

STUDY SESSION MEETING MINUTES OF THE CHANDLER MUNICIPAL AIRPORT COMMISSION, on Wednesday, January 12, 2022, at 6:30 p.m. Virtually via WebEx.

1. CALL TO ORDER/ROLL CALL

Meeting called to order at 6:30 p.m. by CHAIRMAN CHRIS HAWLEY. The following Commission Members answered roll call:

Chairman Chris Hawley
Vice-Chairman Charles McCorkle
Commissioner David Sperling
Commissioner Alicia Kruse
Commissioner David Siegel
Commissioner Robert Bozelli
Commissioner Chad Wakefield

Commissioners Absent:

Airport Staff in Attendance:

Ryan Reeves, Airport Manager
Chris Andres, Airport Planning Manager
Diana Alonzo, Management Assistant

Also, in Attendance:

Lauren Schuman, Sr. Planner

Others in Attendance:

Steven Smith, Chandler Air Service

2. SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES/CALL TO THE PUBLIC

CHAIRMAN HAWLEY inquired if there were any unscheduled public appearances, and there were none.

3. ACTION AGENDA

None.

4. BRIEFING ITEMS

A. *Discussion and possible input for the Airport Conflict Evaluation for Germann and Hamilton Industrial Park.*

MS. SCHUMAN, a Senior Planner for the City of Chandler, presented the case for the Germann & Hamilton Industrial Park. MS. SCHUMAN is requesting approval of the preliminary development plan for the site layout and building architecture for three flex industrial buildings. The site is located a quarter of a mile northwest corner of McQueen and Germann Rd. This is the future intersection of Hamilton and Germann. The surrounding land uses include a city facility to the east that will include a self-service storage facility, Tumbleweed Park is to the south and to the north there are agricultural properties.

The site was zoned for plan area development (PAD) for one type uses in 2001. No preliminary plan was established. The request is for 18.3 acres, three flex industrial buildings totaling approximately 302,000 sq. ft. located one mile northwest of the airport. The maximum height is 45 feet, with a mix of at grade and dock high doors allowing for variety of users. No water features or solar panels will be included. Staff is making a recommendation of no conflict. The designed was created with Airport safety in mind, height and location do not propose any issues. The use of material is compatible with Airport operations.

COMMISSIONER KRUSE asked if there was a specific reason why the applicant listed no solar panels now or ever.

MS. SCHUMAN responded that the applicant stated that they have no desire to install solar panels. If in the future they consider them installing them, they are aware that they would need to complete an application for that.

CHAIRMAN HAWLEY thanked MS. SCHUMAN for looking into the specifications of the materials used and asked her if she could elaborate on the future site of Hamilton Rd and if it was an extension.

MS. SCHUMAN when the property is developed, they are going to develop the full half street of Hamilton Rd. This will allow traffic to flow both ways along Hamilton Rd. and Armstrong Way, both streets would be completed. The future plan is to get Hamilton Rd up to Willis Rd. in order for traffic to get out to Arizona Ave. and back to Interstate 202.

COMMISSINER SPERLING asked MS. SCHUMAN what formal documentation the applicant will need to submit if they decide to put solar panels later on.

MS. SCHUMAN responded that she would defer that question to Airport staff, but believes is form 7460 would be required for any additional rooftop, antennas, light poles, or other equipment.

MR. ANDRES stated that per FAA regulations, a solar study is required to be submitted to the airport and in conjunction with the entity at that time, if there is a decision to install the solar panel. A 7460 form would be submitted at that time. The FAA no longer evaluates solar projects, they have deferred that responsibility to airports.

CHAIRMAN HAWLEY asked if that was something that would come before the commission or solely worked out with staff.

MR. ANDRES responded that it would be worked out with staff only to ensure that provisions of this conflict evaluation will not be a conflict.

CCOMMISSIONER SPERLING asked if it's differentiated from other solar projects within the city because of its proximity to the airport.

MR. ANDRES responded that is correct.

COMMISSIONER WAKEFIELD asked if there was a tenant identified for these buildings.

MS. SCHUMAN responded that at this time the applicant has not disclosed any users, it is being developed as a flex industrial. Economic development has gathered that flex industrial is in demand in and around the airport at this time.

VICE-CHAIR MCCORKLE asked if there is a process in place for the Airport Commission to be briefed on items like the solar panels or antennas whether there is a conflict evaluation or not.

MR. ANDRES responded asked VICE-CHAIR MCCORKLE if he was asking to be briefed if there is a solar panel or antenna being added in the area.

VICE-CHAIR MCCORKLE responded yes, he would like to be briefed for informational purposes. If the speak to pilots or interact with any aviation group, he would like to know in case they ask about it.

MR. ANDRES responded that it would take extensive tracking. In the current process once the building permit is issued it is administrative as long as it doesn't interfere with airport operations pursuant to the original conflict evaluation. Each individual project would have to be tracked and it would be up to the Airport Manager due to resources.

COMMISSIONER SPERLING asked if the airport was notified for every 7460 form that was submitted within the area.

MR. ANDRES responded yes; many 7460 forms are being submitted.

COMMISSIONER SPERLING stated that he was not sure of how many 7460 forms the airport was alerted about.

COMMISSIONER HAWLEY stated that he thought MR. ANDRES had said that putting solar panels did not require a 7460 form.

MR. ANDRES responded that solar panels would require a 7460-form due to possible glare.

COMMISSIONER KRUSE asked about reports if the airport were to grow in the future and maybe larger aircraft would land at the airport and if that option has been eliminated due to all the building.

MR. REEVES responded according to the completion of the Airport Master Plan, the ultimate design aircraft for the airport is a Citation 750 and a Citation 10. The lengthening of the runway, should it ever occur, would not necessarily bring in larger aircraft to the airport. All the construction in critical points at the runway threshold and approach ends have already passed the TURB studies. The extension of the runway a current study will consider the approach paths and patterns. As of today, there is no forthcoming construction that can limit the airport.

5. MEMBER COMMENTS/ANNOUNCEMENTS

None.

6. CALENDAR

CHAIRMAN SPERLING stated that the regular meeting will be held after this study session.

7. INFORMATION ITEMS

None.

8. ADJOURNMENT

The meeting was adjourned by CHAIRMAN HAWLEY at 6:49 p.m.

Christopher Hawley
Chairman

Ryan Reeves
Recording Secretary