



**People's Hangar
Peoples Properties LLC
15902 N. 80th Street
Scottsdale AZ 82560
APN 215-48-034
819-PA-2020**

DRB NARRATIVE

The Owner proposes to build a hangar of approximately 10,620 s.f. to house several planes and a helicopter. (A Use Permit submittal for a Heliport is being requested concurrent to this DRB submittal.) As can be seen in the colored elevations and perspectives, the Owner desires a corporate, upscale facility to represent his flight operations. The firm intends to provide office space for their operations adjacent to and attached to the hangar. As shown on the plan, the office areas, break area, file and storage spaces along with Mechanical and Electrical areas are equal to approximately 3,820 s.f. excluding a small exterior balcony area. The office element and the hangar element are each clearly defined in the accompanying drawings. Access to the site will be provided via two curb cuts from 80th street on the east boundary of the site. This should allow safe and easy access for normal vehicles along with Refuse and Fire Apparatus. A safe pedestrian route is also included from the building to the public sidewalk. Parking is provided for the office and visitors with 14 spaces provided on grade, not including any casual parking use inside the hangar itself for vehicles when the aircraft are deployed.

The Owner would like to install an underground on-site private fuel system as part of this project. The ramp (staging) area is larger than the size of the hangar as required by the Scottsdale Airport. All mechanical equipment will be fully-screened by a large decorative parapet screening the open roof area over the second level of the office area. Equipment planned at this time includes high SEER rooftop mechanical units (RTU), a compressor and a possible backup generator. The hangar will NOT be conditioned, or evaporatively cooled, but will have large Big Ass fans.

Construction of the hangar is expected to be a pre-engineered metal building system with a CMU base wainscot. There will be stucco over rigid insulation over a metal building girt system, detailed to address the scale of the 34' hangar walls, above that. There will also be some metal accent panels up high to add articulation on the northern and southern hangar wall exteriors. The office block is lower and at an office building scale with one height protrusion above the hangar wall height to allow easy access to the roof over the second floor office area and add visual interest. The office building will be steel-framed with steel studs for exterior cavity walls and clad with raised decorative metal panels over a base stucco wall finish with reveals and joints for interest, depth, and articulation. There will be two types of hangar doors. The larger one facing the taxilane will be a painted hydraulic type door, while the smaller south facing door will be a painted bi-fold type door. Color and material selections are attached with the required color and material board in accordance with the DRB submittal requirements. Colors and materials chosen coordinate with the existing local surrounding airpark character and Sonoran Desert environment.

Civil engineering, landscape, and architectural and presentation perspectives have been developed to the preliminary level for the DRB review and included in this DRB submittal. The generally flat nature of this site has been taken into account, in the preliminary grading and drainage design along with the fact that the adjacent northern and southern properties are at different elevations. The Landscape will be new Sonoran Desert vegetation as the site is currently empty minus a few bushes along the street R.O.W. Particular attention has been paid to the north and east elevations to avoid presenting a large blank hangar wall that can be seen from the street. Deep overhangs on the north, east, and south portion of the office area provide shade and variation in planes as well as an upper level patio in this design. Both hangar doors will provide additional shade on the staging area when open. The site will require below grade retention and a drywell to meter to a regional drainage system as directed by the City. The ramp will be concrete, the parking lot asphaltic concrete and the drive approach from 80th will be concrete. Access to the ramp will be secured by a gate to maintain security for the project's airside as required by the Airport.

Site planning challenges that have been addressed at this time include fuel truck access to the ramp, refuse truck access to the dumpster enclosure, and fire apparatus access to the entire site. There will be no backing onto the street. There are currently retaining walls on both the north and south sides of the site between this parcel and the adjacent properties. Those will remain or be re-worked as required by this new project.

Applicable Development Review Board Criteria and how we are addressing them:

A1. We have designed a project that is within the design guidelines for the Sensitive Design Program, The Design Standards and Policies Manual, the Office Design Guidelines, and the general character of the surrounding Scottsdale Airport and Sonoran Desert. The project utilizes muted earth tone colors to blend in with the surrounding facilities, has partial wing-shaped elevation elements inspired by flight, has window and door faces recessed back from the exterior wall face, and also canopy and other elevation elements that offer both variances in the plane of the office area exterior walls (reducing any "box-like" effect) while also providing good deep shade and shadow. A variety of exterior materials (split faced cmu, stucco, ¾" deep stucco reveals, raised metal panels, and black anodized aluminum window frames and second floor patio railings) further enhances the elevations and integration with the local area. The office area and parking are located along the street side of the property while the hangar area is in the back towards the taxilane, with an 8'-0" high CMU security wall separating the public side of the property from the private air-side of the project. Desert Landscaping is installed between the new building and street, and code required open space has been achieved.

A2a. This site and building design will fit well within the surrounding character and existing structures and open spaces along with a seamless transition to the surrounding topography. The project utilizes muted earth tone colors to blend in with the surrounding facilities, and has partial wing-shaped elevation elements inspired by flight to coordinate with the surrounding Airport Character. A variety of materials including split faced CMU, stucco, ¾" deep stucco reveals, raised metal panels, and black anodized aluminum window frames and second floor patio railing coordinate and blend in with the surrounding area also. The desert landscape and open space along the front of the property will be a homogenous continuation of the existing desert landscaping/open space already in place on the surrounding properties at this location. The staging area along the taxilane on the backside of the site is consistent with the surrounding area and uses also. The building height and variety of wall planes is in character with the area as is the site access and circulation. The site topography blends in a smooth seamless fashion with the existing adjacent areas, properties, roadway, and taxilane, all of which are already built out.

A2.b. Excessive variety and monotonous repetition have been avoided as can be seen on the attached drawings and renderings. While there is some variety, it is done in a cohesive, coordinated fashion. Several materials, (CMU, Stucco, raised Metal Panels, and anodized Aluminum window frames and railings) work together in a unified fashion, while there is very little repetition in the building's elevation or plan layout. One large irregular "Pop-out" disrupts the "box" like office area while also providing interest, shade, and variety to the main building plane. Three separate building canopies that are all identical in nature work in a similar fashion.

A2.c. The unique climate of the Sonoran Desert has been recognized by the appropriate use of materials (CMU, Stucco, Metal Panels, and anodized Aluminum window frames and railings), colors (muted earth tones), shading elements (One large irregular metal panel "pop-out", and three (3) canopies), and desert landscaping as can be seen on the attached drawings and renderings. There is one canopy for a second floor exterior patio, one for the lower windows on the office area of the building, and one over the vehicular access on the one small area of exposed lower hangar wall along the street side of the project. The one large irregular metal panel "pop-out" element shades the second floor windows of the office area. The hangar itself will have two hangar doors that swing out to provide additional shade in that area. One will be a full swing hydraulic hangar door, while the second one will be a bi-fold door that opens outward. The hangar will not be conditioned or evaporatively cooled but will have large fans to move the air around for comfort. The open space desert landscape along the street side of the property will be a homogeneous continuation of existing desert landscape in the immediate and general area. There will be no grass or turf installed on the project.

A2.d. Not applicable.

A2.e. Not applicable.

A3. Ingress, egress, and internal traffic circulation, along with off-street parking, loading and service areas and pedestrian ways have been designed to be safe, separate, and convenient. There will be NO backing onto the street required and Fire and Refuse Access has been addressed. An ADA compliant sidewalk route from the building to the Public way has been provided. Painted lines will mark off the one location where this route crosses the parking lot drive aisle. There are two new curb-cut driveway access points being installed so that no backing up will be required by vehicles on the site. The existing sidewalk along the street will remain, and only be re-worked as required by the new driveway entries. The majority of the existing 3'-0" cmu screen wall near the street will remain "as is" to screen the new parking area. Removal of some small portions of this wall will be required to install the new curb cuts. Aircraft circulation from the taxilane to the staging area and then to the hangar is efficient, and the Airport Association has approved the use of (2) hangar doors.

A4. All mechanical equipment and utilities will be on the lower roof and screened by a decorative 5'-0" high metal panel parapet "pop-out" that is integral in design to the building, or they will be installed inside the building. The noted parapet "pop-out" is a large irregular feature inspired by "flight" that also acts a driver and unifier for the rest of the building's design.

A5. Not applicable.

A6. Not applicable.

B. Please see attached drawings in reference to this narrative.

We are looking forward to working with the City on this project, thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Scott Wahtola', with a stylized, sweeping flourish extending from the end.

Scott Wahtola
Larson Associates Architects