



Archaeological Resources
Airport Vicinity Development Checklist
Parking Study
Trip Generation Comparison
Parking Master Plan

PRELIMINARY
NOT FOR
CONSTRUCTION

NEW APARTMENT BUILDING
RAINTREE
WOOD PARTNERS
8688 E RAIN TREE DRIVE
SCOTTSDALE, AZ 85260

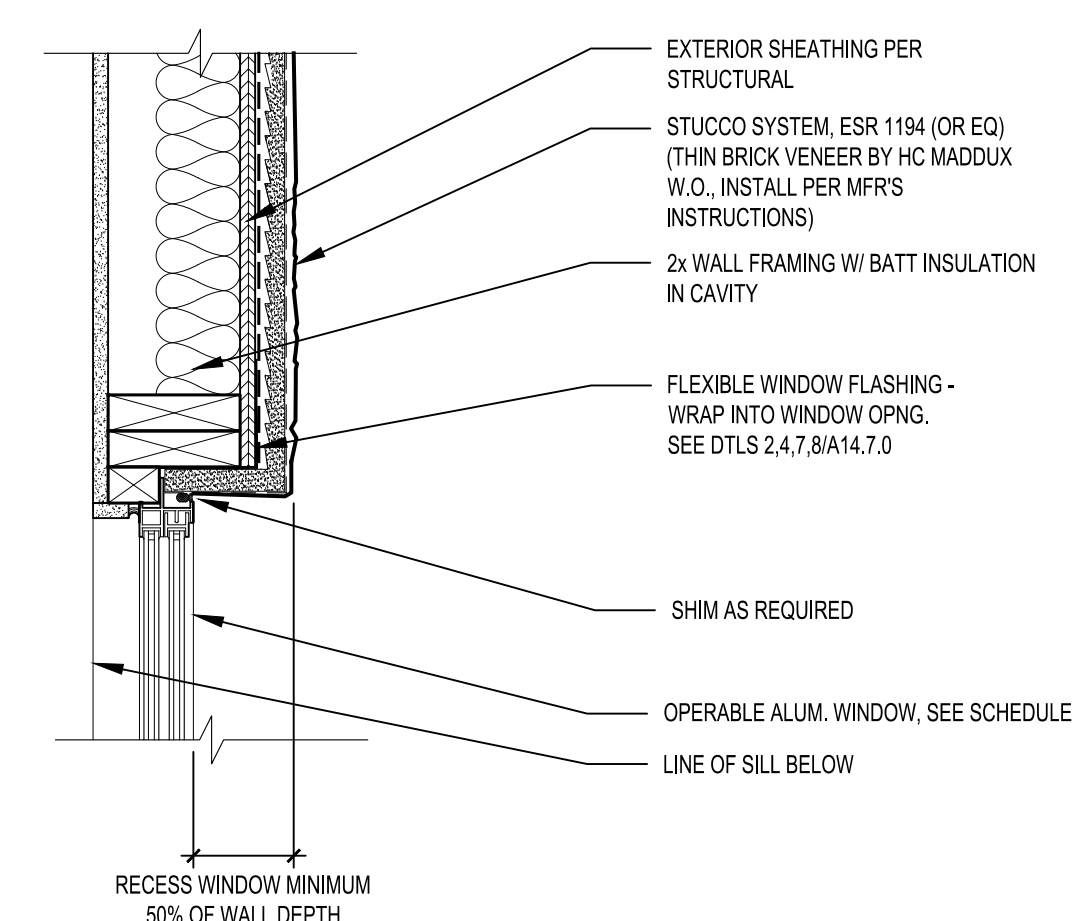
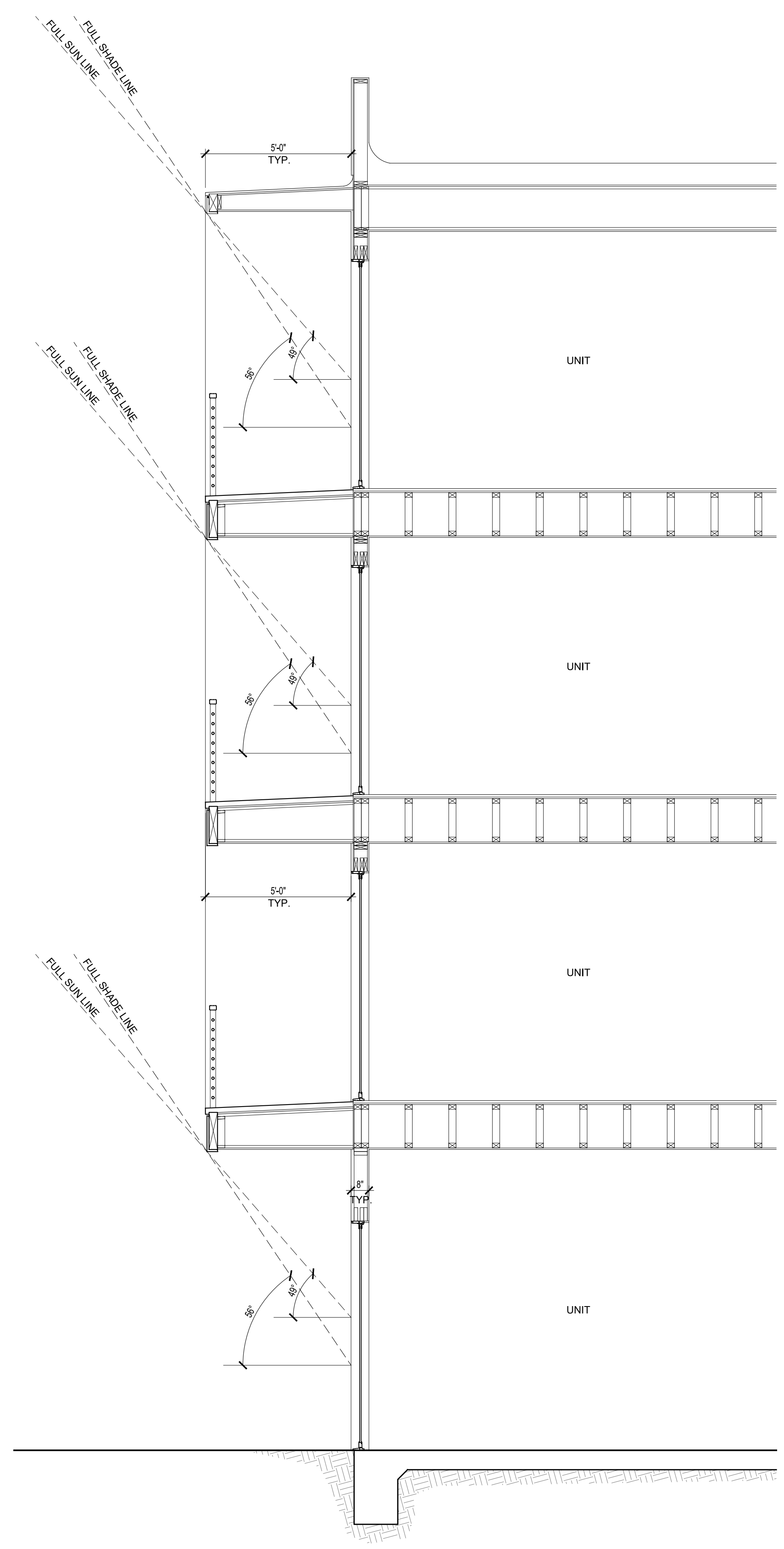
GENERAL NOTES

WINDOWS:
ALL EXTERIOR WINDOW GLAZING IS RECESSED A MINIMUM OF FIFTY (50) PERCENT OF THE WALL DEPTH INCLUDING GLASS CURTAIN WALLS. WINDOWS WITHIN ANY TOWER, AND CLERESTORY ELEMENTS.

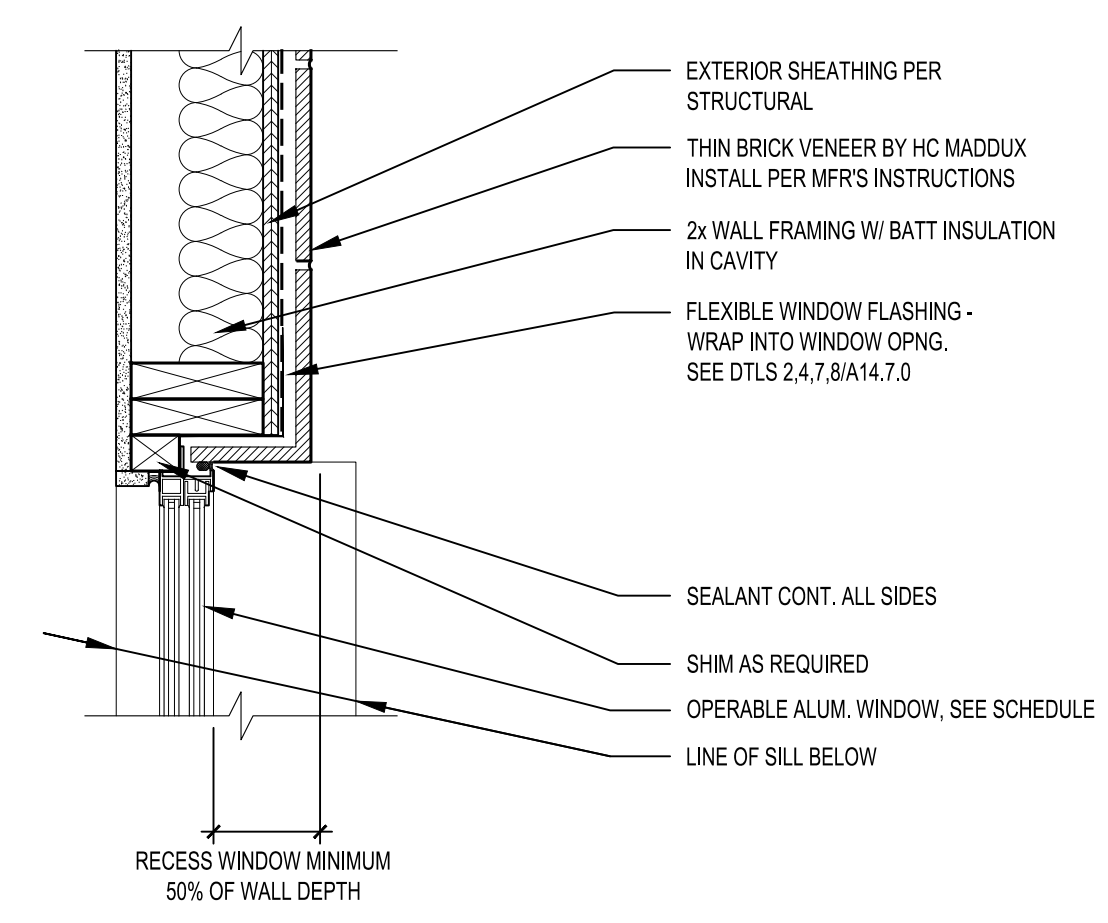
DOORS:
ALL DOORS ARE RECESSED A MINIMUM OF THIRTY (30) PERCENT OF THE WALL DEPTH.

SHADING:
ALL SHADE DEVICES WILL BE DESIGNED SO THAT THE SHADE MATERIAL HAS A DENSITY OF SEVENTY-FIVE (75) PERCENT OR GREATER. SHADE DEVICES WILL COMPLY WITH SCOTTSDALE SENSITIVE DESIGN PRINCIPAL 9.

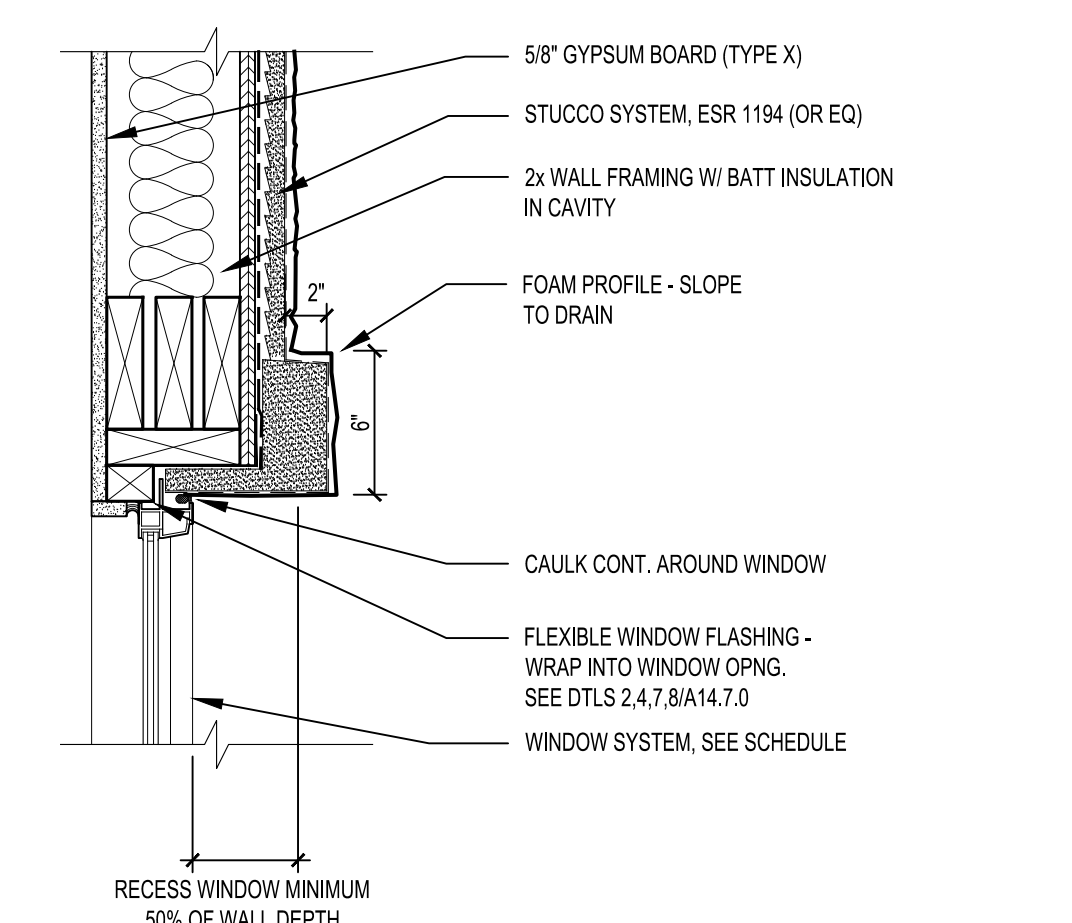
SCOTTSDALE SENSITIVE DESIGN PRINCIPAL 9:
THE DESIGN OF THE BUILT ENVIRONMENT SHOULD RESPOND TO THE DESERT ENVIRONMENT:
- INTERIOR SPACES SHOULD BE EXTENDED INTO THE OUTDOORS BOTH PHYSICALLY AND VISUALLY WHEN APPROPRIATE
- MATERIALS WITH COLORS AND COARSE TEXTURES ASSOCIATED WITH THIS REGION SHOULD BE UTILIZED.
- A VARIETY OF TEXTURES AND NATURAL MATERIALS SHOULD BE USED TO PROVIDE VISUAL INTEREST AND RICHNESS, PARTICULARLY AT THE PEDESTRIAN LEVEL.
- MATERIALS SHOULD BE USED HONESTLY AND REFLECT THEIR INHERENT QUALITIES.
- FEATURES SUCH AS SHADE STRUCTURES, DEEP ROOF OVERHANGS AND RECESSED WINDOWS SHOULD BE INCORPORATED.



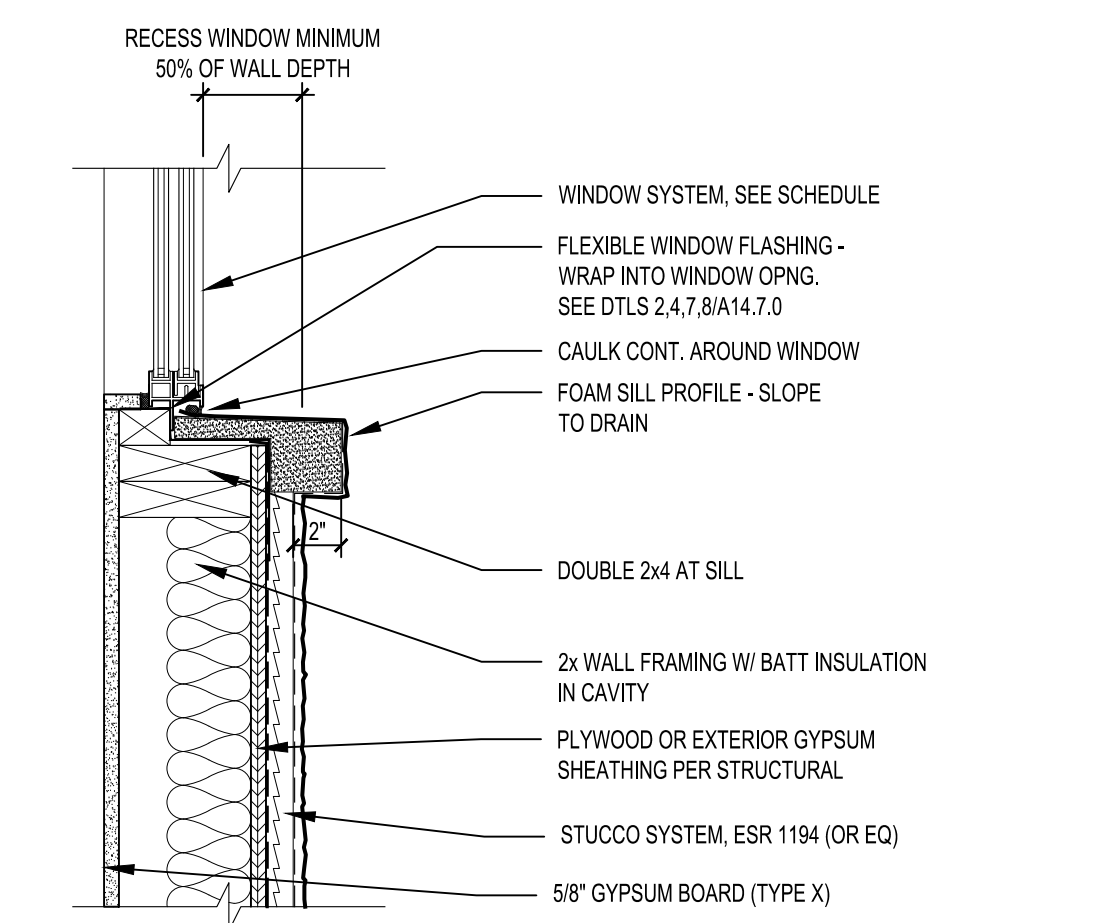
7 OPERABLE WINDOW JAMB
1 1/2" = 1'-0"



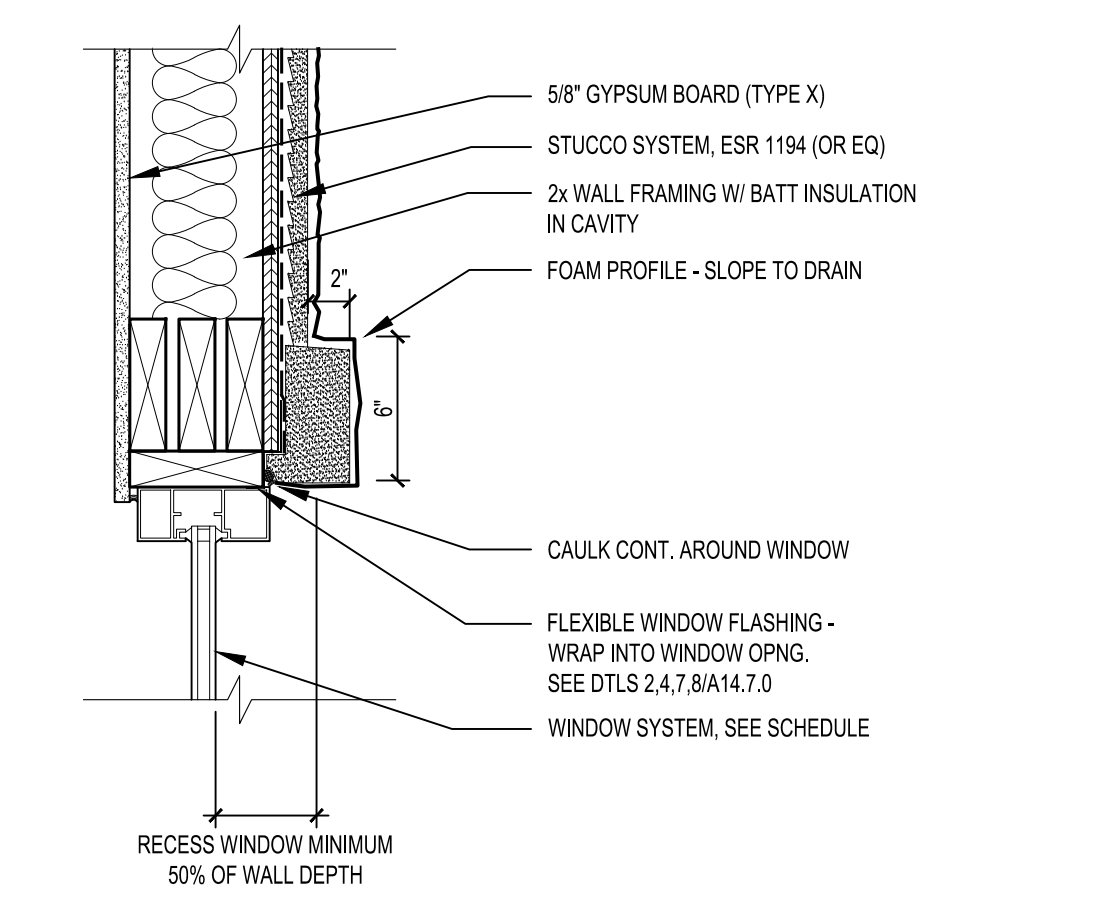
10 OPERABLE WINDOW JAMB - BRICK
1 1/2" = 1'-0"



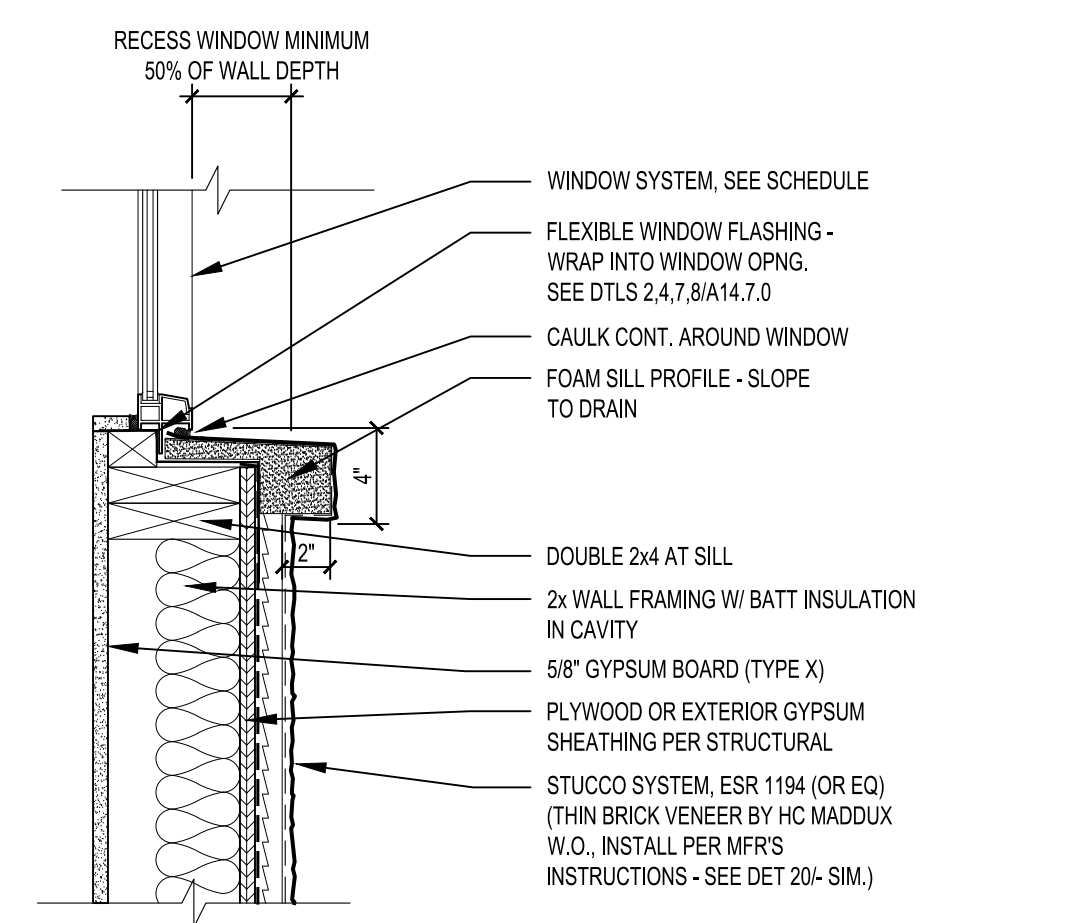
6 FIXED WINDOW HEAD (JAMB SIM)(2)
1 1/2" = 1'-0"



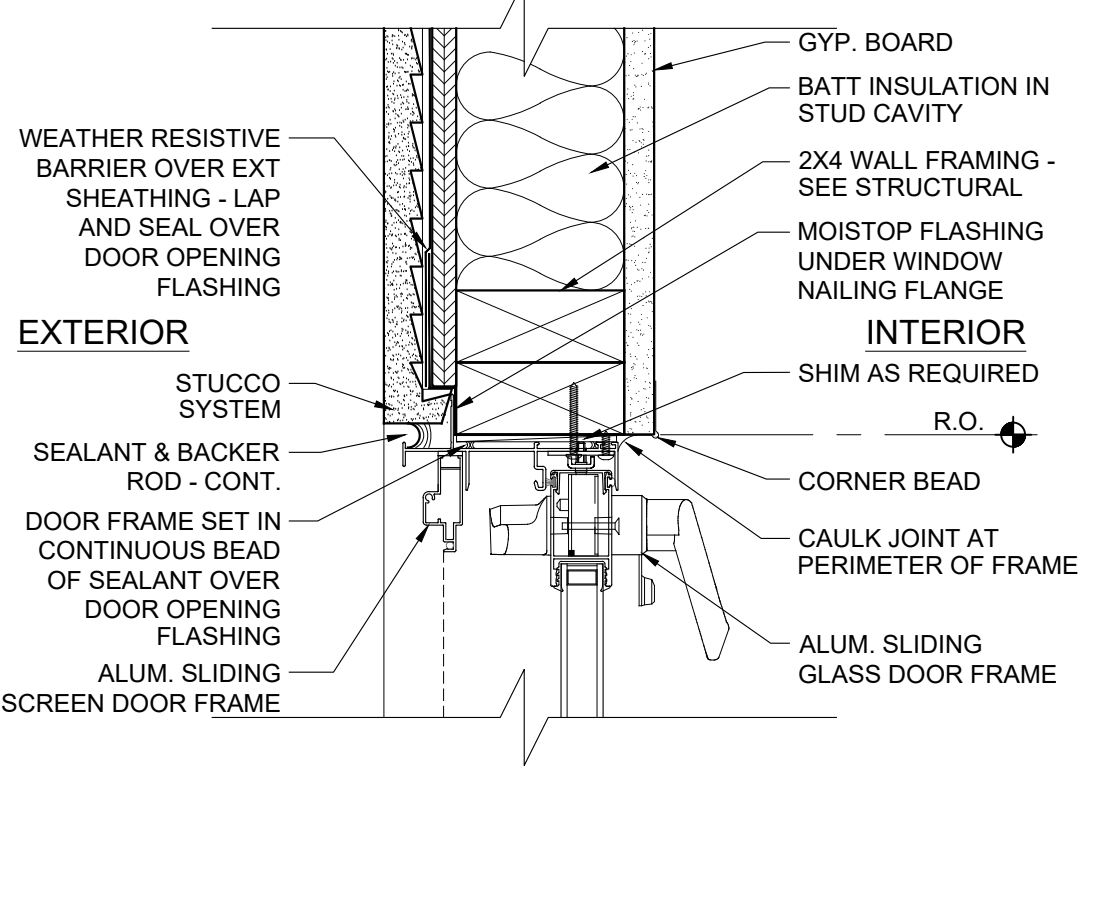
3 OPERABLE WINDOW SILL
1 1/2" = 1'-0"



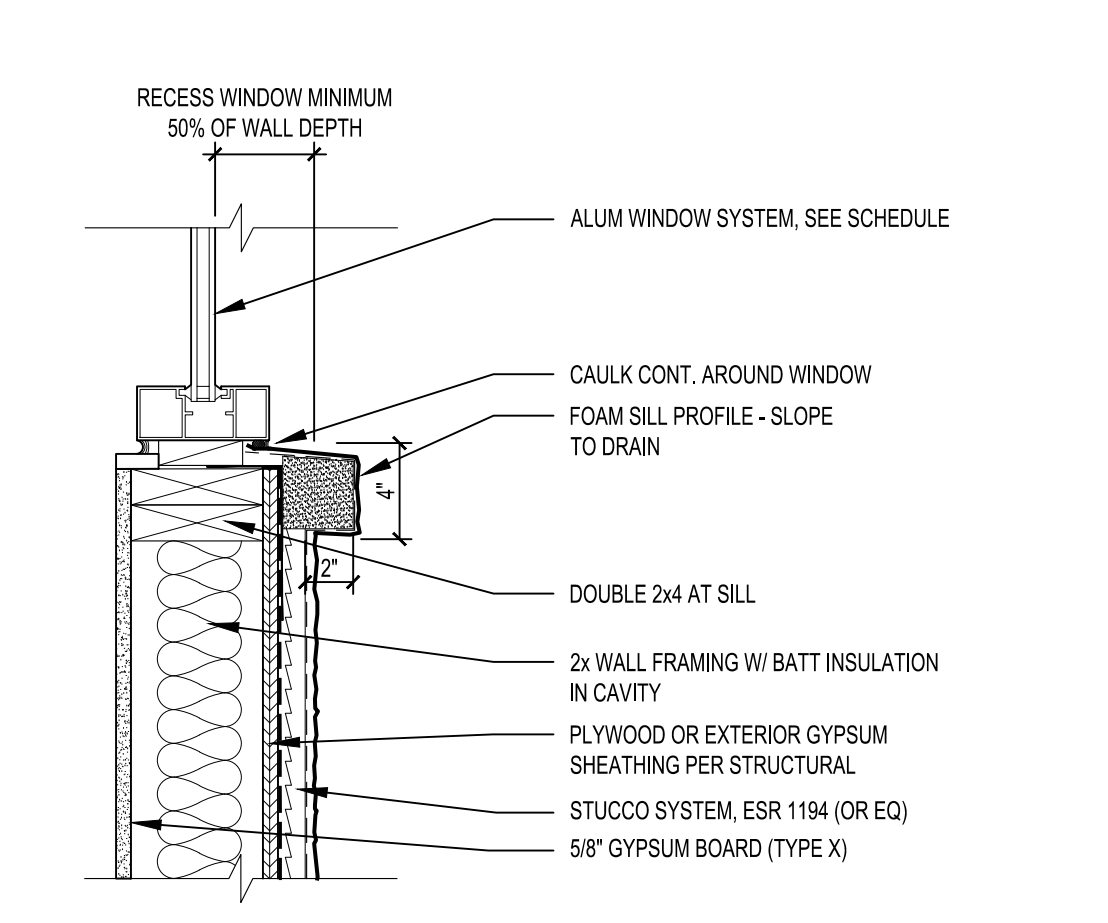
9 STOREFRONT HEAD AT STUCCO - JAMB SIM
1 1/2" = 1'-0"



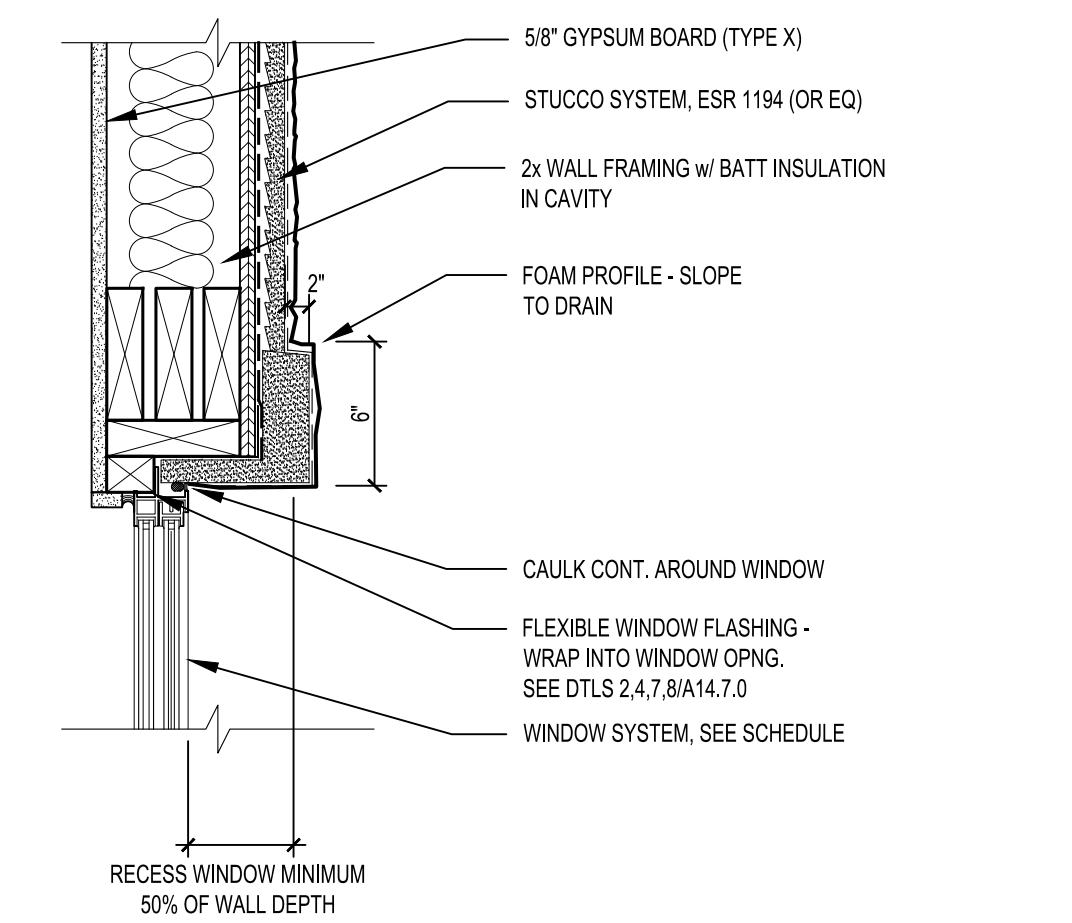
5 FIXED WINDOW SILL
1 1/2" = 1'-0"



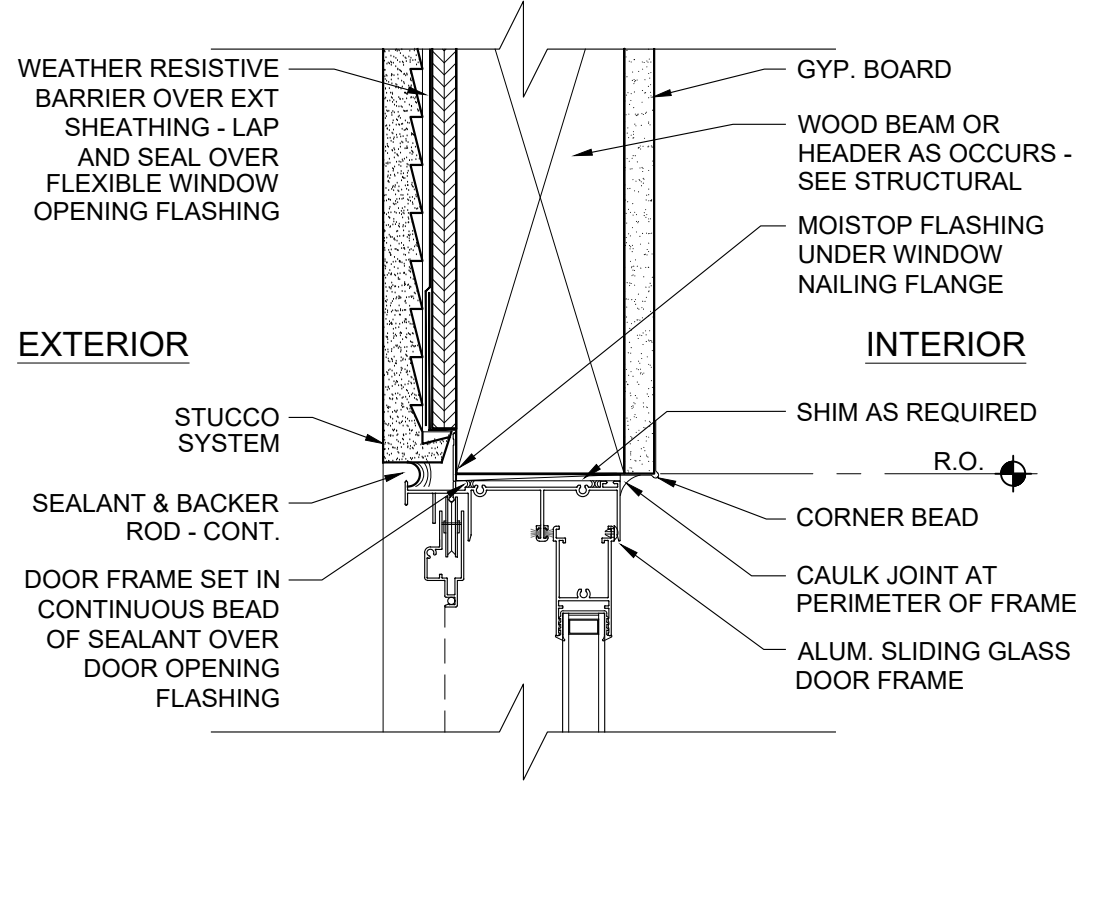
2 SLIDING GLASS DOOR JAMB
3" = 1'-0"



8 STOREFRONT SILL @ STUCCO
1 1/2" = 1'-0"



4 OPERABLE WINDOW HEAD
1 1/2" = 1'-0"



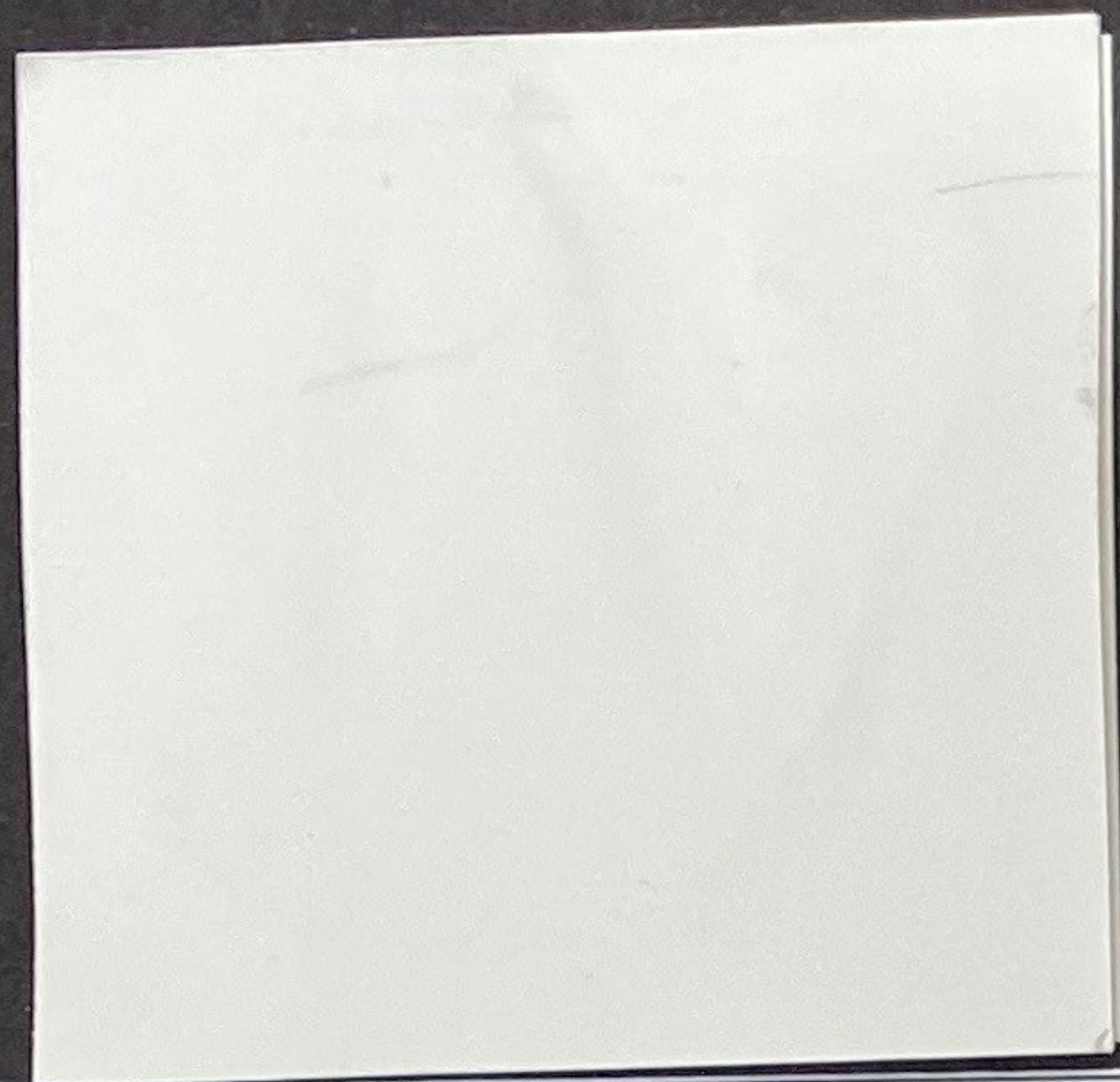
1 SLIDING GLASS DOOR HEAD
3" = 1'-0"

11 SHADING @ BALCONY, TYP.
3/8" = 1'-0"

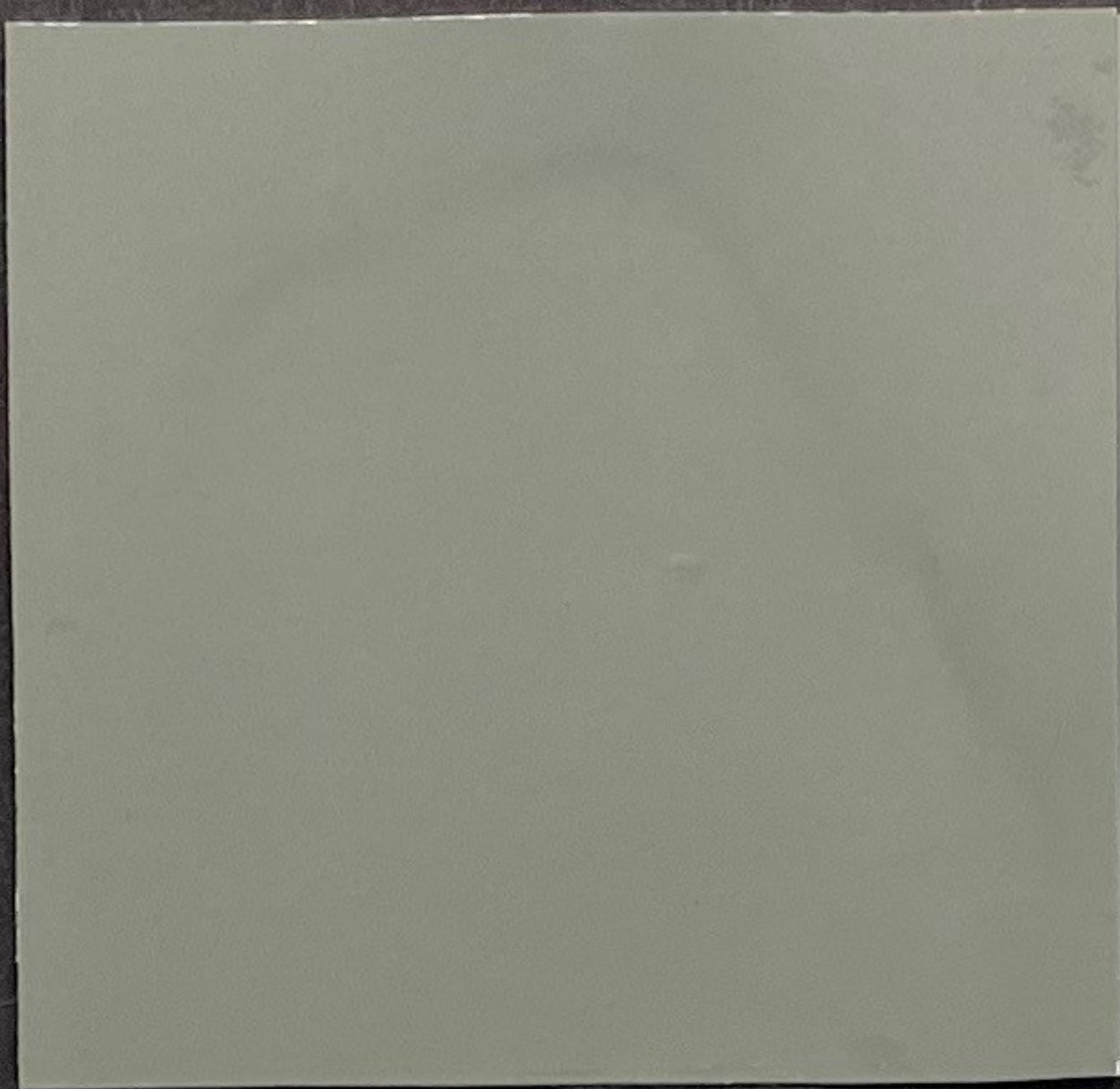
ISSUE		
DATE	REV	FOR
05.17.19		ZONING RESUBMITTAL
07.30.19		ZONING RESUBMITTAL
09.30.19		ORB
11.12.19		SD SET
11.27.19		ORB RESUBMITTAL

Drawn
JF
Checked
PJL
Job Number
1826
Drawing
DOOR, WINDOW & SHADING SYSTEMS
Sheet

A3.4



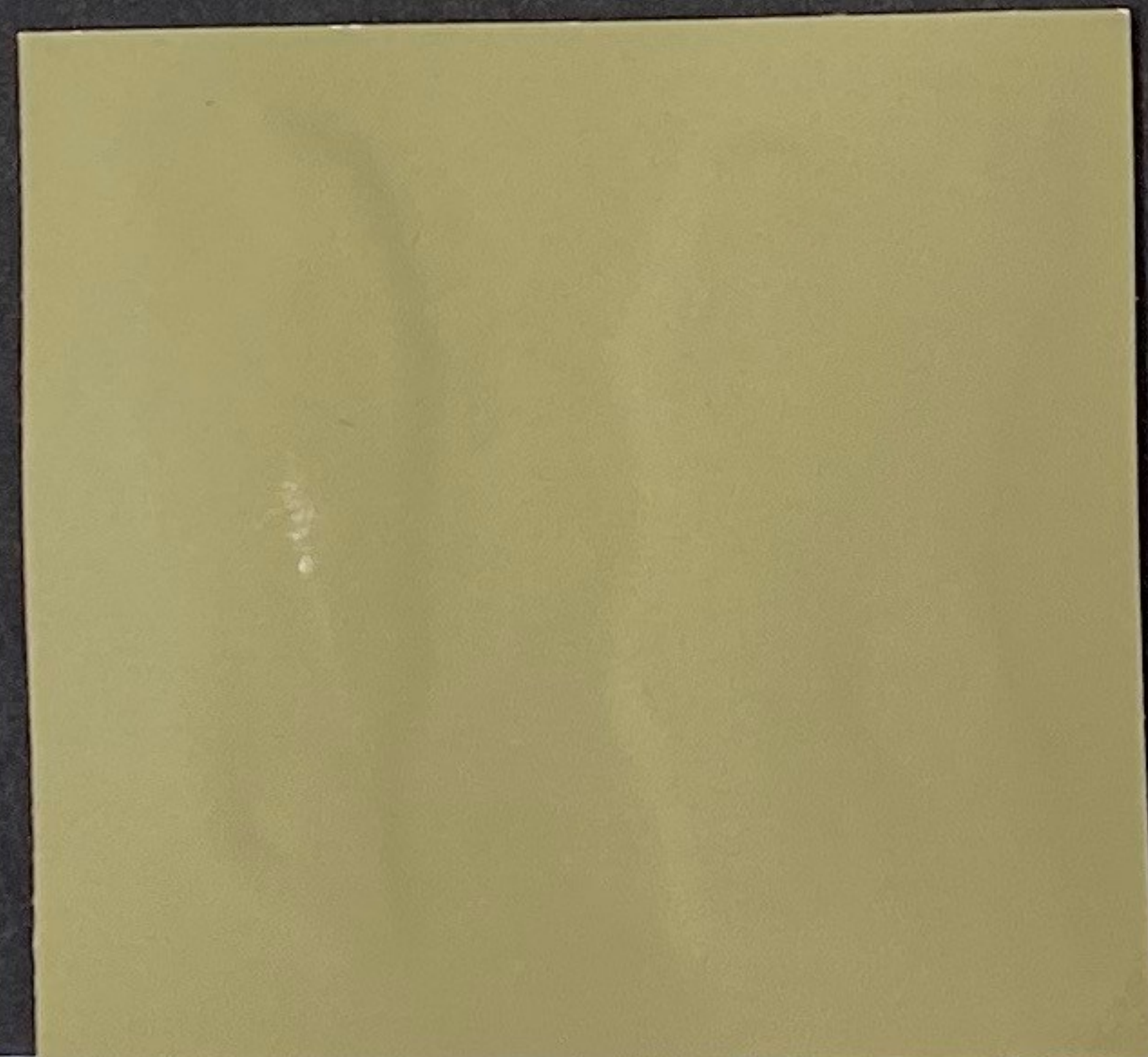
PAINT - WINTER MORN, DET617, DUNN EDWARDS



PAINT - COAL MINER, DET613, DUNN EDWARDS



STUCCO - SAND FINISH



PAINT - TAWNY OWL, DET640, DUNN EDWARDS

APPROVED
 48-DR-2019 DRB APPROVED
 3.5.2020 *[Signature]*

 Date Initials



PAINT - TRAIL BLAZER, DET633, DUNN EDWARDS



PAINT - OUTER SPACE, DE5824, DUNN EDWARDS

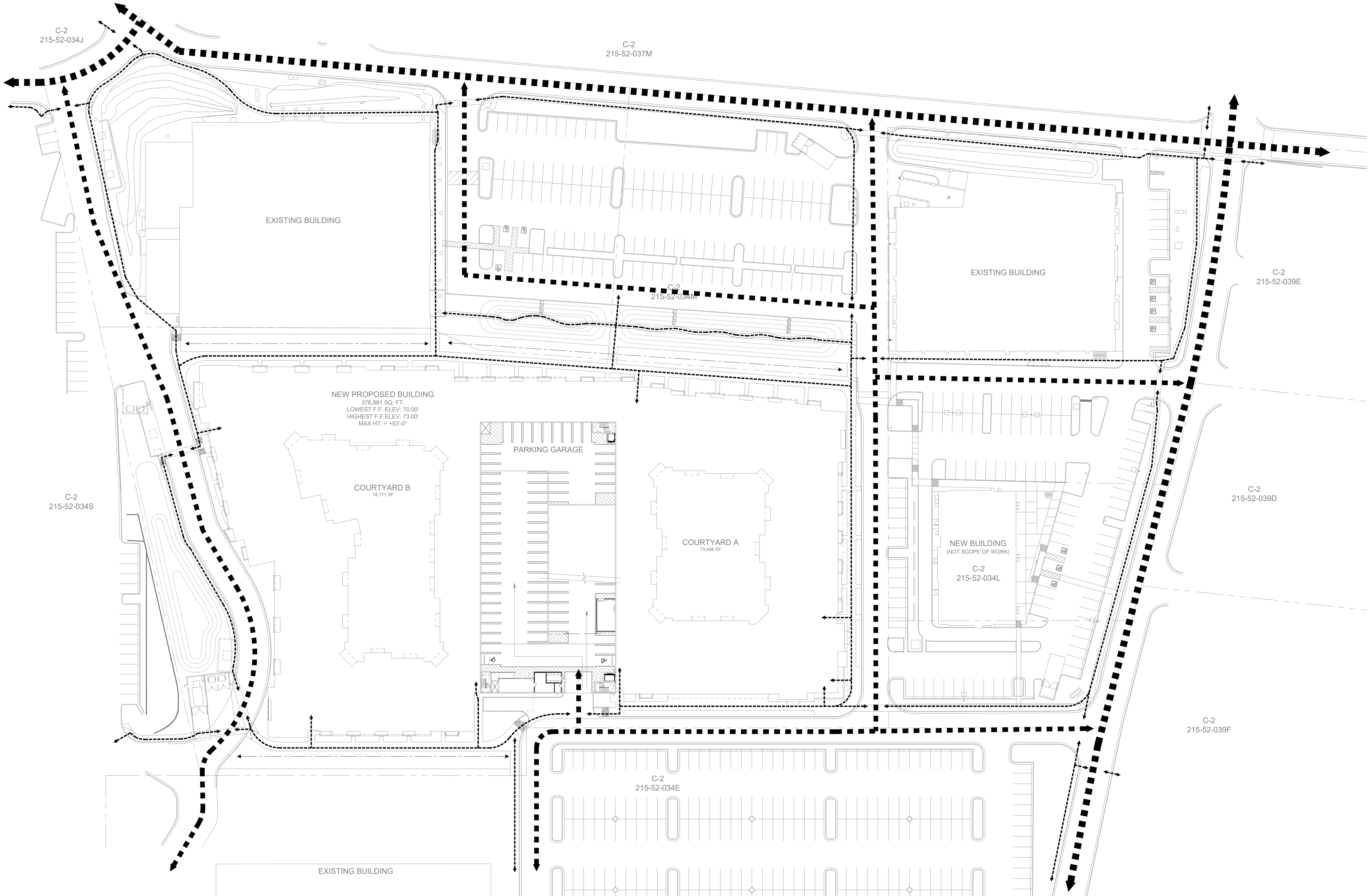


EXPOSED CMU - LIGHT GRAY, OLDCASTLE QUIKBRIK

LEGEND

----- PEDESTRIAN CIRCULATION

----- VEHICULAR CIRCULATION



EXISTING BUILDING

EXISTING BUILDING

NEW PROPOSED BUILDING
376,881 SQ. FT.
LOWEST F.F. ELEV: 70.00'
HIGHEST F.F. ELEV: 73.00'
MAX HT. = +53'-0"

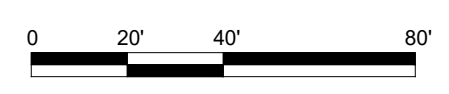
PARKING GARAGE

COURTYARD B
18,771 SF

COURTYARD A
13,446 SF

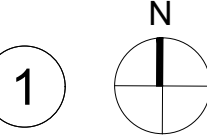
NEW BUILDING
(NOT SCOPE OF WORK)
C-2
215-52-034L

EXISTING BUILDING



PEDESTRIAN & VEHICULAR CIRCULATION

1" = 40'-0"



NEW APARTMENT BUILDING
RAINTREE
WOOD PARTNERS
8688 E RAIN TREE DRIVE
SCOTTSDALE, AZ 85260

ISSUE

DATE	REV	FOR
05.17.19		ZONING RESUBMITTAL
07.30.19		ZONING RESUBMITTAL
09.30.19		DRB

Drawn
JF RL
Checked
PJL
Job Number
1826
Drawing
PEDESTRIAN &
VEHICULAR
CIRCULATION
Sheet

A1.3

X:\1826\VP\RAINTREE\SCOTTSDALE\DRAWING\ADT PROJECT\HEB\ALTA RAIN TREE\SETB\13 PEDESTRIAN & VEHICULAR CIRCULATION.DWG Plotted by: ROCK LUNAN on 10/20/2019 9:25:29 AM

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§ 77.7 Form and time of notice.

(a) If you are required to file notice under §77.9, you must submit to the FAA a completed FAA Form 7460-1, Notice of Proposed Construction or Alteration. FAA Form 7460-1 is available at FAA regional offices and on the Internet.

(b) You must submit this form at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest.

(c) If you propose construction or alteration that is also subject to the licensing requirements of the Federal Communications Commission (FCC), you must submit notice to the FAA on or before the date that the application is filed with the FCC.

(d) If you propose construction or alteration to an existing structure that exceeds 2,000 ft. in height above ground level (AGL), the FAA presumes it to be a hazard to air navigation that results in an inefficient use of airspace. You must include details explaining both why the proposal would not constitute a hazard to air navigation and why it would not cause an inefficient use of airspace.

(e) The 45-day advance notice requirement is waived if immediate construction or alteration is required because of an emergency involving essential public services, public health, or public safety. You may provide notice to the FAA by any available, expeditious means. You must file a completed FAA Form 7460-1 within 5 days of the initial notice to the FAA. Outside normal business hours, the nearest flight service station will accept emergency notices.

§ 77.9 Construction or alteration requiring notice.

If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

(a) Any construction or alteration that is more than 200 ft. AGL at its site.

(b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

(1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports.

(2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.

(3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.

(c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.

(d) Any construction or alteration on any of the following airports and heliports:

(1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications;

(2) A military airport under construction, or an airport under construction that will be available for public use;

(3) An airport operated by a Federal agency or the DOD.

(4) An airport or heliport with at least one FAA-approved instrument approach procedure.

(e) You do not need to file notice for construction or alteration of:

(1) Any object that will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation;

(2) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device meeting FAA-approved siting criteria or an appropriate military service siting criteria on military airports, the location and height of which are fixed by its functional purpose;

(3) Any construction or alteration for which notice is required by any other FAA regulation.

(4) Any antenna structure of 20 feet or less in height, except one that would increase the height of another antenna structure.

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177
Fax: (817) 222-5920

Website: <https://oeaaa.faa.gov>

48-DR-2019
10/04/2019

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alteration shall be included in ITEM #21 "Complete Description of Proposal".

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in ITEM #21 "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enters the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. DO NOT LEAVE BLANK.

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other" and indicate "no preference" DO NOT LEAVE BLANK. NOTE: High Intensity lighting shall be used only for structures over 500' AGL. In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9 and #10. Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from a hand-held G P S instrument is NOT acceptable. A hand-held GPS is only accurate to within 100 meters (328 feet) 95 percent of the time. This data, when plotted, should match the site depiction submitted under ITEM #20.

ITEM #11. NAD 83 is preferred; however, latitude and longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datum may be used. It is important to know which datum is used. DO NOT LEAVE BLANK.

ITEM #12. Enter the name of the nearest city and state to the site. If the structure is or will be in a city, enter the name of that city and state.

ITEM #13. Enter the full name of the nearest public-use (not private-use) airport or heliport or military airport or heliport to the site.

ITEM #14. Enter the distance from the airport or heliport listed in #13 to the structure.

ITEM #15. Enter the direction from the airport or heliport listed in #13 to the structure.

ITEM #16. Enter the site elevation above mean sea level and expressed in whole feet rounded to the nearest foot (e.g. 17'3" rounds to 17', 17'6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under ITEM #20.

ITEM #17. Enter the total structure height above ground level in whole feet rounded to the next highest foot (e.g. 17'3" rounds to 18'). The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.

ITEM #18. Enter the overall height above mean sea level and expressed in whole feet. This will be the total of ITEM #16 + ITEM #17.

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" x 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, contact USGS at 1-888-275-8747 or via internet at "<http://store.usgs.gov>". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power (ERP) and all frequencies.
- For antennas, include the type of antenna and center of radiation (Attach the antenna pattern, if available).
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures (Attach depiction).
- For each pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of each corner, dimensions, and construction materials.
- For alterations, explain the alteration thoroughly.
- For existing structures, thoroughly explain the reason for notifying the FAA (e.g. corrections, no record or previous study, etc.).

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal, state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation's and zoning authorities.

Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory or anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR, part 77. We estimate that the burden of this collection is an average 19 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB control number associated with this collection is 2120-0001. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.



Notice Criteria Tool

Notice Criteria Tool - Desk Reference Guide V_2018.2.0

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b)
- your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C
- your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception
- your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	<input type="text" value="33"/> Deg	<input type="text" value="37"/> M	<input type="text" value="14.51"/> S	<input type="text" value="N"/> ▼
Longitude:	<input type="text" value="111"/> Deg	<input type="text" value="53"/> M	<input type="text" value="42.53"/> S	<input type="text" value="W"/> ▼
Horizontal Datum:	<input type="text" value="NAD83"/> ▼			
Site Elevation (SE):	<input type="text" value="0"/> (nearest foot)			
Structure Height :	<input type="text" value="52"/> (nearest foot)			
Traverseway:	<input type="text" value="No Traverseway"/> ▼			
	<small>(Additional height is added to certain structures under 77.9(c)) User can increase the default height adjustment for Traverseway, Private Roadway and Waterway</small>			
Is structure on airport:	<input type="radio"/> No <input checked="" type="radio"/> Yes			

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file

