



MEMORANDUM

DATE: February 15, 2024

TO: Kevin Mayo

FROM: Airport Staff

SUBJECT: Irgens Ascend
Near Northwest Corner of Germann Road and Cooper Road

At their February 14, 2024 meeting, the Chandler Airport Commission ("Commission") discussed the above-referenced project.

Finding: The Commission determined the proposed development **does not constitute a conflict** with existing or planned airport operations.

Conflict(s) Cited: None.

The Commission voted 6-0 to forward a report to the Zoning Administrator and the City Council indicating the finding noted above.

cc: Ryan Reeves
David De La Torre
Alisa Petterson



Subject: Airport Conflict Evaluation
Irgens Ascend
Near Northwest Corner of Germann Road and Cooper 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 Irgens Ascend development.

Background

The project is a two-phase development over two parcels totaling approximately 20.5 acres at and near the northwest corner of Germann Road and Cooper Road (*Exhibit A - Vicinity Map, Exhibit B - Property Location*). The property is zoned Planned Area Development for mixed use commercial, retail, hotel, office, and light industrial uses. The request is to amend the site plan and to allow for showroom uses west of Cooper Road.

The site is approximately one-tenth (0.10) of a mile to the north of the Airport property line (*Exhibit A- Vicinity Map, Exhibit B- Property Location*).

The first phase of the proposed development consists of a showroom building and a flex/industrial building totaling approximately 75,800 square feet (*Exhibit C - Site Plan*). The proposed building height will not exceed 47 feet.

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 Innovation District (*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

Move to 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 Irgens Ascend development.

Attachments

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