

TEMPE ENTERTAINMENT DISTRICT UPDATE

Phoenix Aviation Advisory Board

Jordan Feld, CM, AICP

Deputy Aviation Director – Planning & Environmental

April 21, 2022



PHX DVT BYR

Sports Business

Behind the deal: Emails give insight into Tempe's arena dealings with Coyotes since 2019

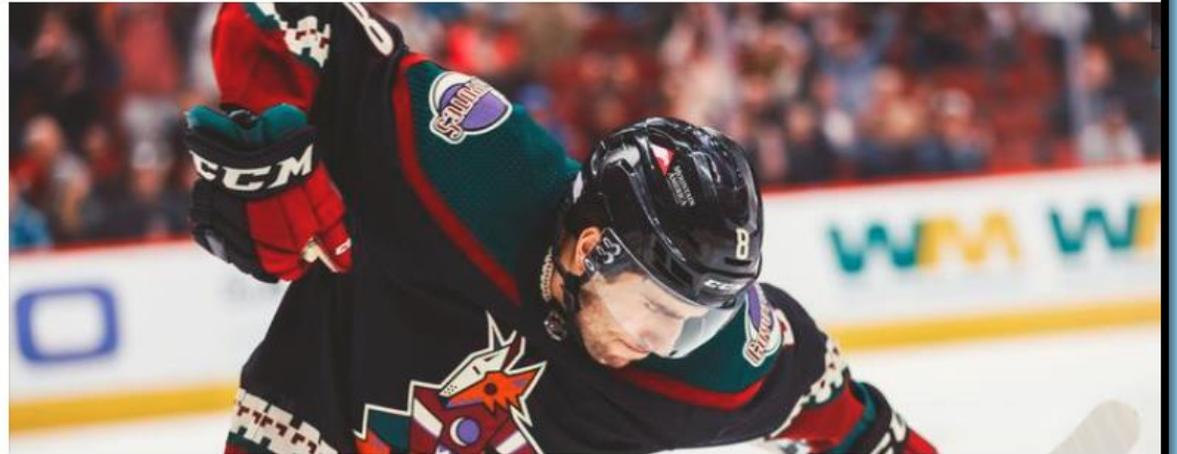
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Commercial Real Estate

Arizona Coyotes' vision: Create a 'Deer District' around proposed Tempe arena

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PHX DVT. GYR



Distance from runway to site = 9800'

Residential
80' to 140'

Arena/ TED
120'

Office
125'

Hotel
140'

Office
90'



September 20, 2021

Mr. Nicholas J. Wood
Snell & Wilmer
One Arizona Center
400 East Van Buren Street, Suite 1900
Phoenix, Arizona 85004-2202

Re: Tempe Arena Request for Proposals, no. 22-030 (Rio Salado Arizona Coyotes (IceArizona Hockey Co LLC) & Bluebird Development Proposal

Dear Mr. Wood,

Thank you for reaching out to me and inviting the City of Phoenix to discuss the Arizona Coyotes and Bluebird's Tempe Entertainment Center proposal submitted in response to the City of Tempe's request for proposals. We much appreciate the discussion we had with you, Mr. Gutierrez and your team last Thursday regarding the details of your proposal.

The proposal covers development of Tempe land at Rio Salado Drive, approximately 10,000 feet due east from Phoenix Sky Harbor International Airport's center and south runways. As you may have guessed from the proposed development presents unique and significant challenges to the airport's overall limit capacity at Phoenix Sky Harbor International Airport. It is critical that the Coyotes and Bluebird adequately address Sky Harbor's concerns, as well as any other challenges that may be identified in a detailed analysis of data not yet available to Sky Harbor. We much appreciate the challenges are addressed immediately so that they do not present a regional air navigation in general and to Sky Harbor in particular.

Tempe's RFP requires the developer to comply with FAA-related requirements, Part 150 noise contours. To ensure proper implementation of these requirements, avoid creating an air-navigation hazard, and provide measures for the proposed development and for Sky Harbor, the developer should address, at a minimum, the following concerns and recommendations. Sky Harbor does not have a copy of the Coyotes and Bluebird's recommendations are preliminary and not exhaustive:



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1. The RFP mentions, and Sky Harbor insists, that the Coyotes and Bluebird strictly comply with 14 CFR Part 77 (requiring notice to FAA of proposed construction) and with 14 CFR Part 150 (noise mitigation standards for sensitive land uses).
2. Specifically, the Coyotes and Bluebird must ensure that the 7460-1 obstruction evaluation required under Part 77 is properly and carefully conducted and that the development itself does not create an air-navigation hazard, interfere with navigational aids, or constrain the current or future capacity of Sky Harbor. Additionally, before the property is further entitled and before construction documents are submitted for plan review, any proposed improvements and all related construction activity (cranes, etc) that may exceed 100 feet above ground level (AGL) must be reviewed with Sky Harbor and with major operators (e.g., American Airlines, Southwest, Delta, and FedEx) to ensure compatibility with all airspace requirements. This includes each operator's One Engine Inoperable (OEI) departure profiles, which may differ from federal airspace surfaces.
3. To avoid future disputes about air navigation on the airport's east side, Sky Harbor urges the Coyotes, Bluebird, and Tempe to execute an aviation easement (in form and content like that used in nearby developments) to Sky Harbor. This easement would protect the public's continued right to fly over (and in proximity to) the proposed development.
4. The proposed development is within Sky Harbor's formal 65 DNL noise contour, and consequently, the FAA deems residential development as an incompatible land use. Sky Harbor is obligated to oppose all incompatible land uses, including residential development, for the health and protection of prospective residents and the public in general.
5. The Coyotes and Bluebird—together with all other project developers—should include in all residential sales/lease contracts a copy of the statutory airport disclosure map.
6. In the Tempe Entertainment District as developed, the Coyotes and Bluebird must prohibit all use of lasers, fireworks, promotional spotlights, or similar activities that would create a hazard to air navigation attributable to brilliant light, glare, smoke, dust, or electromagnetic disturbance. We further request that the Coyotes and Bluebird coordinate with Sky Harbor and FAA to ensure that all TED development and venue lighting (e.g., marquees, dynamic light boards, electronic banners, etc.) does not create a safety hazard to flight.
7. At our meeting, the Coyotes and Bluebird agreed to prevent all future TED events and activities that would require implementation of federal Temporary

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Flight Restrictions (TFR). We appreciate that consideration as we believe implementation of TFRs in such close proximity to Sky Harbor's southern two runways will likely significantly limit, if not altogether suspend, flight operations to the airport for the duration of such an event.

8. Given the proximity of the TED development to Sky Harbor runways, the Coyotes and Bluebird should prohibit all amateur or recreational drone use (unmanned aerial systems) in and around the development. We also urge the Coyotes and Bluebird to require any professional (institutional or commercial) drone use near the development to receive prior permission from Sky Harbor in addition to all required FAA approvals to ensure public safety and to prevent unintended deployment of law enforcement resources to reports of drone activity.
9. The Coyotes and Bluebird should submit to Sky Harbor and to the Phoenix Planning and Development Department all applications for Tempe General Plan Amendments and Rezoning requests filed for the site. We request the opportunity to review and comment on any submitted site plans and building elevations and to provide our review and comments to the Tempe Community Development Department. We ask the Coyotes and Bluebird to urge Tempe to formally consider and evaluate Sky Harbor's review and comments.
10. The Coyotes and Bluebird should contract with a wildlife biologist meeting FAA qualification standards to review master and block development plans for compliance with FAA wildlife-hazard mitigation criteria and best practices. Sky Harbor requests that the Coyotes and Bluebird comply with these criteria during the development's construction, operation, and maintenance. This requirement is critical given the Coyotes and Bluebird's desire to expand Tempe Town Lake west to Priest Drive.

We ask the Coyotes and Bluebird to provide Sky Harbor with a complete copy of their proposal to Tempe, minus any confidential financial documents. When we receive the proposal and the other documents promised at our meeting, Sky Harbor will be able to conduct a more detailed and informed analysis and provide you with more formal comments, and until then, we express no other opinion on the TED development or on the Coyotes and Bluebird's proposal. To emphasize our perspective, Sky Harbor is the region and state's largest economic engine. Based on our conversation yesterday, I am confident that we share the mutual objective of ensuring that Sky Harbor remains protected from incompatible development and uses so it may continue to support the economic vitality of the City of Tempe and the entire region.

Developer Engagement

- July '21 – Airport learns about proposal in Phoenix Business Journal
- Sept '21 – Meeting with Developer and staff (staff first request of technical info to conduct impact analysis)
- Nov '21 – Meeting with Developer, PAAB members and staff
- Dec '21 – Meeting with Developer and staff
- Jan '22 – Meeting with Developer and staff
- Feb '22 – Meeting with Developer and staff
- Mar '22 – Meeting with Developer; construction info provided

Stakeholder Engagement

- 10/5/21
- 2/2/22
- 3/7/22
- 4/18/22



KEY ISSUES TO BE ADDRESSED



Building Heights



Incompatible Residential



Glare / Reflectivity



Event Venue Hazards



Navaid/Spectrum



Wildlife Management



FLIGHT PATH REVIEW

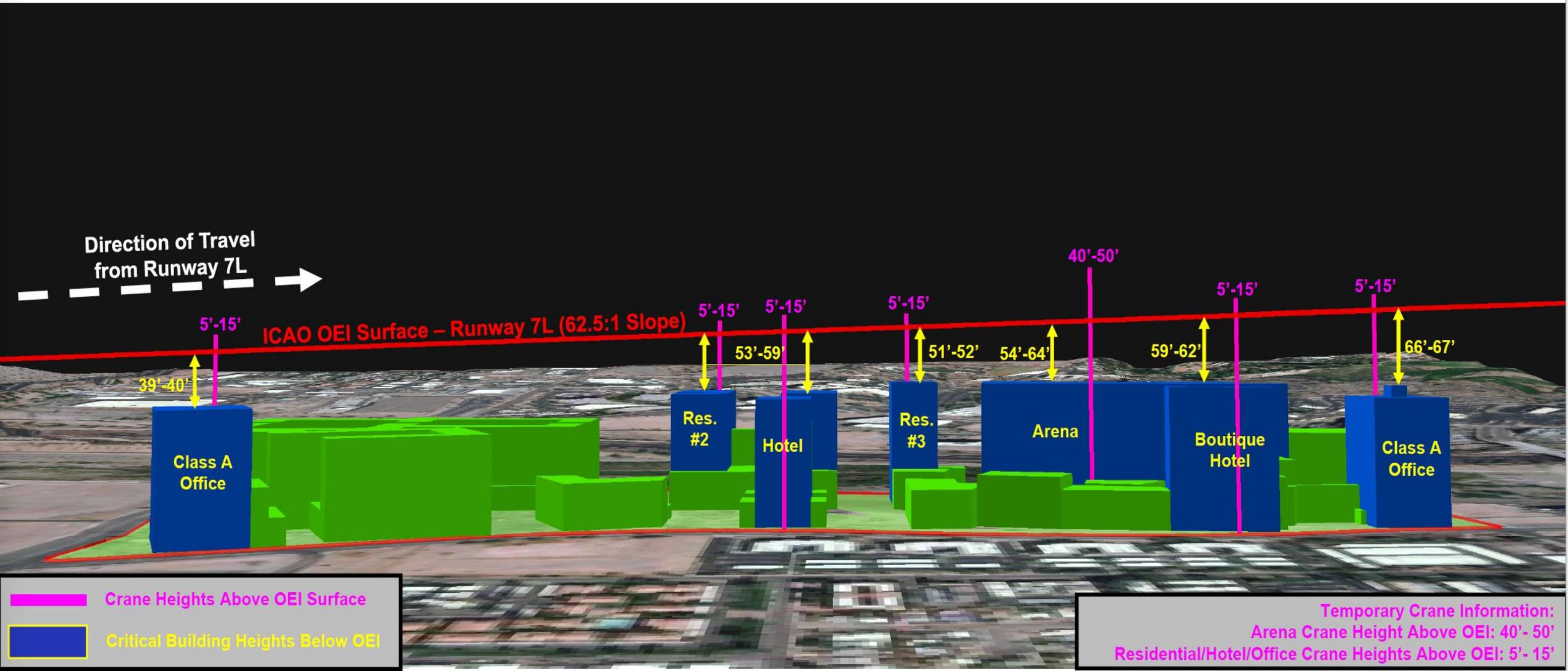
Departing Flights



Arriving Flights



TED Critical Building Heights Compared to ICAO OEI Surface



CONSTRUCTION CRANE IMPACTS

February 21, 2022

“Having reviewed the locations and heights of the anticipated construction cranes we have found they may result in a significant reduction in payload as well as passenger restrictions. The maximum payload reductions and passenger restrictions are the most serious during warm weather days.”

“[The attached] table shows that all fleets, regardless of size or engines, will have a negative payload impact from the anticipated construction cranes.”

“In some cases, not limited to just long-haul flights, the detrimental effects of the construction cranes are quite severe.”



Jay Leitner
Principal Engineer, Operations Engineering
 
You are why we fly





1999 70 DNL

1999 65 DNL



Current 65 DNL

FAA Part 150 Compatible Land Uses

		55-65 DNL	65-75 DNL	75+ DNL
 Residential	1-2 Family	Yellow	Red	Red
	Multi-Family	Yellow	Red	Red
	Mobile Homes	Yellow	Red	Red
	Dorms, etc.	Yellow	Red	Red
 Institutional	Churches	Yellow	Red	Red
	Schools	Yellow	Red	Red
	Hospitals	Yellow	Red	Red
	Nursing Homes	Yellow	Red	Red
	Libraries	Yellow	Red	Red
 Recreational	Sports/Play	Yellow	Yellow	Red
	Arts/Instructional	Yellow	Red	Red
	Camping	Yellow	Yellow	Red
Commercial	All Uses	Yellow	Yellow	Yellow
Industrial	All Uses	Yellow	Yellow	Yellow
Agricultural	All Uses	Yellow	Yellow	Yellow

PER FAR PART 150	COMPATIBLE	Yellow
	INCOMPATIBLE	Red



TEMPE-PHOENIX IGA (Exp 2044)

4DME departure
gate (FAA)

Departure
equalization (FAA)

Flightpath
monitoring
(Phoenix)

Part 150 study
(FAA/ Phoenix)

Implement Part 150
(Phoenix and
Tempe)

Tempe and Phoenix agree to take all actions necessary, consistent with applicable laws and regulations, to implement the land use management strategies recommended in the F.A.R. Part 150 Noise Compatibility Plan and Program. Tempe, consistent with applicable laws and regulations, will take such measures as are necessary to ensure that new development undertaken in connection with the Rio Salado project or in noise sensitive environs within its jurisdiction will be compatible with the noise levels predicted in the F.A.R. Part 150 Noise Compatibility Plan and Program.



AVIATION ASSESSMENTS/STUDIES

- Expected aggregate annual economic impacts during period of construction
 - **“Long-haul” delay factor (.5 minutes per operation)**
 - **Overall capacity reduction (6000 ops approx.)**
 - **Delay effects \$21.5M annual airline cost and \$264M regional economic cost**
- Livability analysis (noise exposure)
- Safety/risk analysis (eg, ILS spoofing)
- Airfield/Airspace management changes from project and potential deviations from IGA



SKYHARBOR.COM/TEMPEENTERTAINMENTDISTRICT

← → ↻ skyharbor.com/tempeentertainmentdistrict

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Tempe Entertainment District

Proposed Tempe Entertainment District

In July 2021, the City of Tempe solicited proposals to develop a new sports arena and mixed-use development adjacent to Phoenix Sky Harbor International Airport. Tempe received one proposal from Bluebird Development, a firm that represents the Arizona Coyotes Hockey Franchise. The proposed location is at the northeast corner of Rio Salado Parkway and Priest Drive. [Learn more about Tempe's Request for Proposals.](#)

The development could pose significant operational challenges for the airport, including potential flight path impacts from structures and intended uses.

The airport has called on the developer to provide more detailed information about the development that will allow the airport conduct a thorough analysis of potential impacts. City of Phoenix Director of Aviation Services Chad Makovsky sent a letter regarding the Tempe Arena Request for Proposals, no. 22-030 (Rio Salado Pkwy & Priest



Thank You



PHX PHOENIX SKY HARBOR
INTERNATIONAL AIRPORT

America's Friendliest Airport®

