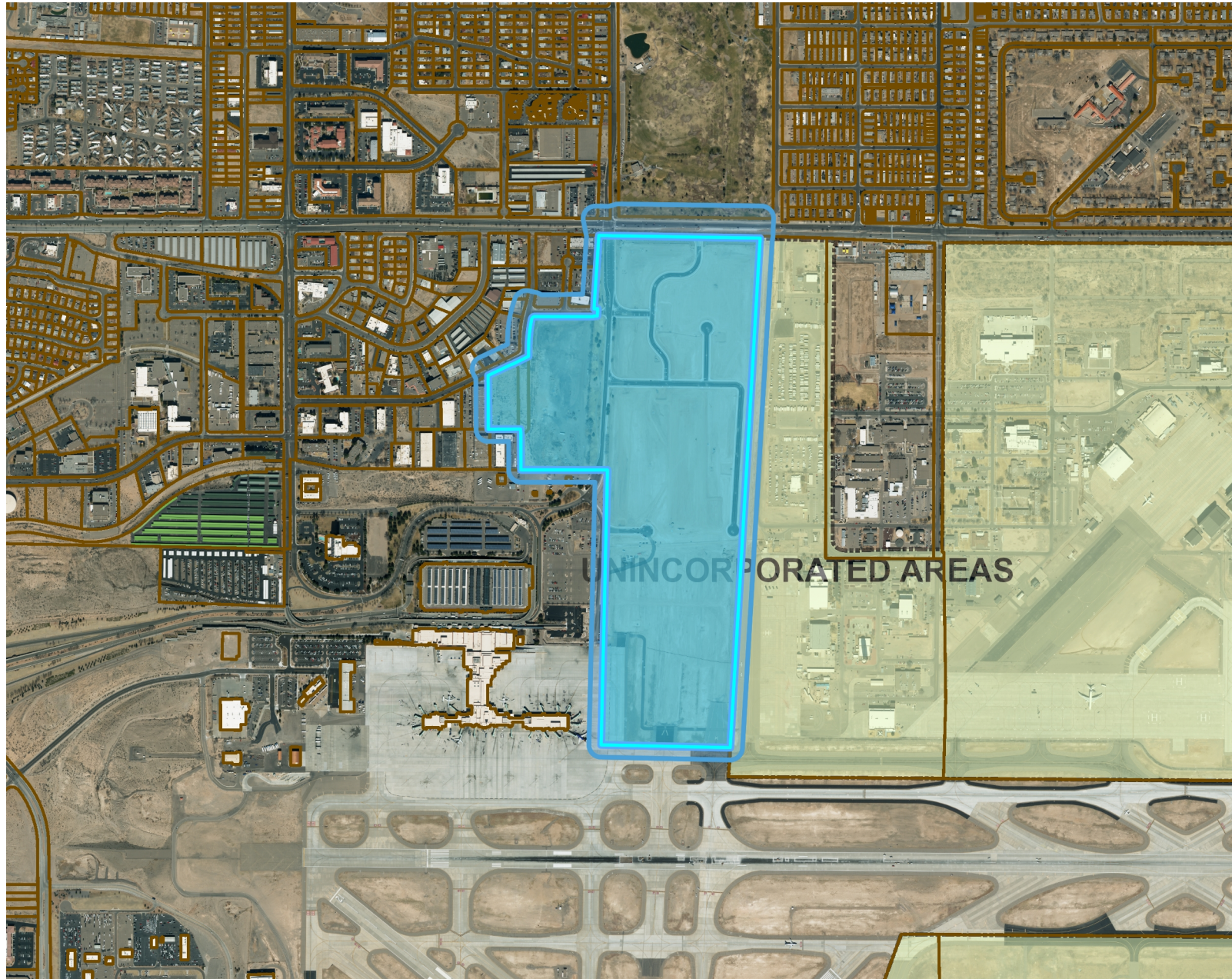
Albuquerque, NM 87102

phone (505) 764-9801

vos@consensusplanning.com



100-Foot Property Owner Buffer Map



Legend

- Bernalillo County Parcels
- Municipal Limits
 - Corrales
 - Edgewood
 - Los Ranchos
 - Rio Rancho
 - Tijeras
 - UNINCORPORATED
- World Street Map

Notes

Prepared by Consensus Planning
9/23/20

2,404 0 1,202 2,404 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
9/23/2020 © City of Albuquerque

1: 14,426

The City of Albuquerque ("City") provides the data on this website as a service to the public. The City makes no warranty, representation, or guaranty as to the content, accuracy, timeliness, or completeness of any of the data provided at this website. Please visit <http://www.cabq.gov/abq-data/abq-data-disclaimer-1> for more information.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

UPC	Owner	Owner Address	Owner Address 2	SITUS Address	SITUSADD2	Legal Description	Acres
101605514941520206	2501 ALAMO LLC	807 MORNINGSIDE PL SE	ALBUQUERQUE NM 87108-3358	2501 ALAMO AVE SE	ALBUQUERQUE NM 87106	TR A-9A BLK 2 SUMMARY PLAT TRS A-8A & A-9A BEING A REPL OF TRS A-8 & A-9 BLK 2 AIRPORT INI	0.5538
101605520847620147	ADC LTD NM	2100 AIR PARK RD SE SUITE 120	ALBUQUERQUE NM 87106-3227	2109 AIRPARK RD SE	ALBUQUERQUE NM 87106	*6A PLAT OF LOT 6A AIRPORT BUSINESS PARK BEING A REPLAT OF LOTS 6, 7 & 8 AIRPORT BUSINESS	1.4844
101605523745920142	AR PROPERTY LLC	8313 CALLE PICAFLO NW	ALBUQUERQUE NM 87120-3105	2701 MILES RD SE	ALBUQUERQUE NM 87106	TR A - AIRPORT BUSINESS PARK (A REPL OF LT 1, 2 & 3) CONT 1.6352 AC	1.6367
10160552394920145	CBRS LLC	2100 AIR PARK RD SE SUITE 120	ALBUQUERQUE NM 87106-3227	2100 AIRPARK RD SE	ALBUQUERQUE NM 87106	* 4 AIRPORT BUSINESS PARK CONT 1.4204 AC	1.4204
101605625605630230	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248	GIRARD BLVD SE	ALBUQUERQUE NM 87106	TR C SUNPORT MUNICIPAL ADDITION TRACTS A,B,C,D,E,F,G,H,I,J,K,L& M A REPLAT OF LANDS OF ALI	1.9846
101605517538920120	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248	ALAMO AV SE	ALBUQUERQUE NM 87106	TR A-1-B REPL OF TR Z-4 & A-1 AIRPORT PARK TO TRS A-4-A, A-1-A, A-1-B & A-1-C AIRPORT PARK CI	2.7719
101605633015040101	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248	1800 GIRARD BLVD SE	ALBUQUERQUE NM 87106	TR B SUNPORT MUNICIPAL ADDITION TRACTS A,B,C,D,E,F,G,H,I,J,K,L& M A REPLAT OF LANDS OF ALI	72.3558
101605420230220101	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248	2200 SUNPORT BLVD SE	ALBUQUERQUE NM 87106	TR A-1 PLAT OF TRS A-1 & A-2 SUNPORT MUNICIPAL ADDNCONT 2286.0091 AC	2286.0091
101605420230220101C4	CITY OF ALBUQUERQUE	PO BOX 1293	ALBUQUERQUE NM 87103-2248		ALBUQUERQUE NM 87106	(IMPROVEMENT ONLY) PLAT OF TRS A-1 & A-2 SUNPORT MUNICIPALADDN	0
101605515334820114	CRADDOCK CONSTRUCTION CO INC C/O CRADDOCK COMPANIES	337 E PIKES PEAK AVE SUITE 200	COLORADO SPRINGS CO 80903-1939	2460 ALAMO AVE SE	ALBUQUERQUE NM 87106	TR Z-4-A REPL OF TR Z-4 & A-1 AIRPORT PARK TO TRS A-4-A, A-1-A, A-1-B & A-1-C AIRPORT PARK CI	1.5471
101605515036720115	CRADDOCK JAMES BERRY C/O CRADDOCK COMPANIES	337 E PIKES PEAK AVE SUITE 200	COLORADO SPRINGS CO 80903-1939	2450 ALAMO AVE SE	ALBUQUERQUE NM 87106	TR C-1 AIRPORT PARK	1.99
101605516142020207	LORENZO JOHN C & DORA	1513 SAGEBRUSH TRL SE	ALBUQUERQUE NM 87123-4489	2525 ALAMO AVE SE	ALBUQUERQUE NM 87106	0002TRACT A-10 AMENDED CORRECTED & REVISED PLAT OF THE AIRPORT INDUSTRIAL PARK	1.0451
101605624002030219	MONTANO AL & LYDIA R TRUSTEES MONTANO FAMILY TRUST	15191 KARL AVE	MONTE SERENO CA 95030-2229	2021 GIRARD BLVD SE	ALBUQUERQUE NM 87106	TR D-3-A-2-A PLAT FOR TRS D3A1A AND D3A2A LANDS OF PIERCE AND PACE CONT 1.9670 AC M/L I	1.967
101605517834820121	NEWPORT RIO LLC & ZEHNDER STEPHEN A & LUANN & NEW EQUITY LI	337 E PIKES PEAK AVE SUITE 200	COLORADO SPRINGS CO 80903	2540 ALAMO AVE SE	ALBUQUERQUE NM 87106	TR A-1-A REPL OF TR Z-4 & A-1 AIRPORT PARK TO TRS A-4-A, A-1-A, A-1-B & A-1-C AIRPORT PARK CI	1.8989
101605518244520212	SIERRA MADRE INVESTMENTS INC	PO BOX 21579	ALBUQUERQUE NM 87154-1579	COLUMBIA DR SE	ALBUQUERQUE NM 87106	LOT 14B BLK 2 AMENDED CORRECTED AND REVISED PLAT AIRPORT INDUSTRIAL PARK CONT 20,168	0.463
101605518445420216	SIERRA MADRE INVESTMENTS INC	PO BOX 21579	ALBUQUERQUE NM 87154-1579	2139 COLUMBIA DR SE	ALBUQUERQUE NM 87106	LOT 14A BLK 2 AMENDED CORRECTED AND REVISED PLAT AIRPORT INDUSTRIAL PARK CONT 17,337	0.398
101605542019140212	U S A DEPT OF ARMY HDQRS 377 CEG/CERR	2050 WYOMING BLVD SE	KIRTLAND AFB NM 87117-5663	N/A	ALBUQUERQUE NM 87117	T10N R3E SEC34 CONT 148.65 AC	148.65
101605517543720210	WHITFIELD ENTERPRISES INC BUILDING 4	PO BOX 220547	EL PASO TX 79913-2547	2205 COLUMBIA DR SE	ALBUQUERQUE NM 87106	LOT 13-A & 13-B BLK 2 AMENDED, CORRECTED & REVISED PLAT OFTHE AIRPORT INDUSTRIAL PARK	1.76

2501 ALAMO LLC
807 MORNINGSIDE PL SE
ALBUQUERQUE NM 87108-3358

ADC LTD NM
2100 AIR PARK RD SE SUITE 120
ALBUQUERQUE NM 87106-3227

AR PROPERTY LLC
8313 CALLE PICAFLOR NW
ALBUQUERQUE NM 87120-3105

CBRS LLC
2100 AIR PARK RD SE SUITE 120
ALBUQUERQUE NM 87106-3227

CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

CRADDOCK CONSTRUCTION CO INC
C/O CRADDOCK COMPANIES
337 E PIKES PEAK AVE SUITE 200
COLORADO SPRINGS CO 80903-1939

LORENZO JOHN C & DORA
1513 SAGEBRUSH TRL SE
ALBUQUERQUE NM 87123-4489

MONTANO AL & LYDIA R TRUSTEES
MONTANO FAMILY TRUST
15191 KARL AVE
MONTE SERENO CA 95030-2229

NEWPORT RIO LLC & ZEHNDER
STEPHEN A & LUANN & NEW EQUITY
LLC
337 E PIKES PEAK AVE SUITE 200
COLORADO SPRINGS CO 80903

SIERRA MADRE INVESTMENTS INC
PO BOX 21579
ALBUQUERQUE NM 87154-1579

U S A DEPT OF ARMY HDQRS 377
CEG/CERR
2050 WYOMING BLVD SE
KIRTLAND AFB NM 87117-5663

WHITFIELD ENTERPRISES INC BUILDING
4
PO BOX 220547
EL PASO TX 79913-2547

September 23, 2020

Property Owner:

NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Albuquerque Environmental Planning Commission will hold a **Public Hearing on Thursday, November 12, 2020 at 8:40 a.m.** to consider the following items. **Due to the ongoing public health orders, this meeting will be in a virtual format via the Zoom software platform. The URL for joining via videoconference or call-in numbers for audio only are as follows:**

Join Zoom Meeting: <https://cabq.zoom.us/j/95938270222>

Meeting ID: 959 3827 0222

One tap mobile

+16699006833,,95938270222# US (San Jose)

+12532158782,,95938270222# US (Tacoma)

Dial by your location

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

Meeting ID: 959 3827 0222

Find your local number: <https://cabq.zoom.us/j/95938270222>

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 the Planning Department at (505) 924-3860.

Staff reports and supplemental materials will be posted on the City website, <http://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/epc-agendas-reports-minutes>, on Friday, November 6, 2020.

REQUEST

Consensus Planning, Inc. is requesting approval of a Major Amendment/Site Plan – EPC for the property known as the Aviation Center of Excellence (ACE) at the Albuquerque Sunport on behalf of Group Orion, LLC for the development of approximately 5.5M square feet gross floor area of light manufacturing (assembly), office, parking, and related employee amenities including hotel and food hall.

The subject site consists of a portion of Tract A-1 of the Sunport Municipal Addition and Tract A-1-B of Airport Park generally located south of Gibson Boulevard on the east and west sides of Girard Boulevard and south of Miles Road and Alamo Avenue as depicted on the attached zone atlas page. The site contains approximately 116 acres and is zoned NR-SU: Non-residential Sensitive Use. The City of Albuquerque is the property owner.

If you have questions or need additional information regarding this request, feel free to contact us at (505) 764-9801.

Sincerely,

Consensus Planning, Inc.

NW
1 87102

2501 ALAMO LLC
807 MORNINGSIDE PL SE
ALBUQUERQUE NM 87108-3358

FIRST-CLASS



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CBRS LLC
2100 AIR PARK RD SE SUITE 120
ALBUQUERQUE NM 87106-3227

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LORENZO JOHN C & DORA
1513 SAGEBRUSH TRL SE
ALBUQUERQUE NM 87123-4489

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SIERRA MADRE INVESTMENTS INC
PO BOX 21579
ALBUQUERQUE NM 87154-1579

FIRST-CLASS



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ADC LTD NM
2100 AIR PARK RD SE SUITE 120
ALBUQUERQUE NM 87106-3227

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MONTANO AL & LYDIA R TRUSTEES
MONTANO FAMILY TRUST
15191 KARL AVE
MONTE SERENO CA 95030-2229

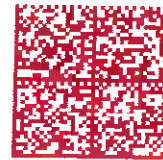
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US POSTAGE

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CEG/CERR
2050 WYOMING BLVD SE
KIRTLAND AFB NM 87117-5663

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87102

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US POSTAGE

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0002118651 SEP 24 2020
MAILED FROM ZIP CODE 87102

AR PROPERTY LLC
8313 CALLE PICAFLOR NW
ALBUQUERQUE NM 87120-3105

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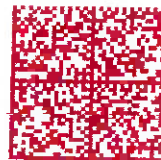
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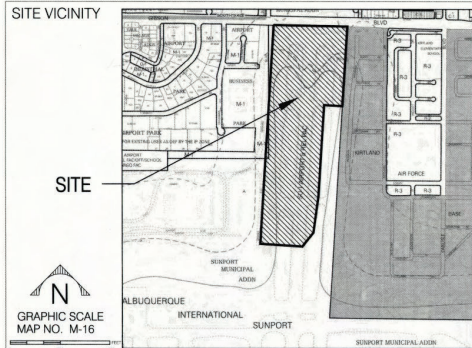
CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

REDUCTIONS- proposed site plan

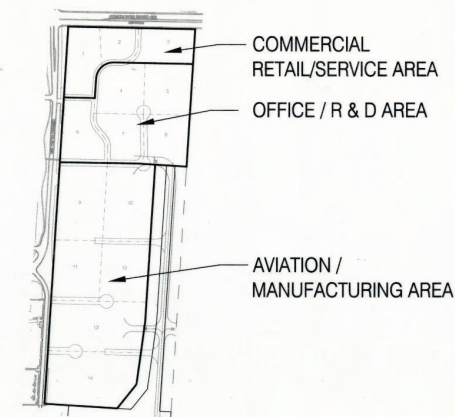
(please see separate .pdf file, labeled 2 of 2)

REDUCTIONS- ACE controlling site plan

SITE VICINITY



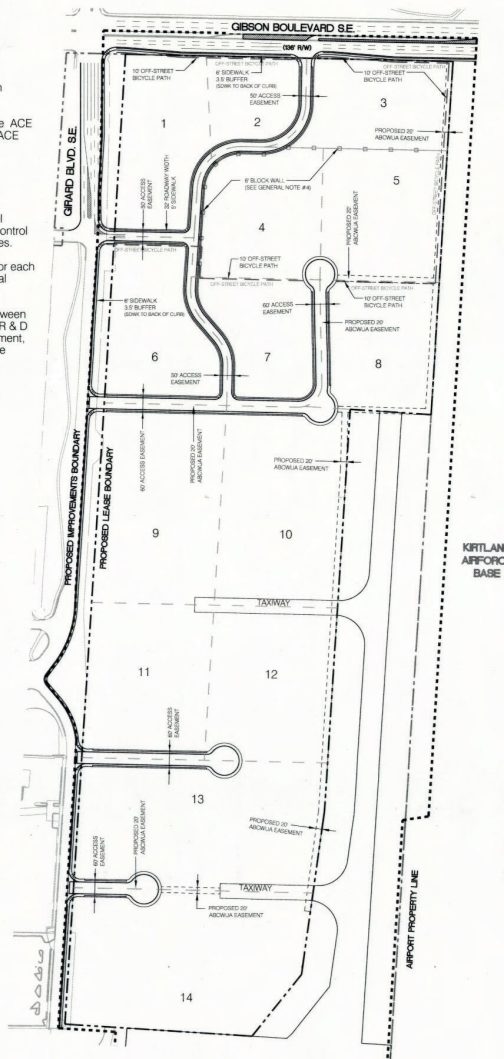
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LAND USE DIAGRAM

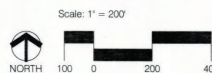
General Notes:

1. Lot lines are illustrative. There will be no subdivision actions on the property.
2. There is no minimum lot size for development at the ACE project; however, each leased area shall meet the ACE Design Standards and the DPM requirements for transportation access and circulation.
3. The exact alignment of the interior roads shall be established at the time of development.
4. All future site plans shall contain stormwater control measures designed to manage the first flush and control runoff generated by contributing impervious surfaces.
5. A Traffic Circulation Layout (TCL) plan is required for each development as part of the building permit submittal requirements.
6. The intent of block wall is to provide separation between the Commercial Retail/Service area and the Office/R & D area. Depending on the final layout of this development, the block wall may be relocated in order to meet the intent.



LEGEND

- PROPOSED IMPROVEMENTS BOUNDARY
- PROPOSED LEASE BOUNDARY
- AIRPORT PROPERTY LINE
- OFF-STREET BICYCLE PATH



SITE PLAN FOR SUBDIVISION - REQUIRED INFORMATION

THE SITE:

The Site is Tract A-1, Sunport Municipal Addition, consisting of approximately 70.35 acres. The property is bounded on the west by Girard Boulevard, to the north by Gibson Boulevard, to the east by Kirtland AFB, and Albuquerque International Sunport to the south.

ZONING AND PROPOSED USE:

The Site is zoned SU-1 Airport and Related Facilities and is part of the Sunport Master Plan. Land use includes commercial, retail and office along Gibson Boulevard, and industrial, manufacturing, warehousing, and office uses to the south. The property ownership will remain with City of Albuquerque Aviation Department and individual parcels will be leased to users. No subdivision actions are anticipated for this property. Lot lines shown on the site plan are illustrative.

APPLICABLE PLANS: Albuquerque Sunport Master Development Plan governs this site and the rest of the Sunport property.

PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS:

Vehicular Access: The primary access to the ACE property is from Gibson Boulevard, a limited access arterial, and from Girard Boulevard, an urban collector. The Transportation Coordinating Committee of the Metropolitan Transportation Board of the Mid-Region Council of Governments approved a modified access on Gibson Boulevard to the ACE property, providing a right-in/right-out/left-in access (R-15-01 TCC).

Transit - Transit routes 217 and 96 run along Gibson Boulevard and route 222 runs along Girard Boulevard. A bus stop is located in front of this property along Gibson Boulevard and another one is located across the street along Girard Boulevard.

Bicycle Access - The Gibson Trail, a multi-use, paved trail runs along the north side of Gibson Boulevard and south along Girard Boulevard. Bike lanes are within the Gibson Right-of-Way. The project has been designed to accommodate bicyclists along the Gibson frontage and from Girard through the property along the north side of lot 6 and between lots 4-5 and 7-8 to the eastern property boundary and back north to Gibson.

Pedestrian Access - Internal sidewalk and pedestrian facilities will be designed consistent with the design guidelines included in this site plan and future site plans for building permits. Six foot sidewalks shall be constructed adjacent to Gibson Boulevard and Girard Boulevard.

BUILDING HEIGHTS AND SETBACKS: Maximum building height for the commercial area along Gibson Boulevard shall be pursuant to the O-1 Zone. The maximum building height for the southern parcels shall be pursuant to the O-1 Zone and Federal Aviation Administration Airspace Review and Regulations (See Design Standards, Section H. Building and Structure Heights). Setbacks shall be per the O-1 Zone.

MAXIMUM FAR: Maximum F.A.R. for commercial area is .28. The remainder is .40.

LANDSCAPE PLAN:

Landscape plans shall be submitted with future Site Plans for Building Permit and shall be consistent with the Water Conservation Landscaping and Water Waste Ordinance, Fertilizer Control Ordinance, and the Design Standards (Sheet 2).

STREETS:

-All interior roadways will be private.

UTILITIES:

All public waterlines that are not within public right-of-way shall be located in exclusive public waterline easements granted to the Albuquerque Bernalillo County Water Utility Authority (ABCWUA). All sanitary sewer lines will be private.

PROJECT NUMBER: 1000270
Application Number: 14EPC-40024

This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC), dated May 8, 2014 and the Findings and Conditions in the Official Notification of Decision are satisfied.

Is an Infrastructure List required? () Yes () No If yes, then a set of approved DRC plans with a work order is required for any construction within Public Right-of-Way or for construction of public improvements.

DRB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL:

<i>Ronald M. Miel</i>	1/27/16
Transportation Division	Date
<i>Paul J. Cook</i>	01/27/16
ABCWUA	Date
<i>Carol S. Dement</i>	1-27-16
Parks and Recreation Department	Date
<i>John J. ...</i>	1-27-16
City Engineer	Date
<i>...</i>	1-27-16
Solid Waste Management	Date
<i>...</i>	1-27-16
DRB Chairperson, Planning Department	Date

AVIATION CENTER OF EXCELLENCE

SITE PLAN FOR SUBDIVISION

Prepared for:
City of Albuquerque Aviation Department

JANUARY 2016

Prepared by:
Consensus Planning, Inc.
302 8th Street NW
Albuquerque, NM 87102

Molzen Corbin
2701 Miles Road SE
Albuquerque, NM 87106



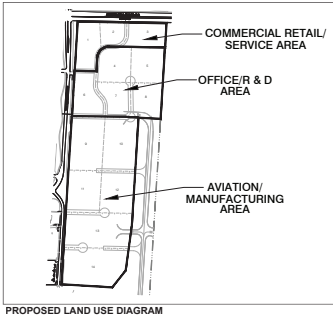
SHEET 1 OF 5

DESIGN STANDARDS

The purpose of these Design Standards is to provide a framework for the design of the Aviation Center of Excellence (ACE) property and to ensure that as each individual project gets developed, the overall integrity of the ACE is maintained. Subsequent Site Development Plans for Building Permit for each project shall be delegated to the Design Review Team (DRT), provided they are consistent with this Site Plan for Subdivision and Design Standards.

The northern portion of the property along Gibson Boulevard is intended to include commercial retail and service uses. The mid section of the property is intended to include office and research and development uses. The southern portion of the property is intended to include aviation related uses, which will not be visible from the public right-of-way. As such, the Design Standards are intended to be somewhat less stringent for the southern area. Unless stated otherwise, the Design Standards are assumed to apply to all areas of the ACE property.

In addition to the City Planning Department's approval process, all buildings, structures, and site plans for projects at the ACE property shall be reviewed and approved by the ACE Architectural Control Committee (ACC).



1. PERMISSIVE USES

The ACE property is zoned SU-1 for Airport and Related Uses. This zone provides suitable sites for a wide range of industrial and commercial uses, provided such uses are conducted in a compatible and harmonious manner. Permissive uses include the following:

- 1) Air separation plant for nitrogen, oxygen and argon only.
- 2) Aircraft sales and service, aircraft storage, aircraft and aerospace technology, and aircraft manufacturing.*
- 3) Cold storage plant.
- 4) Laboratory experimental, testing, or medical, provided all activities are conducted within a completely enclosed building. Noxious fumes, odor, or dust shall not be emitted from the premises.
- 5) Machine Shop.
- 6) Manufacturing, assembling, treating, repairing, or rebuilding articles provided manufacturing is conducted within a completely enclosed building.
- 7) Metal processing and painting provided it is conducted within a completely enclosed building.
- 8) Office.
- 9) Office machine equipment sales and repairs.
- 10) Printing, publishing, lithographing, blueprinting, or photostating.
- 11) Public utility use or structure and fire stations.
- 12) Retailing of any consumer product and provision of any customer, personal, or business service, except adult amusement establishments and adult stores.*
- 13) Sales & display rooms or buildings for wholesalers, distributors, warehouses, or manufacturers.
- 14) Services:
 - a) Automobile repairing, including bodywork, provided repairing shall be done within a completely enclosed building.
 - b) Banking, loaning money, including pawn. Drive-in facilities permitted on the condition the vehicle movement plan is approved by the City Traffic Engineer.
 - c) Barber, beauty.
 - d) Clinic.
 - e) Dry cleaning, laundry, clothes pressing.
 - f) Health gymnasium.
 - g) Hotel or motel, including incidental uses.
 - h) Photography, except adult photo studio.
- 15) Signs on-premises as provided in § 14-16-3-5 of the City Comprehensive Zoning Code, and as regulated by the Design Standards included as part of the Site Plan for Subdivision.
- 16) Sheet metal working.
- 17) Technology incubator facilities.
- 18) Training facilities and schools related to aviation and aerospace.
- 19) Warehouse.
- 20) Wholesaling.

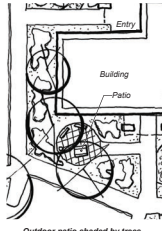
*As determined by the City of Albuquerque Aviation Department, the following uses shall not be permitted including: dispensing of aviation fuels and lubricants; ground services and support; tiedown, aircraft rental; flight training; and aircraft charter and air taxi, unless conducted as an ancillary use in conjunction with the primary business and as approved by the ACC.

**Unless specifically approved by the FAA and the City Aviation Department, wireless telecommunications facilities are not allowed within the ACE project.

2. SITE DESIGN

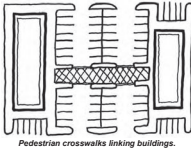
A. GENERAL SITE PLANNING

- 1) An outdoor patio space shall be provided for any buildings greater than or equal to 10,000 square feet. For sites with more than one building, shared patio areas are permitted.
- 2) Patios, plazas, courtyards, and other outdoor activity or seating areas shall be shaded (25% minimum, 50% maximum) from summer sunlight by tree canopies and/or shade structure that is architecturally compatible with the building.
- 3) Open courtyard designs shall be employed in order to form transitions between parking areas and building facades. Building access and entries should be visible from the street through open passages (such as garden courts).
- 4) Any exterior storage and sales areas shall be architecturally integrated to the main building by use of walls, roofs, and fencing.
- 5) Drive-up service windows in the commercial area shall be constructed in accordance with Section 14-16-3-18 (D) (5) General Building and Site Design Regulations for Non-Residential Uses of the City Comprehensive Zoning Code.



B. CIRCULATION & ACCESSIBILITY

- 1) Sidewalks shall be provided pursuant to Section 14-16-3-18 (C) (1) General Building and Site Design Regulations for Non-Residential Uses of the City Comprehensive Zoning Code.
- 2) Sites shall be designed in accordance with the Americans with Disabilities Act, the American National Standards for Accessible and Usable Buildings and Facilities, and the New Mexico Building Codes for accessibility criteria for places of public use.
- 3) Pedestrian connections (minimum 6-foot clear path) shall be provided from each building to the internal circulation system and to an adjacent roadway. Shade trees shall be provided along the pedestrian connection at an interval of 25 feet in planters that have a minimum interior dimension of 6' x 6'.
- 4) Pedestrian crosswalks shall be provided in the commercial and office/R&D areas, and shall be a minimum of 6 feet in width and constructed of material other than asphalt.
- 5) All ramps within the City right-of-way shall include truncated domes, as required by the Development Review Board.
- 6) Pedestrian connections shall be provided to the existing transit stop on Gibson Boulevard in order to facilitate multi-modal transportation.

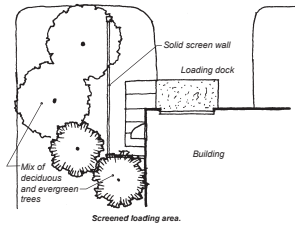


C. SCREENING & WALLS / FENCES

- 1) Roof-mounted mechanical equipment shall be screened from the public right-of-way pursuant to Section 14-16-3-18 (C) (6) General Building and Design Regulations for Non-Residential Uses of the City Comprehensive Zoning Code.
- 2) Screening devices for parking lots, loading areas, refuse collection, delivery/storage areas, and drive-up service windows shall be used to limit their adverse visual impact from the public right-of-way. Walls and fences shall be kept as low as possible while performing their screening and security functions.
- 3) Parking located adjacent to Gibson Boulevard or Girard Boulevard Street shall be screened by buildings or a combination of landscaping, walls, and earthen berming to a minimum height of 2.5 feet (30 inches). Screen walls shall be compatible with the building architecture relative to materials and color and a maximum of 42 inches.
- 4) All outdoor refuse containers shall be screened within a minimum 6-foot tall enclosure and large enough to contain all refuse generated between collections, and provide an area for recycling. Design and materials of enclosures shall be compatible with the building architecture.
- 5) Perimeter walls, if provided, shall comply with the City's Wall Regulations. Chain-link is allowed for airport security fencing purposes, as well as where out of public view. The use of razor or barbed wire, wood fencing, or plastic vinyl fencing is not permitted unless required by airport regulations.
- 6) Design ground-mounted equipment screening to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance, and repair purposes. Refer to PNM Electric Service Guide at www.pnm.com for specifications.

D. SERVICE/LOADING AREAS

- 1) Loading areas shall follow Section 14-16-3-18 (C) (6) General Building and Site Design Regulations for Non-Residential Uses of the City Comprehensive Zoning Code, except as provided below.



- 2) All service functions, with the exception of airplanes viewed from taxilanes, shall be screened from public view. This includes, but is not limited to exterior refuse facilities, mechanical equipment, storage areas, and loading docks. Screens should be visually solid and be compatible with the overall building design, color, and primary materials.

E. PARKING

- 1) The minimum number of vehicular, disabled, motorcycle, and bicycle parking spaces shall be per Section 14-16-3-1 Off-street Parking Regulations contained in the City Comprehensive Zoning Code.
- 2) No on-street parking shall be permitted along Girard Boulevard.
- 3) Parking areas visible from Gibson Boulevard shall be segmented into smaller subareas of 100 or fewer parking spaces and separated by landscaping and/or pedestrian walkways.
- 4) Employee parking areas shall be separated from visitor parking.
- 5) Parking shall be placed on at least two sides of a building.
- 6) A covered and secured bicycle storage area (may be inside the building) that is a minimum of 200 square feet shall be provided for each building over 35,000 square feet. For sites with more than one building meeting this threshold, the required secured bicycle and storage areas may be combined in one central location.

F. SETBACKS

The use of building and parking area setbacks is required to provide space for the creation of visually attractive streetscapes. Required within these setbacks will be pedestrian walkways and screening materials, including landscaping, earthen berms, or walls, or a combination.

- 1) Minimum building and structure setbacks shall be per Section 14-16-2-15 O-1 Office and Institution Zone contained in the City Comprehensive Zoning Code.
- 2) Exceptions to setback requirements include having a minimum dimension of 36 feet from taxilane pavement to building. In addition, a clear line of sight from air traffic control tower controller positions to airfield pavements shall be maintained.
- 3) Taxilane Shoulders must be either stabilized or paved to reduce possibility of blast erosion and engine ingestion problems.
- 4) Minimum separation between centerline of taxilane to structure (parked aircraft, structure, etc.) is 0.70 times the wingspan of the most demanding airplane, plus 10 feet. Setback standards have been designed to accommodate all Type III aircraft.
- 5) Parking lot setbacks shall be a minimum of 10 feet.

3. TAXILANE AREAS

Aircraft circulation must be developed to minimize interaction with vehicular traffic. Taxilane guidelines are based on an average tailing speed of at least 20 mph and wingspan and wingtip clearance.

- 1) Taxilane access shall have a minimum right-of-way width of 150 feet with a minimum paved surface area 50 feet in width.
- 2) Taxilane shoulders must be either stabilized or paved to reduce possibility of blast erosion and engine ingestion problems.
- 3) Minimum separation between centerline of taxilane to structure (parked aircraft, structure, etc.) is 0.70 times the wingspan of the most demanding airplane, plus 10 feet. Setback standards have been designed to accommodate all Type III aircraft.
- 4) Sites along taxilanes and service corridors are assumed to support aviation related activities which may require the storage of aircraft on-site. All areas related to on-site aircraft should be screened from view on all sides. This includes but is not limited to; exterior storage facilities, aircraft maintenance areas, and aircraft loading areas. Screens should be visually solid and be compatible with the overall building design, color, and primary materials. Landscape materials may be used as visual screens.

4. ARCHITECTURAL DESIGN

All buildings and structures shall comply with the current City of Albuquerque Zoning Code. However, in cases where the ACE requirements exceed the Zoning Code, the ACE standards will govern. The focus of these architectural standards and guidelines is on the front facade of buildings facing the public right-of-way.

Specific architectural style shall not be dictated. However, the architectural style of the commercial retail and office/R&D areas shall be complementary and include some common elements. Architectural design should respond to climate, views, solar access, and aesthetic considerations.

A. GENERAL

- 1) Buildings shall employ a variety of structural forms to create visual character and interest. Columns, arcades, corner articulation, overhangs, awnings, marquees, gutters and scuppers, breezeways, vertical fins, wall recesses, soffits, and deciduous tree canopies should be carefully dimensioned and detailed to provide a human-scale, visual interest, and a means of shading building facades while lending color and formal articulation to the buildings.
- 2) Buildings should be sensitive to the local character of the region and the vernacular elements of buildings.
- 3) Extended architectural detailing on the ground floor in an elevational band from 0 to 10 feet, such as a change in color or texture, the architectural expression expansion joints as reveals, door and window articulation and architectural accents, is required.
- 4) All canopies, roof structures, and design elements of related buildings shall be architecturally integrated to the main building design.
- 5) Use of plastic or vinyl is prohibited on building panels and awnings.

In addition to the above standards, the following standards shall apply to buildings and structures within the aviation area:

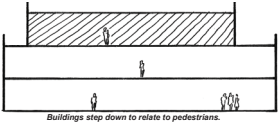
- 6) Buildings within the aviation area should convey an image appropriate to a state-of-the-art industrial airport facility.
- 7) Special attention shall be given to the articulation of aircraft hangar facilities through use of color, materials, or building offsets. Metal structures are acceptable, however, they must visually tie to other building elements, such as the front office, storage areas, etc.

B. BUILDING AND STRUCTURE HEIGHT

- 1) Maximum height for buildings and structures within the commercial area shall be per the O-1 Zone of the Comprehensive City Zoning Code.
- 2) For the aviation area, the Federal Aviation Administration (FAA) limits building and signage heights to below Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace, surfaces including a 7:1 (horizontal to vertical from a distance 250 feet from runway centerline) Transitional Surface and the Horizontal Surface located 150 feet above airport elevation. Additionally, FAA FAR Part 77 states that any structure penetrating the plane created by a 100:1 sloped surface beginning at the nearest point or the nearest runway must be airspaced by FAA in accordance with Part 77. Notification is required by completing and submitting SF 7460, Notice of Proposed Construction of Alteration, to the FAA for review and airspacing.

C. BUILDING FACADES

- 1) The scale, proportion, and composition of fenestration of facades shall be designed to give visual interest from the exterior, to provide variation in quality of light on the interior, and to coordinate with the lighting requirements for each activity area.
- 2) The front building facade shall employ variety in structural forms to create visual character and interest. With the exception of hangar doors, front facades should have varied front setbacks, with wall planes not running in one continuous direction for more than 100 feet without a change in architectural treatment (i.e., 3 foot minimum offset, fenestration, material change, etc.)
- 3) Building edge treatments shall 'step down' to relate to the scale of pedestrians. Building masses should be arranged to cast shadows on each other in order to emphasize the contrast of light and shaded surfaces at corners and edges.



- 4) Buildings shall have windows on the front facades that face public rights-of-way with a glazing transparency that allows a pedestrian to see inside the window.
- 5) Major facades greater than 100 feet in length shall be per Section 14-16-3-18(C)(3) of the Comprehensive City Zoning Code.
- 6) Facades facing public rights-of-way shall:
 - a) vary in height, depth and articulation to create a pedestrian-scaled environment;
 - b) be articulated with a variety of architectural elements, colors and materials;
 - c) have all accessory buildings and enclosures, whether attached or detached from the main building, treated with similar compatible design and materials as the main structure or structures; and
 - d) be treated with a consistent level of detail at all sides of all buildings and structures.

D. BUILDING ENTRANCES

- 1) The major public entry to each building should face the "fronting street" that is established by the business address.
- 2) Entry ways shall be clearly defined, either by a canopy or inset (minimum 4 feet), and distinguished by lighting and architectural treatment.

E. BUILDING MATERIALS & COLORS

- 1) Materials prohibited as the main architectural feature include the following:
 - a) exposed, untreated precision block or wood walls within public view;
 - b) highly reflective surfaces; and
 - c) metal paneling within commercial and office/R&D areas (Lots 1-8)
- 2) The use of contrasting colors between roofs and walls shall be used to further differentiate the planes of building masses.
- 3) Primary colors - The wall colors shall be earth tones, light tans, browns, sage greens, and dull reds. Other colors may be acceptable as determined by the ACC.
- 4) Accent colors - A variety of colors may be used to accent architectural features such as entries, window trim, awnings, fascias, and other architectural features. Colors allowed are earth tones, white, green, red, blue, and browns.

F. ROOF STYLE, MATERIALS, & COLORS

- 1) Roofs may be flat, pitched, or a combination of both and shall be made of non-reflective materials. Pitched roof color shall provide contrast to the building wall color.

G. PORTABLE BUILDINGS

- 1) All portable buildings, both temporary (buildings on site for less than 1 year) and permanent (buildings on site for more than 1 year) must be screened from the public street with opaque walls, fencing, and/or landscaping.
- 2) Permanent portable buildings must be finished to match the primary materials of the overall building.

AVIATION CENTER
OF
EXCELLENCE
DESIGN GUIDELINES

Prepared for:
City of Albuquerque Aviation Department

SEPTEMBER 2015

Prepared by:
Consensus Planning, Inc.
302 8th Street NW
Albuquerque, NM 87102

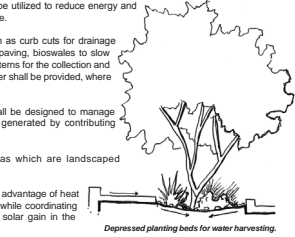
Molzen Corbin
2701 Miles Road SE
Albuquerque, NM 87106



SHEET 2 OF 5

5. SUSTAINABILITY and STORMWATER CONTROL

- 1) Energy efficient techniques shall be utilized to reduce energy and water consumption, where possible.
- 2) Water harvesting techniques such as curb cuts for drainage to landscaped areas, permeable paving, bioswales to slow and treat storm water runoff, or cisterns for the collection and reuse of storm water and gray water shall be provided, where appropriate.
- 3) Stormwater control measures shall be designed to manage the first flush and control runoff generated by contributing impervious surfaces.
- 4) Roofs shall drain water to areas which are landscaped appropriately for such run-off.



- 5) Buildings shall be oriented to take advantage of heat gain in the winter where possible while coordinating with shading strategies to inhibit solar gain in the summer.
- 6) Grasses and other ground vegetation should be placed near project edges to help filter and slow runoff as it exits and enters the site.
- 7) Convenient recycling collection facilities shall be provided by all tenants of the site.
- 8) The use of sustainable design principles, environmentally-responsible building concepts, and earth-friendly products is encouraged.



6. LIGHTING

The lighting standards are intended to enhance the safety, security, and visual aesthetics of the property, while also considering the special circumstances of this property's adjacency to the Sunport.

- 1) All lighting shall comply with Section 14-16-3-9, Area Lighting Regulations of the Comprehensive City Zoning Code. Placement of fixtures and standards shall conform to state and local safety and illumination standards.
- 2) The specific fixture style shall be established by the Architectural Control Committee and shall be compatible and consistent with the other projects within the ACE property.
- 3) Lighting shall not impinge upon airfield sight planes. Lighting shall not be directed at aircraft movement areas, runway approaches, or air traffic control facilities.
- 4) Lighting shall be fully shielded horizontal lamps so that no fugitive light may escape beyond the property line and no light source shall be visible from the site perimeter. Cobra and sodium lights are prohibited.
- 5) Maximum height standards for light fixtures shall be as follows:
 - a) Parking area light fixtures shall not exceed 20 feet within the commercial area
 - b) Lighting fixtures for walkways and entry plazas shall not exceed 15 feet
- 6) Controlled, directional lighting should be used to highlight public spaces and walkways. The use of walkway level lighting, such as wall pocket or bollard lights, is encouraged to accent pedestrian areas.
- 7) Uplighting fixtures to highlight trees, walls and architectural features shall be limited to 100 maximum wattage per fixture, and shall be designed to comply with the New Mexico Night Sky Protection Act.

7. LANDSCAPE

The landscape environment is intended to enhance the aesthetics of the development, aid in reinforcing the street edge and pedestrian environment, and provide a welcoming retreat from sun exposure and glare.

- 1) Landscape plans shall comply with Section 14-16-3-10 Landscaping Regulations Applicable to Apartment and Nonresidential Development of the Comprehensive City Zoning Code and the Water Conservation Ordinance and Pollen Ordinance with regard to plant species, installed sizes and quantities, landscape area, irrigation systems, and backflow preventers. Exceptions include landscaping within the aviation related use area shall be limited to the building frontage and visitor parking area so as to not interfere with the taxi lane service.
- 2) Fruit and nut trees, which may attract wildlife, shall not be permitted on the ACE property.
- 3) Street trees shall be provided along public rights-of-way with either even spacing or in random clusters. The spacing of evenly spaced street trees shall be no greater than the diameter of the street tree canopy at full maturity (i.e., smaller trees require closer spacing than larger trees). Where street trees are randomly clustered, the number of street trees shall be equal to or exceed the number required if trees were evenly spaced; however, gaps between randomly spaced street trees that exceed 50 feet are discouraged.
- 4) Landscaping and signage shall not interfere with clear sight requirements. Signs, walls, trees, and shrubs between 3 and 8 feet in height (as measured from the gutter pan) shall not be acceptable in this area.
- 5) Fully automated irrigation systems shall be installed as part of the landscaping for the ACE property. The irrigation systems shall be capable of using treated effluent. They shall be designed to avoid overspraying walks, buildings, fences, etc.
- 6) All plant material, including trees, shrubs, groundcovers, turf, wildflowers, etc. shall be maintained by the lessee in a living, attractive condition. All areas shall be maintained free of weeds through the use of pervious filter material. Each individual lessee will be responsible for the installation and maintenance of the landscape on their property and within the adjacent public right-of-way.
- 7) Gravel, colored rock, and similar mulch materials are acceptable as a top dressing for landscape areas; however, they shall not be considered a focal landscape element and they shall not be placed on the airside of the aviation area.
- 8) Steel, brick, or equivalent landscape headers shall be used to separate any turf and shrub / groundcover areas.

- 9) Timing of Installation. All landscaping must be completed no later than two months after completion of construction of the site improvements.
- 10) High water use turf is not allowed at the ACE property.
- 11) Lighting fixtures and landscaping shall be placed so they are not in conflict with each other.

8. SIGNAGE

The following signage standards were developed to regulate the size, location, type, and quality of sign elements within the ACE property. The goal is to provide a signage program that maintains a consistent high quality, helps to direct and inform employees and visitors, and complements the visual character of the ACE property.

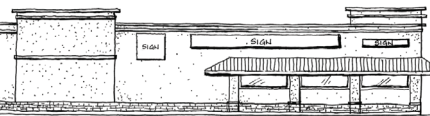
General

- 1) All signage shall be in compliance with Section 14-16-3-5 General Sign Regulations of the Comprehensive City Zoning Code unless otherwise noted herein.
- 2) The location, number, and illumination of signs shall be per the C-2 Zone, Section 14-16-2-17 (A) (10) of the City Comprehensive Zoning Code.
- 3) In order to enhance readability, all signs shall have a minimum contrast of 70% between the background and the text.
- 4) No sign may overhang a right-of-way or property line, or intrude upon any architectural features, including windows, columns, moldings, or any decorative features.
- 5) Banners, pennants, ribbons, streamers, strings of light bulbs and spinners (except during holiday season or special thematic events); brashly colored signs with moving or flashing lights; signs which are animated in any manner; or portable signs are prohibited.
- 6) Off-premise signs referring to a business or merchant not doing business on the premise where the sign is displayed are prohibited.

Freestanding Signs

- 7) All freestanding signs shall be monument signs only.
- 8) The specific signage design at the project entries shall be established by the Architectural Control Committee. All signage at the project entries shall be coordinated in order to have the same appearance and shall be internally lit.
- 9) Monument sign height for signage along Gibson Boulevard shall not exceed 15 feet in height and shall have a maximum sign area of 72 square feet.
- 10) Monument sign height for signage along Girard Boulevard shall not exceed 10 feet in height and shall have a maximum sign area of 50 square feet.
- 11) There is no limit on the number of panels within each project monument sign.
- 12) Each building pad is permitted to have one 30 square foot monument sign adjacent to the internal site drive. The sign shall be architecturally integrated with the associated building color and materials.
- 13) Directional signs may be provided, at the discretion of the ACC, to direct visitors to particular businesses. Directional signs shall not exceed 4 feet in height and 16 square feet in area.
- 14) Landscaping and signage shall not interfere with clear sight requirements. Signs, walls, trees, and shrubs between 3 and 8 feet in height (as measured from the gutter pan) shall not be acceptable in this area.

Wall-Mounted Signs

- 15) Wall-mounted signs shall not exceed 6 percent of the facade area. Illuminated plastic panel signs are prohibited.
- 
- Wall-mounted signs shall be a maximum of 6% of the facade area - can be in one sign or an aggregate of signs.
- 16) Maximum letter size on wall-mounted signs for buildings within the commercial area only shall not exceed 2 feet in height, and maximum logo size shall not exceed 3' x 5'.
 - 17) The following types of letters are acceptable:
 - a) Type 1: Opaque lettering indirectly illuminated by goose neck type lighting;
 - b) Type 2: Channel letters internally illuminated with letter sides to match letter face colors;
 - c) Type 3: Same as 2 except halo lit; and
 - d) Type 4: halo lit letters cut out of solid metal background spaced off the face of the building.
 - 18) Can type signs are prohibited. Any logos associated with a specific tenant shall be non-illuminated.
 - 19) Wall-mounted signs shall not project more than 1 foot from the building. All canopy and marquee signs shall be included in the total area calculation allowed for wall-mounted signs.

9. UTILITIES

- 1) Developers shall contact PNM's New Service Delivery Department to coordinate electric service and options for the location of electric service connection. Any existing or proposed public utility distribution easements are to be indicated on subsequent Site Plan for Building Permit utility sheets. PNM's standard for public utility distribution easements is 10 feet in width to ensure adequate, safe clearances.
- 2) All electric distribution lines shall be placed underground.

- 3) Transformers, utility pads, and telephone boxes shall be appropriately screened with walls and/or vegetation when viewed from the public right-of-way. Screening of transformers, utility boxes and other utility structures shall not impede access to the equipment and shall provide for safe maintenance and repair by utility workers.
- 4) Transformers, utility pads, and ground-mounted equipment screening shall allow for access to utility facilities. All screening and vegetation surrounding ground mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance, and repair purposes. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.
- 5) When an above-ground backflow prevention device is required by the City of Albuquerque, the heated enclosure shall be constructed of materials compatible with the architectural materials used as the main elements of the building. If pre-fabricated fiberglass enclosures are used they shall be appropriately screened from view by walls and/or landscaping.
- 6) Any wireless communication facilities shall meet FAA regulations, and shall be concealed and architecturally integrated.

AVIATION CENTER OF EXCELLENCE DESIGN GUIDELINES

Prepared for:
City of Albuquerque Aviation Department

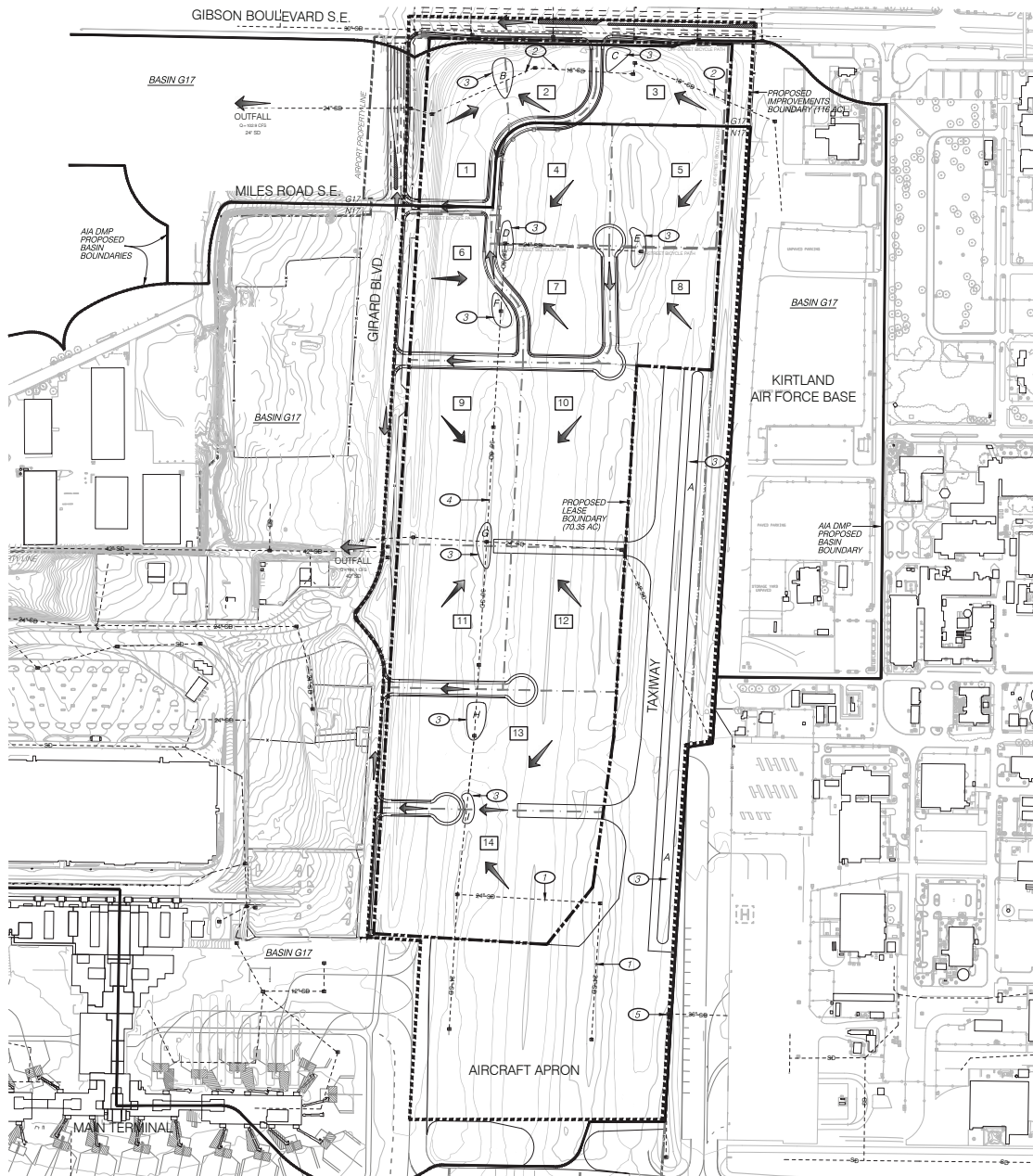
SEPTEMBER 2015

Prepared by:
Consensus Planning, Inc.
302 8th Street NW
Albuquerque, NM 87102

Molzen Corbin
2701 Miles Road SE
Albuquerque, NM 87106



SHEET 3 OF 5



MASTER DRAINAGE PLAN NARRATIVE

PROJECT DESCRIPTION

The Albuquerque International Support is planning to develop the northern section of the property where the decommissioned Runway 17-35 is. The Support plans to develop and lease "lots" they've created for planning purposes. These lots are in the conceptual stage of design and could change in size and shape depending on the need of future developers. Lots 1 through 3 are planned for commercial retail/service, Lots 4 through 8 are planned for office development, and Lots 9 through 14 are planned for aviation and/or manufacturing. Refer to the map shown on this sheet for lot configuration. Interior access roads will be constructed as the site develops and associated improvements to Gibson Blvd and Girard Blvd will be constructed for access and capacity purposes. Improvements not included with the leaseable lots include a new taxiway and apron for aviation access to the lots.

It is important to note the lots lines shown are illustrative and there will be no subdivision actions on the property.

HYDROLOGIC CRITERIA

The hydrologic criteria for this drainage report were determined using the City of Albuquerque Development Process Manual, Chapter 22. Hydrologic calculations were based on the 100y/10day storm and precipitation data was collected from the NOAA Atlas specific to the project location. Tables listed below show first flush volumes and hydrologic characteristics of the site. References throughout this drainage report are made to the Albuquerque International Airport Storm Drainage Master Plan (AIA DMP) dated May, 1995. (Drainage File AIA DMP - M19502q)

EXISTING CONDITIONS

The area of the proposed improvements is approximately 116 acres and consists of an out-of-service runway and two unused taxiways. The location is utilized for remote parking for aircraft and special events. The site has not changed since the AIA DMP was accepted; consequently, all the existing conditions for the ACE Development can be assumed to be the same as the existing conditions in the AIA DMP.

Two basins from the AIA DMP encompass the project site. Refer to the attached pages from the AIA DMP for basin characteristics and outfalls. Runoff from the existing site is collected in the subsurface storm drainage system and inlet ponds create. The runoff from the project site within the N17 basin discharges into the Yale Blvd storm sewer system and outfalls into the Kirtland Channel. The project site within the G17 basin discharges into a storm sewer system between the developed commercial lots (west of the project site) and into the Gibson Blvd storm sewer system.

DEVELOPED CONDITIONS

The developed condition for the ACE project site differs from the AIA DMP in the following instances: the AIA DMP proposed a terminal building expansion making a large portion the site impervious. The proposed basins boundary will move based on lot development.

Though the land use description for the ACE project is different than the AIA DMP suggested, the hydrology can be used for the purposes of this report. The ACE site development is expected to have an overall area of impervious surfaces (land treatment D) equal to or less than what is shown in the AIA DMP. As each lot develops, the storm sewer system will be constructed to match proposed condition of the AIA DMP. There is a proposed alternative shown in the AIA DMP of a single 48" storm line from south lot 10 to middle N17 in the ACE project that the current storm drain configuration proved to be impractical. For the purposes of this report, the proposed conditions will be to utilize the existing storm drain configuration. Refer to the attached Drainage Basin Map for Proposed Future Development to note the increased sizes in storm sewer pipes. Table 1 below shows the hydrology of the site.

The developed condition basins for the ACE development will differ from the proposed basins in the AIA DMP; however, the overall area of each basin will remain the same. Due to the layout of the proposed lots for the ACE development, it is assumed that lots 1 through 3 will be incorporated into Basin G17 and the remaining project site will be incorporated into Basin N17. This change removes the southern ends of sub-basins 104 and 106 from Basin G17 and adds to Basin N17. The change also removes the northern ends of sub-basins 205 and 206 from Basin N17 and adds to Basin G17. The exchange in area is nearly identical, making the overall Basin area equal to that shown in the AIA DMP. It appears that the far west edge of Subbasin 1400 of Middle Basin will be added to Basin N17 to include the eastern edge of the proposed aircraft apron. The drop in area at this location will be relocated west to avoid accepting any flows from the proposed improvements area. This will add approximately 0.4% of area to Basin N17 and will be captured by the updated storm drains on the proposed apron and Port A. Refer to the attached Drainage Basin Map for Proposed Future Development for the updated Basin boundary layouts. Offsite flows are not anticipated to enter the project site.

The conceptual phasing for this project begins with demolition and grading of the entire site. As each lot is developed, the necessary access roads and/or taxiway will be constructed. EACH DEVELOPER OF A LOT WILL BE REQUIRED TO MANAGE THE 90TH PERCENTILE STORM EVENT (FIRST FLUSH) ONSITE BY PONDS. HYDROLOGY IN THE MASTER PLAN ASSUMES THAT THE SITE WILL BE DEVELOPED IN MANNER SIMILAR TO THE PROPOSED DEVELOPMENT SHOWN IN THIS SITE PLAN FOR SUBDIVISION.

FIRST FLUSH CALCULATION

$$\text{Volume of first flush} = \frac{0.34 \text{ in.}}{12 \text{ in./ft}} \times \text{Area of Land Treatment D}$$
$$2,4354 \text{ ac} \times \frac{0.34 \text{ in.}}{12 \text{ in./ft}} \times 85.95 \text{ ac} = 2,4354 \text{ ac-ft (entire project site)}$$

TABLE 1: SITE HYDROLOGY

LOT NO.	BASED ON 100YR/10DAY STORM				
	TOTAL AREA (acres)	IMPERVIOUS AREA (acres)	TOTAL VOLUME (ac-ft)	FLOW (cfs)	FIRST FLUSH (ac-ft)
1	4.07	3.4596	1.13	18.16	0.0980
2	2.22	1.8870	0.62	9.90	0.0535
3	3.58	3.0005	0.98	15.75	0.0850
4	4.28	3.6380	1.19	19.10	0.1031
5	4.25	3.6125	1.18	18.96	0.1024
6	4.38	3.7730	1.22	19.54	0.1095
7	3.63	3.0855	1.01	16.20	0.0874
8	3.97	3.3746	1.10	17.71	0.0996
9	6.49	5.5305	1.80	28.96	0.1503
10	6.52	5.5420	1.81	28.09	0.1570
11	5.06	4.3030	1.40	22.58	0.1229
12	5.06	4.3030	1.40	22.58	0.1229
13	4.43	3.7650	1.24	19.61	0.1000
14	8.43	7.1605	2.34	37.61	0.2080
Aircraft R.O.W.	45.68	36.16	9.95	184.0	0.7418
Totals	116 ac	85.95 ac	29.47 ac-ft	497.75 cfs	2,4354 ac-ft

TABLE 2: POND CHARACTERISTICS

Pond Name	Pond Accepts Flows from	Pond Volume (ac-ft)	Volume Required (ac-ft)
A	Proposed TW and Apron	1.94	0.75
B	Proposed Lots 1 & 2	0.29	0.16
C	Proposed Lot 3	0.17	0.09
D	Proposed Lots 4 & 7	0.23	0.19
E	Proposed Lots 5 & 8	0.35	0.26
F	Proposed Lot 6	0.18	0.11
G	Proposed Lots 9, 10, 11, & 12	0.38	0.56
H	Proposed Lot 13	0.25	0.21
I	Proposed Lot 14	0.35	0.33
TOTAL		4.34	2.54



Scale: 1" = 200'



LEGEND

- EXISTING TOPOGRAPHY CONTOUR
- EXISTING STORM DRAINAGE UTILITIES
- DRAINAGE FLOW DIRECTION
- LOT NUMBER
- CONCEPTUAL POND
- AIA DMP PROPOSED BASIN BOUNDARY
- PROPOSED IMPROVEMENTS BOUNDARY
- PROPOSED LEASE BOUNDARY
- AIRPORT PROPERTY LINE

NOTES

- THE DEVELOPER OF A LOT WILL BE REQUIRED TO MANAGE THE 90TH PERCENTILE STORM EVENT (FIRST FLUSH) ONSITE FOR THE RESPECTIVE LOT. THE ALBUQUERQUE DEPARTMENT OF AVIATION WILL MANAGE THE 90TH PERCENTILE STORM EVENT RUNOFF FOR THE NEW ROADWAYS, TAXIWAY, AND APRON ONSITE BY PONDS. FOR LARGER STORMS THE POND WILL OVERFLOW INTO THE STORM SEWER SYSTEM AS DESCRIBED BY THE ALBUQUERQUE INTERNATIONAL AIRPORT STORM DRAINAGE MASTER PLAN, MAY 1995.
- Q SHOWN IS DISCHARGE GENERATED FROM EACH SITE (100 YR, 6 HR STORM), FLOWS IN EXCESS OF THE ALLOWABLE Q 100/6 SHALL BE PONDED ON SITE.
- V SHOWN IS VOLUME GENERATED BY 100 YR 24 HR STORM.
- DESIGN OF STORM DRAINAGE FACILITIES WILL BE BASED ON THE ALBUQUERQUE INTERNATIONAL AIRPORT STORM DRAINAGE MASTER PLAN MAY 1995. THE MASTER PLAN INCLUDES A CONCEPTUAL STORM DRAIN PLAN FOR THE MANAGEMENT OF STORMWATER FROM THE SITE. HYDROLOGY IN THE MASTER PLAN ASSUMES THAT THE SITE WILL BE DEVELOPED IN MANNER SIMILAR TO THE PROPOSED DEVELOPMENT SHOWN IN THIS SITE PLAN FOR SUBDIVISION.

KEYED NOTES

- EXISTING 24" STORM DRAIN TO BE REPLACED WITH 36" STORM DRAIN.
- EXISTING 18" STORM DRAIN TO BE REPLACED WITH 24" STORM DRAIN.
- NEW 90TH PERCENTILE STORM EVENT RUNOFF MANAGEMENT POND.
- EXISTING STORM DRAIN TO REMAIN.
- EXISTING DRAIN INLET TO BE RELOCATED.

TABLE 3: AIA DMP FLOWS VS. ACE FLOWS

Basin	Subbasin	Q100		Portion of subbasin used for ACE	Adjusted Q100
		(cfs)	(%)		(cfs)
G17	103	65.13	100%		65.13
	104	72.79	100%		72.79
	105	75.76	20%		15.15
	106	68.8	45%		30.96
	201	9.07	100%		9.07
N17	203	48.83	100%		48.83
	204	52.67	100%		52.67
	205	34.26	100%		34.26
	206	25.67	100%		25.67
	207	91.5	100%		91.50
	208	30.82	90%		27.74
	209	107.05	100%		107.05
	210	109.64	50%		54.82
AIA DMP Proposed Flows (TOTAL) =		636.24			

ACE Development Proposed flows (TOTAL) = 497.75

AVIATION CENTER OF EXCELLENCE

MASTER DRAINAGE PLAN

Prepared for:
City of Albuquerque Aviation Department

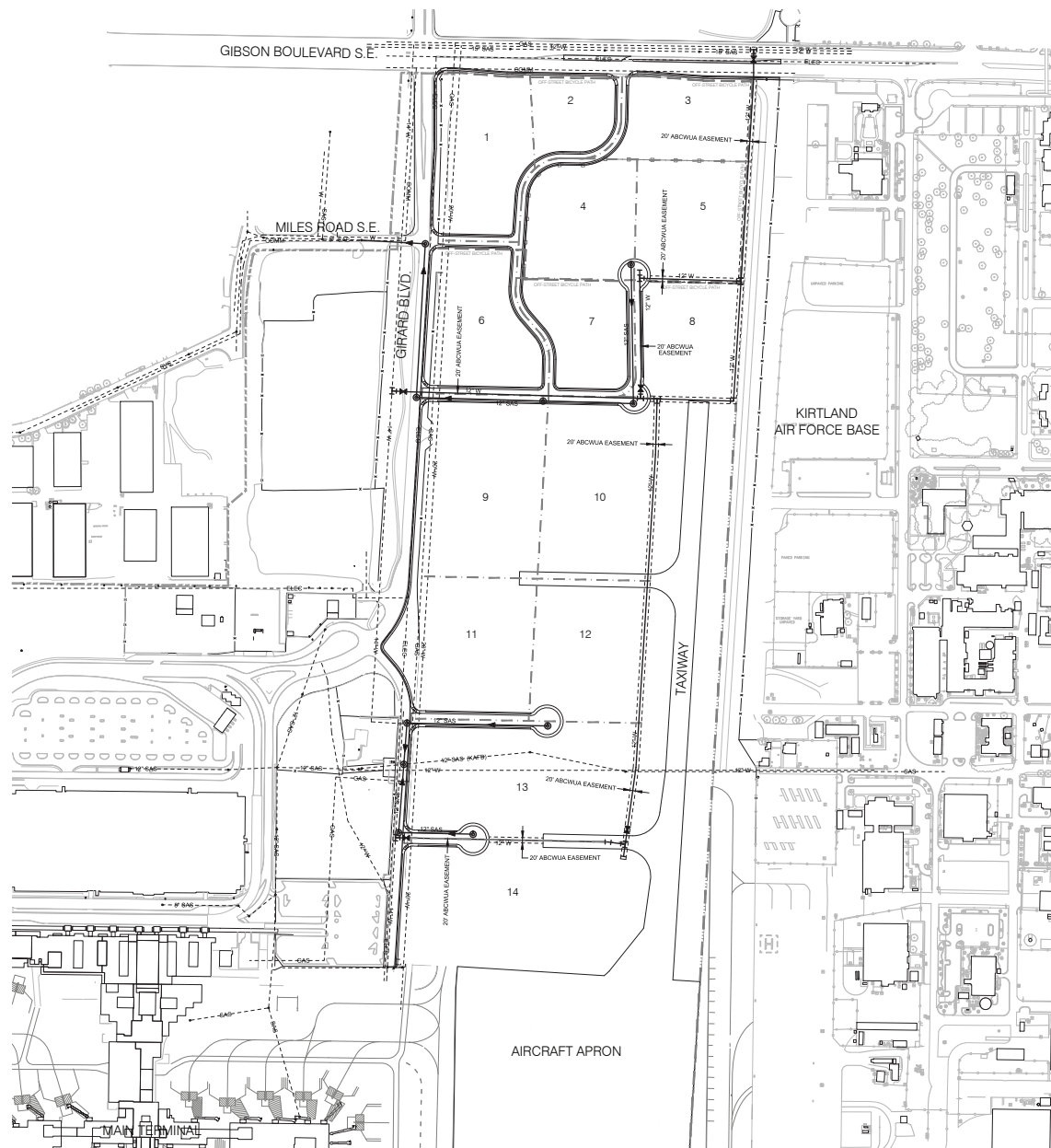
Prepared by:
Consensus Planning, Inc.
302 8th Street NW
Albuquerque, NM 87102

Molzen Corbin
2701 Miles Road SE
Albuquerque, NM 87106

JANUARY 2016



SHEET 4 OF 5



LEGEND

	EXISTING	PROPOSED
SEWER LINE	---SAS---	---SAS---
WATERLINE	---W---	---W---
MANHOLE		●
WATER VALVE		⋈

NOTES

1. ALL PUBLIC WATERLINES THAT ARE NOT WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE LOCATED IN EXCLUSIVE PUBLIC WATERLINE EASEMENTS GRANTED TO THE ALBUQUERQUE BERNALILLO COUNTY WATER UTILITY AUTHORITY (ABCWUA). ALL SANITARY SEWER LINES WILL BE PRIVATE.
2. THE INSTALLATION OF PUBLIC WATERLINE AND PUBLIC SANITARY SEWER MAY BE REQUIRED AS A CONDITION OF FUTURE DEVELOPMENT APPROVAL, ONCE THE WATER SERVICE, FIRE PROTECTION, AND SANITARY SEWER SERVICE REQUIREMENTS OF ANY FUTURE DEVELOPMENT IS KNOWN.
3. WATER AND SEWER LINE SIZES AND ALIGNMENTS ARE SUBJECT TO CHANGE AS PARCELS DEVELOP.



Scale: 1" = 200'



AVIATION CENTER OF EXCELLENCE

UTILITIES PLAN

Prepared for:
City of Albuquerque Aviation Department

JANUARY 2016

Prepared by:
Consensus Planning, Inc.
302 8th Street NW
Albuquerque, NM 87102

Molzen Corbin
2701 Miles Road SE
Albuquerque, NM 87106



SHEET 5 OF 5