



CHANDLER CITY COUNCIL
Work Session Meeting Minutes
Monday, April 19, 2021

MINUTES OF THE WORK SESSION MEETING OF THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, held on Monday, April 19, 2021, in the Chandler City Council Conference Room, 88 E. Chicago Street, Chandler, Arizona.

THE MEETING WAS CALLED TO ORDER BY MAYOR KEVIN HARTKE AT 5:00 P.M.

The following members of the Council were present:

Kevin Hartke	Mayor
Mark Stewart	Vice Mayor
René Lopez	Councilmember
OD Harris	Councilmember
Christine Ellis	Councilmember
Terry Roe	Councilmember
Matt Orlando	Councilmember

City staff present: Josh Wright, Acting City Manager; Kelly Schwab, City Attorney; Dana DeLong, City Clerk; Debra Stapleton, Assistant City Manager; Matt Burdick, Communications and Public Affairs Director; Ryan Peters, Governmental Relations & Policy Manager; Cori Garcia, Mayor and Council Communications Manager; Steven Turner, Acting Airport Manager.

DISCUSSION

1. Presentation and Discussion regarding the Airport Master Plan.

MAYOR HARTKE called for a staff presentation.

JOSHUA WRIGHT, Acting City Manager, introduced the discussion item and said this process began in July 2019, and came back in September 2019, for a citizen advisory group. Mr. Wright said this is the first update since 2010. Mr. Wright said the focus was on meeting the Council's Strategic Framework and having the airport serve as an economic engine for the community.

STEVEN TURNER, Acting Airport Manager, introduced Matt Quick, Coffman Associates, who was the consultant that worked on the Airport Master Plan update.

MATT QUICK, Coffman Associates, presented the following presentation.

- Background
 - 2007 Previous Master Plan Adopted
 - 2016 Airport Layout Plan (ALP) Updated
 - July 8, 2019 - Master Plan Update Initiated by City Council Work Session
 - September 9, 2019 - Master Plan Advisory Committee Established
 - Planning Advisory Committee
 - The committee is comprised of twenty-three community stakeholders. The responsibilities of the committee are to provide guidance to staff and consultants through the process of updating the Airport Master Plan and deliver its findings and recommendations to the Chandler Airport Commission, which shall in turn make a final recommendation for adoption to the City Council.
- What is a Master Plan?
 - What a Master Plan is:
 - A comprehensive long range study of the airport and all air and landside component that describes plans to meet FAA safety standards and future aviation demand.
 - Required by the FAA to be conducted every 7-10 years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The last Master Plan was completed in 2007.
 - Funded by the FAA through the Airport Improvement Program (AIP), which provides 91.06% of the total project costs. The remaining 8.94% is funded by ADOT – Aeronautics Groups and the City of Chandler
 - A local document that will ultimately be presented for approval from the City of Chandler. The FAA approves only two elements of the Master Plan, the Aviation Demand Forecasts and the Airport Layout Plan (ALP) drawing set.
 - An opportunity for airport stakeholders and the general public to engage with airport staff on issues related to the airport and its current and future operations, and environmental and socioeconomic impacts. Three public information workshops will be conducted throughout the Master Plan process to facilitate this public outreach effort.
 - What a Master Plan is not:
 - A guarantee that the airport will proceed with any planned projects. Master Plans are guides that help airport staff plan for future airport development however the need/demand for certain projects may not ever materialize.
 - A guarantee that the City of Chandler, ADOT, or the FAA will fund any planned projects. Project funding is considered on a project-by-project basis requiring appropriate need and demand. Certain projects may require the completion of a benefit cost analysis.
 - Environmental clearance for any planned projects. The Master Plan includes an environmental overview that identifies potential-environmental sensitivities per the National Environmental Policy Act of 1969 (NEPA0; however, most planned projects will require a separate NEPA study (Environmental impact

Statement/Environmental Assessment Categorical Exclusion) prior to construction.

- Public Outreach
 - Web Pages
 - Media Coverage
- Public Outreach
 - PAC Meetings/Workshops
 - Social Media
 - 200+ Comments Received
- Master Plan Process
 - Initiation
 - Goals and Objectives
 - Establish Advisory Committee
 - October 24, 2019 Advisory Committee 1
 - Inventory
 - Airport Facilities
 - Airspace and Air Traffic Activity
 - Airport Access and Parking, Utilities, and Aerial Photography
 - Area Socioeconomic Data
 - Local Planning and Land Use
 - AGIS Survey
 - Forecasts
 - Based Aircraft and Fleet Mix
 - Annual Operations
 - Peaking Characteristics
 - Critical Aircraft Analysis
 - Facility Requirements
 - Design Categories
 - Runway Length and Strength
 - Support Facilities
 - Taxiways
 - Airfields Capacity
 - Hangar Facilities
 - Terminal Building
 - Aprons
 - Navigational Aids
- Master Plan Process
 - February 26, 2020 Advisory Committee 2
 - Open House 1
 - Airport Alternatives
 - Evaluate Development Scenarios
 - Airside
 - Landside

- Support
 - June 26, 2020 Advisory Committee 3
 - Open House 2
 - Recommended Master Plan Concept and Capital Financial Plan
 - Detailed Master Plan Facility and Land Use Plans
 - Cost Estimates
 - Funding Sources
 - Airport Capital Improvement Plan
 - Environmental Considerations Sustainability Plan
 - Noise Exposure
 - Recycling Plan
 - Review Evaluation of NEPA Environmental Categories
 - Energy Assessment
- Master Plan Process
 - October 28, 2020 Advisory Committee 4
 - Airport Layout Plans
 - Airport Layout Plan
 - Landside Drawing
 - Airspace/Approach Drawings
 - On-Airport Land Use Plan
 - Property Map
 - Land Use Plans
 - Draft Master Plan
 - Master Plan ALP Approvals
 - Final Master Plan
- Master Plan Summary
- Aviation Demand Planning Horizons
- Airport and Runway Classifications
 - Forecasts Approved by FAA on May 5, 2020

COUNCILMEMBER HARRIS asked about how many passengers are in a B2 aircraft.

MR. QUICK said a lot of different aircrafts fall into the B2 category, but typically it is the midsized business jet with about 6 to 10 people. Mr. Quick said B2 categorization is based on runway design code and not passengers on the aircraft.

COUNCILMEMBER LOPEZ said the B2 can accommodate larger aircraft, but it is on the low end it does not require any modifications. Councilmember Lopez asked if airports have had to adjust because they started to get larger aircraft.

MR. QUICK said yes, there are airports and runways that had to change their design if they started to get more aircraft traffic at the airport. Mr. Quick said the runway length is a limiting factor.

COUNCILMEMBER LOPEZ said the airport can accommodate larger aircraft, but it is not common.

MR. QUICK continued the presentation.

- Airport Development Concept

COUNCILMEMBER ORLANDO asked about solar and the environmental sites.

MR. QUICK said they left the site alone, but it could be a potential site. It is close to the runway, but they were looking towards more of the northwest side of the airport. Mr. Quick said it could be looked at, but there would be an extensive remediation process.

COUNCILMEMBER ORLANDO asked about more information on the terminal.

MR. QUICK said they were looking for areas of prime development to satisfy future aviation demand and this area could accommodate more activity. Mr. Quick said they were also looking at the admin areas and opening up other areas to accommodate aviation activities.

COUNCILMEMBER ORLANDO said there was talk of above ground fuel tanks and asked what size was being considered.

MR. QUICK said 10,000-15,000 gallons.

COUNCILMEMBER ROE talked about the self-service fuel station and asked if there could be a way for people to get through the fence to the runway in the south. Councilmember Roe asked if that land would be more marketable.

MR. QUICK said they have not evaluated through the fence from that parcel because there is plenty of development opportunity on existing airport property. Mr. Quick said they try to be sensitive to land uses around the airport and there is residential in the area so this land would serve as a buffer. Mr. Quick said through the fence access is frowned upon by the FAA, but there are some instances it is allowed such as in Scottsdale.

COUNCILMEMBER ROE said if you do not plan for land to be sold then it may be a similar situation to Scottsdale. Councilmember Roe said it seems it should be there as an option.

MR. QUICK said it is something they could talk about. Mr. Quick said this plan would be updated in the next 10 years, but for the anticipated demand over the next 20 years is that demand would be met with the exiting airport property. Mr. Quick said this is why they have not looked at purchasing additional property.

COUNCILMEMBER LOPEZ talked about the runway extension and asked if the runway extension would be presented and if that would cause an increase in usage.

MR. QUICK said they have some Capital Improvements Project options and they show environmental studies beginning in the latter part of the five year timeframe. Mr. Quick said the actual construction would be in the six to eight year timeframe.

COUNCILMEMBER LOPEZ asked if runway extensions are done if they see an increase in activity.

MR. QUICK said it can happen, but a lot of times it would be most felt by the operators at the airport and they would be able to take more passengers and fuel. Mr. Quick said this would generate additional revenue for the businesses.

MR. QUICK continued the presentation.

- Capital Improvement Program

VICE MAYOR STEWART asked how short term was defined.

MR. QUICK said one to five years for short term, six to ten years for intermediate, and 11 to 20 years for long term.

VICE MAYOR STEWART said the \$5 million would be spread out over five years.

MR. QUICK said yes, but it is hard to say depending on need and the type of project.

VICE MAYOR STEWART said infrastructure is important as an economic driver and if more opportunity is south then that is something he would like to see. Vice Mayor Stewart said if they are making this investment it cannot be just for the activity they do today and it needs to be for the future. Vice Mayor Stewart said he wanted more information and numbers on economic drivers.

MR. QUICK said these numbers are tied to the Capital Improvement Program based on the design concept.

VICE MAYOR STEWART asked how they would recoup the costs of these investments.

MR. QUICK said that would be tied to the activity in the airport such as fuel flowage, land leases, and operations.

VICE MAYOR STEWART asked for projections based on an economic standpoint and why they should extend the runway.

MAYOR HARTKE said this is not just extending the runway there are a lot of projects.

VICE MAYOR STEWART said they need to be able to share why this a good investment for the community.

MR. WRIGHT said they did an economic impact study for the airport five years ago which showed \$100 million in annual economic impact. Mr. Wright said they could forecast a little bit with that as a baseline. Mr. Wright said there is another piece recommended by the Bond Committee was to look at the community impact of extending the runway beyond just FAA requirements.

VICE MAYOR STEWART asked if they would see that before voting on this.

MR. WRIGHT said this is primarily a facilities plan and that would be a recommendation coming out of this plan which would start its own process.

COUNCILMEMBER ORLANDO asked if they are doing a new study.

MR. WRIGHT said there is not a plan for a specific airport economic impact study, but they could explore that. Mr. Wright said they would have a specific study done on the runway extension is they chose to do that.

COUNCILMEMBER ORLANDO said there is some synergy as they develop the runway more development in the area would occur. Councilmember Orlando said if they develop the area the runway may lag. Councilmember Orlando said he has always been concerned with the airspace and what would happen if they increase the runway.

MR. QUICK said airspace is tied to several different factors, but even if the runway was extended it would still be class B aircraft. The airspace in the Phoenix Metro area is complex given all the airfields.

COUNCILMEMBER ORLANDO talked about memorial field and how that affects operations.

MR. QUICK said airspace is outside the purview of the Master Plan, but he would not expect to see much different than what is happening today in terms of aircraft.

COUNCILMEMBER ROE said the extension of the runway is mostly about safety since the aircraft size would not change.

MR. QUICK said they are not expecting the runway design code to change.

COUNCILMEMBER ROE said the longer runway would give more room to take off and land.

MR. QUICK said it could enhance safety and be met within existing confines of the airport property.

VICE MAYOR STEWART asked if the numbers came from the expectation of the extended runway.

MR. QUICK said they took into consideration unconstrained forecast and being able to accommodate different types of aircraft.

VICE MAYOR STEWART said this would be a 50% increase in 11 years and an increase in traffic by 20%. Vice Mayor Stewart asked if the investment is coming from bonds or the general fund.

MR. QUICK said the Master Plan does not identify funding sources.

VICE MAYOR STEWART said they would have to use general fund if the bond did not pass.

MR. WRIGHT said there is not an airport package being recommended. The recommendation was for one item outside the airport that would fall under transportation.

MAYOR HARTKE said there is no airport bond issue.

VICE MAYOR STEWART said it would be all general fund then.

COUNCILMEMBER LOPEZ said these are recommendations and how the City comes up with the money could be anything.

VICE MAYOR STEWART said in the short term it would be general funds since they would not go for bonds for another 10 to 15 years.

MAYOR HARTKE said they are not restricted in when they can bond, they could bond the next year if they chose to.

MR. QUICK continued the presentation.

- 2019 Noise Contours
- 2040 Noise Contours
- Next Steps
- Requests
 - City Council Approve 2021 Airport Master Plan as recommended by the Airport Commission on March 17, 2021
- Next Steps
 - City Council approves the 2021 Airport Master Plan
 - Submit the draft Airport Layout Plan (ALP) to the FAA for lines of business (LOB) review
 - FAA approves ALP; Print final Master Plan report
 - Execute plan through City's annual budget and grant funding opportunities

COUNCILMEMBER LOPEZ said the Master Plan is used as a guiding roadmap for future Councils.

MAYOR HARTKE said it is important future plans are in the Master Plan to set the stage.

COUNCILMEMBER ROE said if the projects are not listed then they do not exist.

VICE MAYOR STEWART asked if they could look into the land to the south.

MR. WRIGHT said that would be in the Airpark Area Plan to designate appropriate land uses around the area.

VICE MAYOR STEWART clarified the Airport Master Plan is only the land inside the fence.

MR. WRIGHT said yes, it is an inside the fence document.

VICE MAYOR STEWART asked if that piece of land could be considered to be part of the Plan.

MR. WRIGHT said that would be more of a development issue.

MAYOR HARTKE said they would need to buy the land for it to be inside the fence.

VICE MAYOR STEWART said if it could be an economic driver then it would make sense to be inside the fence.

MAYOR HARTKE said if it was a corporate center employing 600 people it would do better outside the fence than being hangars.

COUNCILMEMBER LOPEZ said the extension of the runway improves safety and expands what the current aircraft can do. Councilmember Lopez said it meets the requirements for many airplanes' insurance requirements.

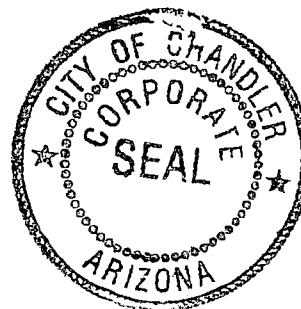
MR. QUICK said they have seen 5,000 feet is the target number for many insurance companies and air taxi companies.

ADJOURNMENT: The Work Session was adjourned at approximately 5:52 p.m.

ATTEST: *Dana R. Adams*
City Clerk

Kevin Hartke
Mayor


Approval Date of Minutes: May 13, 2021



CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Work Session of the City Council of Chandler, Arizona, held on the 19th day of April, 2021. I further certify that the meeting was duly called and held and that a quorum was present.

DATED this 13 day of May, 2021.


City Clerk

