

Meeting Minutes

Airport Commission

Study Session

December 13, 2023, | 6:30 p.m.
Chandler Airport Terminal
2380 S. Stinson Way, Chandler, AZ



Call to Order

The meeting was called to order by Chairman Hawley at 6:30 p.m.

Roll Call

Commission Attendance

Chairman Christopher Hawley
Vice Chairman Charles McCorkle
Commissioner Cecil Orozco
Commissioner Mark Mount
Commissioner Robert Ehlbeck

Staff Attendance

Ryan Reeves, Airport Manager
Scott Rinkenberger, Airport Ops Manager
Chris Andres, Airport Planning Program Mngr.
Diana Alonzo, Management Assistant

Absent

Commissioner Chad Wakefield

Others in Attendance

Lauren Schumann, City Principal Planner
Alisa Peterson, City Senior Planner
Jericho Bankston, Schnitzer Commerce Parks
Bruce Wallace, Schnitzer Commerce Parks
Kathy Wallace, Schnitzer Commerce Parks
Adam Baugh, Cambridge Medical Hospital
Stephanie Watney, Cambridge Medical Hospital

Scheduled and Unscheduled Public Appearances

CHAIRMAN HAWLEY asked if there were any members of the public that would like to address the committee on any items not on the agenda.

None.

Discussion

1. Airport Conflict Evaluation – PLH22-0028 Schnitzer Commerce Parks

City Principal Planner, Lauren Schumann, gave a presentation regarding the preliminary development plan for site layout and building architecture. Request to rezone from AG-1 to PAD for industrial business park I-1.

CHAIRMAN HAWLEY asked, from the map, which area was part of Maricopa County and if the road that was mentioned would go through that block.

MS. SCHUMANN responded that as part of the improvements, the road will go all the way up to Hamilton or Ryan Road.

CHAIRMAN HAWLEY asked where Hamilton Road was on the map.

MS. SCHUMANN responded that it was a north/south road.

COMMISSIONER MOUNT asked if lighting direction was part of the plans reviewed.

MR. REEVES responded that lighting is always considered when developing a building.

COMMISSIONER MOUNT stated that he only saw solar panel reviews, but not lighting or light poles.

MR. REEVES states that as part of the review, they also ask for material types so they can review the reflectivity of said materials.

2. Airport Conflict Evaluation- PLH-23-0053 Cambridge Medical Facility

City Principal Planner, Lauren Schumann, gave a presentation regarding the request to increase mid-rise overlay for building heights up to 75 feet, as well as the preliminary development plan for site layout and building architecture for a medical facility.

COMMISSIONER MOUNT asked if there will be a helipad on top of the facility.

MS. SCHUMANN responded that they are not requesting a helipad. The building is not built to sustain that type of weight.

COMMISSIONER EHLBECK asked if there is a plan to add a helipad on the ground.

MS. SCHUMANN responded that per the applicant, it is not intended to add one and it is not permitted. The applicant would have to return and go through the same process to request adding a helipad.

COMMISSIONER OROZCO asked if there are other buildings that are 75 feet in the area.

MS. SCHUMANN responded not within the area.

MR. ANDRES stated that this would be the tallest building in the area.

VICE CHAIRMAN MCCORKLE asked for his own personal information, how difficult would it be for the site to have multiple landing areas.

MR. ANDRES responded that from the FAA standpoint, the applicant would have to go through the same process again and meet FAA site requirements. To add a helipad on the ground, there would be a significant amount of parking that would need to be removed, which can be problematic.

VICE CHAIRMAN MCCORKLE stated that there is underground parking.

MR. ANDRES responded that there is still enough parking surface. There will be a lot of outpatient services that will require an extended stay. Staff also spoke to the applicant, and they were made aware that CHD has a heliport very close by.

COMMISSIONER EHLBECK asked if there would be a taxi service to transport people from the medical facility to airport grounds through an alternative entrance and road.

MR. REEVES responded that there are a lot of properties in between. A surface street study was not conducted, and if they were to need access to the heliport, staff would work with them just like with any other company. A gate code can be provided so that they can have gate access 24/7 following all FAA safety standards.

COMMISSIONER EHLBECK asked if this would alter the future of undeveloped areas around the airport.

MR. REEVES responded no; they would obtain access through the existing gates.

COMMISSIONER MOUNT asked how close the nearest trauma center is.

MR. REEVES responded that Mercy Gilbert and Chandler Regional are the closest trauma centers.

COMMISSIONER MOUNT asked if they would typically land there.

MR. REEVES responded yes; those are the closest trauma centers.

COMMISSIONER OROZCO asked if this would be under the base turn to 22L.

CHAIRMAN HAWLEY stated that the language indicates that it is not located within the noise contours. He also stated that per Exhibit B, it appears that the medical facility is within the 60 decibels noise contour area and asked if it this is an error.

MR. ANDRES responded yes; that is the 60-decibel contour, but it should be 55, which is the federal and state noise exposure. There are 2 noise contours, 60 LDN and 55 which is the FAA standard, recognizing that there is a transition zone for residential noise mitigation. Anything outside of this is ineligible for federal funding. Where the facility is at, it is outside the 55 contours.

CHAIRMAN HAWLEY asked if Exhibit B was inaccurate.

MR. ANDRES responded no.

CHAIRMAN HAWLEY asked if the red area was for the Airpark Area.

MR. ANDRES responded yes.

MS. SCHUMANN stated that the 60 is the blue line circling the Airpark Area.

CHAIRMAN HAWLEY asked if the highest part of the medical building was for decorative purposes only.

MS. SCHUMANN responded that the way the code is currently written, any equipment that goes on the roof needs to be covered. The equipment on the roof needs to be concealed and that is why those areas are higher in order to cover the equipment.

CHAIRMAN HAWLEY asked if they knew anything about the material and making it soundproof. He also stated that he was in the area and 4 helicopters were operating nearby, making him worry about possible noise complaints from patients.

MS. SCHUMANN responded that she reached out to the architect and an engineer was hired to look into these issues before designing the building.

CHAIRMAN HAWLEY asked how tall the charter school next door was.

MS. SCHUMANN responded that she did not know the exact height, but her estimate was not taller than 45 feet.

MR. REEVES stated that the school has 70-foot-tall light poles that have recently passed the 7460 process with the FAA.

COMMISSIONER EHLBECK asked if the hospital's night lighting had been inspected and that no unique indicators would conflict or distract the pilots from seeing the runway lights.

MR. ANDRES responded that it was discussed to keep the lighting directed downward. He also stated that this is an elective procedure hospital, therefore the building does not need the lights a trauma center would require.

CHAIRMAN HAWLEY asked if there would be any anti-collision lights on top.

MR. ANDRES responded presumably yes, but he doesn't believe that it is required at that height.

CHAIRMAN HAWLEY asked if the school lights had anti-collision lights.

MR. REEVES responded yes.

MR. RINKINBERGER stated that he deals with most of 7460 forms and reviewed the aeronautical studies for such buildings. Many times, the FAA recommends the lights and in few cases, does not.

CHAIRMAN HAWLEY asked if this project had gone through this process already.

MR. ANDRES responded that he did not believe it had yet. The City of Chandler requires applicants to obtain the 7460 form to pull permits. This is early in the process and that is why the packet has two paragraphs regarding the final building and all the rooftop mechanical, but there is also a construction component. The airport receives a copy of the aeronautical study and mitigation measures to verify.

CHAIRMAN HAWLEY stated if this project has not been sent to the FAA for review, when it does the FAA may recommend or require some sort of obstruction lighting.

MR. ANDRES responded that was correct.

VICE CHAIRMAN MCCORKLE asked how many buildings were between site and the airport in direct line. The west exposure is going to be quite white. The reflection is muted for glare, even if it is white, but there will still be some glare. If there are buildings in between them, that would mitigate the glare.

MS. SHUMANN stated that the image was drafted today, the southside has two industrial buildings, the northside has two 45 ft tall flex industrial buildings, and just north of that there is a "toy barn".

Calendar


The next Regular Airport Commission Meeting will be held immediately after the Study Session, in the Chandler Airport Terminal 2380 S. Stinson Way, Chandler, AZ.

Adjourn

The meeting was adjourned at 7:28 p.m.

A stylized, handwritten signature in black ink, appearing to read "Ryan Reeves".

Ryan Reeves, Secretary

A stylized, handwritten signature in blue ink, appearing to read "Christopher Hawley".
Christopher Hawley, Chairman