



Subject: Airport Conflict Evaluation
Cambridge Medical Hospital
Near Northwest Corner of Insight Way and Gilbert Road

Recommendation

Staff recommends the Airport Commission ("Commission") present an Airport Conflict Evaluation (ACE) report to the Zoning Administrator and City Council with a finding of "no conflict with airport uses" for the proposed Cambridge Medical Hospital development.

Background

The project is a 99-bed specialty hospital and medical office building complex located on approximately 8.12 acres north of the northwest corner of Gilbert Road and Insight Way (*Exhibit A - Vicinity Map, Exhibit B - Property Location*). The property is zoned PAD for C-3 type uses. Adjacent land uses include commercial and commerce park uses. The request is to permit a mid-rise overlay to allow building heights up to 75 feet.

In 2020, the site received prior approval for a climbing gym with mid-rise overlay for building heights up to 65 feet.

The site is approximately two-tenths (0.20) of a mile to the east of the Airport property line and is not located within any noise contours (*Exhibit A- Vicinity Map, Exhibit B- Property Location*).

The proposed development consists of three (3) buildings totaling approximately 1.32 million square feet (SF) (*Exhibit C - Site Plan*). The north building is a medical office building (MOB) totaling approximately 50,200 square feet with a subterranean four-level parking garage with 283 parking bays. The maximum building height for the north building is 56'6". The central and south buildings are a 99-bed specialty hospital consisting of 156,000 square feet with four (4) stories. The majority of the central and south building heights range from 65 to 70 feet tall with a single 75-foot tower feature.

The City of Chandler General Plan designates the property for Employment and Growth Areas. The 2021 Chandler Airpark Area Plan (CAAP) designates the property as Commercial Office (*Exhibit D – Chandler Airpark Area Plan Land Use Plan*).

Analysis and Stipulations

The proposed development is consistent with the CAAP. Commercial and industrial land uses are generally compatible with airport operations. The property will experience daily overflights from aircraft on takeoff and landing (*Exhibit E – Flight Tracks*).

Based on the proposed building heights, the proposed development does not appear to pose a hazard to flight safety or be an airspace obstruction. The proposed building height does not appear to impact the approach and departure surfaces for either runway. *Final building structures, including all rooftop objects, must not impact the approach and departure surfaces for the Airport's runways.*

The owner/applicant must file a Notice of Proposed Construction (FAA Form 7460-1) with the Federal Aviation Administration (FAA) for the final structure heights, including, without limitation, all rooftop antennas, parapets, light poles, and other equipment. The form may be submitted online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA-assigned numbers for all evaluation cases must be provided to Airport Administration.

The owner/applicant must ensure that its contractors file a Notice of Proposed Construction (FAA Form 7460-1) with the FAA for temporary construction equipment including, without limitation, cranes, drilling rigs, and concrete boom pumps. The form may be submitted online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA-assigned numbers for all evaluation cases must be provided to Airport Administration. *The owner/applicant and its contractors must coordinate directly with Airport Administration at least thirty (30) calendar days before starting vertical construction.*

The proposed project does not indicate the use of rooftop solar panels. If solar panels are anticipated to be installed, the owner/applicant must complete a solar study and coordinate with Airport Administration to ensure that glare will not interfere with aircraft on approach or takeoff.

The proposed project's building design must not create reflectivity issues with aircraft in the traffic pattern and on approach or takeoff (*Exhibit F – Building Elevations*). The use of non-reflective glazing and non-reflective paint is encouraged.

Findings

- ☒ **No Conflict**
- ☐ **High Conflict**
- ☐ **Moderate Conflict**
- ☐ **Low Conflict**

Specific Area(s) of Conflict: **Not applicable.**

Recommended Corrective Actions: **Not applicable.**

Proposed Motion

None. This item of for discussion only.

Attachments

- A. Vicinity Map
- B. Property Location
- C. Site Plan
- D. Chandler Airpark Area Plan Land Use Plan
- E. Flight Tracks
- F. Building Elevations