



**Falcon Nest Hangar**  
**Falcon Nest LLC**  
**15650 N. 83<sup>rd</sup> Way**  
**Scottsdale AZ 82560**  
**APN 215-48-010**  
**933-PA-2020**

#### PROJECT NARRATIVE

The proposed hangar, warehouse and corporate offices will be located in the Sun Airpark Corporate Center on Lot 5. The site and new facilities, which are adjacent to the east side of the Scottsdale Airport, will have direct access to Taxiway Bravo. The Owner has received preliminary approval from the Federal Aviation Administration and the Scottsdale Airport for the Airport direct access as outlined in the submitted LETTER REPORT for Proposed Through-The-Fence Development at 15650 N. 83<sup>rd</sup> Way, prepared by Coffman Associates, Airport Consultants.

The Property was originally processed as 32-DR-1998 and was developed by Airpark Holdings as a multi-tenant industrial building of approximately 22,000+ s.f. The most recent Owner was Impact Church. The new building will require the demolition and removal of the existing building and site improvements which is a process that is currently underway.

The proposed building will consist of a 18,900 s.f. hangar, warehousing of approximately 3,910 s.f. for the Owner's automobile collection, and two-story Corporate Offices with a first floor lobby and office area of 1,633 s.f. and 3,167 s.f. of second floor offices. The hangar door will open onto an aircraft staging area that exceeds the size of the hangar.

The existing lot is trapezoidal in shape. The Office area corresponds to the geometry of the site, which provides an aesthetic that avoids right angles and adds interest and detail to the building façade. The second-floor office area projects over some of the parking area, which provides protection from solar exposure. There is also an exterior patio off the second floor that is adjacent to the aircraft staging which provides views of the Owner's Aircraft on the staging area, along with views of the McDowell Mountains and flight operations on the airport runway.

The building is proposed to have exterior walls of concrete tilt slab construction with reveals and accent panels in the hangar area, that unify with the exposed structural steel, Aluminum Accent Bars, ACM panels, stucco, and glazing elements at the front office area. There is an aluminum screen element on the 83<sup>rd</sup> Way frontage that provides interest and shadow lines and a deep roof overhang over of the glass of the first and second-floor office area which introduces additional architectural design elements. The deep roof overhang also provides additional shading of the insulated glass windows on both floors and is clad with a satin, ACM panel fascia that continues along the concrete tilt construction to unify the building. 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 the Sonoran Desert environment.

Access to the site will be provided via two curb cuts from 83<sup>rd</sup> Way 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 34 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 in the aircraft staging area 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 decorative mechanical screening on the open roof areas over both the second level of the office area and the hangar itself. Equipment planned at this time includes high SEER rooftop mechanical units (RTU), a compressor and a possible backup generator. The hangar will be conditioned and also have large Big Ass fans.

Civil engineering, landscape, and architectural plan layouts along with 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 slightly different elevations. The Landscape will be new Sonoran Desert vegetation as the site is currently being demolished 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 and east portions of the office area provide shade and variation in planes as well as an upper-level patio in this design. 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 83<sup>rd</sup> Way will be concrete. Access to the ramp/staging area 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/staging area, refuse truck access to the dumpster enclosure which will be located back in the ramp/staging area, and fire apparatus access to the entire site. There will be no backing onto the street. Since the refuse enclosure and some parking will be located in the ramp/staging area, any visitors that go beyond the airside/landside security line will be escorted by badged employees. This would pertain to any and all guests, refuse truck access, fuel truck access, and any mechanical, electrical, or other building/site maintenance access. There are currently small 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 Project Narrative items and how we are addressing them:**

##### **Ordinances, Master Plans, General Plan, and Standards**

*Describe how the proposed development will comply with the design and character elements of the General Plan, the appropriate character area plan, all applicable city-wide master plans, the zoning ordinance development standards, the Design Standards and Policies Manual, all applicable city-wide design guidelines, and the appropriate Master Environmental Design Concept Plan.*

**Response:** The proposed project has been designed in accordance with all required guidelines mentioned above. The site is designated as Employment: Light Industrial/Office on the Scottsdale General Plan. Within the General Plan, the site is also designated in the Greater Airpark Character Plan of which both designations promote planned growth and concentrated development as opposed to urban sprawl. The Streetscape section of the General Plan also designates the

site to have a “Suburban Streetscape”, which will be provided along the 83<sup>rd</sup> Way frontage. The site is currently zoned I-1, “Industrial Park”, and the proposed use of a private hangar and storage facility are approved uses. The proposed project also addresses the DSPM and Sensitive Design Principles as discussed in the responses below.

### **Architectural Character, Landscaping, and Site Design**

*Explain how the proposed development has been designed so that it:*

- *Promotes a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood*
- *Avoids excessive variety and monotonous repetition*
- *Recognizes the unique climatic and other environmental factors of this region to respond to the Sonoran Desert Environment, as specified in the Sensitive Design Principles*
- *Conforms to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District, and*
- *Incorporates unique or characteristic architectural features, including building height, size, shape, color, texture, setback, or architectural details, in the Historic Property Overlay District*

**Response:** The proposed project has been architecturally designed to be consistent with other projects in the area and has been planned with similar uses, building heights, and landscape setbacks to adjacent and typical neighboring sites in the area. The project also takes advantage of the views of the McDowell Mountains which makes this project desirable to not only this project’s Owner, but also any future users.

The Aircraft Hangar, adjacent Storage, and Office uses are complementary to adjacent properties and desired amenities in this area.

The proposed project will contain well maintained desert landscaping to coordinate with the surrounding area and sites as well as appropriate lighting that will encourage safety within and around the site. Site walls will be of similar split faced and smooth faced CMU construction similar to other site walls in the area. The proposed project features a two-story Office and Warehouse area along with an adjacent Aircraft Hangar of similar materials (Concrete tilt walls, CMU block, High Performance Glass, Metal Accents, etc...), heights, colors, and massing (Canopy, Screen, and Building overhangs) to existing buildings in the area that is complementary to the adjacent and surrounding sites.

This project is not located in an Environmentally Sensitive Lands or Historic Property Overlay District.

### **Ingress, Egress, On-Site Circulation, Parking, Pedestrians**

*Describe how the site layout of the proposed development has been designed to promote safety and convenience, relative to ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas, and pedestrian ways.*

**Response:** The proposed project is within the Scottsdale Airpark with all off-site infrastructure existing. The main vehicular access driveway to the site, parking, and aircraft staging areas will be provided on the northeastern corner of the site along 83<sup>rd</sup> Way. A secondary vehicular access driveway will be provided further south along 83<sup>rd</sup> Way that will only access the interior warehouse/storage area via a small drive and an overhead door. A security gate will be installed between the parking area and the aircraft staging area. Some additional parking and the refuse enclosure will be installed in the aircraft staging area behind this first gate. A second gate will secure the aircraft staging area from the Airport Taxilane. An ADA accessible pedestrian sidewalk will run from the building to the street sidewalk without crossing any vehicular drives.

### **Mechanical and Utility Equipment**

*Describe how the proposed development will locate mechanical equipment, appurtenances, and utilities so that these elements will not conflict with street frontage open space, pedestrian amenities, resident amenities, landscape features, or on-site circulation, and has utilized screening devices that are integral to the design of the building, in order to screen mechanical equipment, appurtenances and utilities.*

**Response:** All ground level utilities will be screened from public view by site walls and landscaping. All building electrical equipment has been designed internally to the building. A decorative mechanical screen that coordinates with the overall building design will be installed on both the Hangar and Office area roofs to fully screen the mechanical equipment which will be roof mounted. All roof drainage will be via drain and overflow drain lines internal to the building.

### **Old Town Scottsdale**

*If the development is within Old Town Scottsdale, specify through narrative and graphical exhibits how the proposal is in conformance with the Old Town Scottsdale Urban Design and Architectural Guidelines.*

**Response:** The project is not located within the Old Town Scottsdale.

### **Location of Artwork**

*If the development proposal is required to participate in the Cultural Improvement Program or Public Art Program, then determine whether or not the proposed location of artwork complies with the following criteria:*

- *Accessible by the public*
- *Location near pedestrian circulation routes consistent with existing or future development or natural features*
- *Location near the primary pedestrian or vehicular entrance of the development*
- *Location in conformance with the Design Standards and Policies Manual for locations affecting existing utilities, public utility easements, and vehicular sight distance requirements*
- *Location in conformance to standards for public safety*

**Response:** The project is not required to participate in the Cultural Improvement Program or Public Art Program.

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

**A. In considering any application for development, the Development Review Board shall be guided by the following criteria:**

**A1. *The board shall examine the design and theme of the application for consistency with the design and character components of the applicable guidelines, development standards, Design Standards, and Policies Manual, master plans, character plan and General Plan.***

**A1. Response:** 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 Airpark and Sonoran Desert. The project utilizes muted earth tone and gray colors to blend in with the surrounding facilities, has canopies, screens, and overhang elevation elements inspired by “Flight”, has window and door faces recessed back from the exterior wall face, and also massing, canopy, screens, and other building elevation overhang 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 (concrete tilt walls, concrete columns, stucco, Aluminum Accent bars, ACM metal panels, and a combination of clear 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. Please see additional supporting information in this DRB submittal.

**A2 The architectural character, landscaping, and site design of the proposed development shall:**

**A2a. *Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood.***

**A2a. Response:** This site and building design and scale 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 and gray colors to blend in with the surrounding facilities and has a canopy, screens, and overhang elevation elements inspired by “Flight” to coordinate with the surrounding Airpark Character. A variety of materials including concrete tilt walls, stucco, Aluminum Accent Bars, ACM metal panels, and a combination of clear 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.

**A2b. *Avoid excessive variety and monotonous repetition.***

**A2.b Response:** 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, (concrete, Stucco, Aluminum Accent Bars, ACM 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. A canopy, screens, and elevation overhang “Pop-outs” disrupt the “box” like office area while also providing interest, shade, and variety to the main building plane.

**A2c. *Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment, as specified in the Sensitive Design Principles.***

**A2.c Response:** The unique climate of the Sonoran Desert has been recognized by the appropriate use of materials (concrete, Stucco, Aluminum Accent Bars, ACM Metal Panels, and anodized Aluminum window frames and railings), colors (muted earth and gray tones), shading elements (a canopy, screens, and Building Overhangs), and desert landscaping as can be seen on the attached drawings and renderings. There is a canopy over a second floor exterior patio, a screen for shade and shadow on part of the street side elevation, a building overhang over the majority of the second floor office area to help shade the windows, and the second floor office area overhangs the building entry and some of the parking area for shading of those areas. The hangar itself will have the hangar door on the northeast side of the building to maximize shade in the hangar while the hangar door is open. The hangar will be conditioned and 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.

**A2d. *Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District.***

**A2.d Response:** Not applicable, as this project is not located in and Environmentally Sensitive Lands area.

**A2e. *Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback, or architectural details, in the Historic Property Overlay District.***

**A2.e Response:** Not applicable, as this project is not located in the Historic Property Overlay District.

**A3. *Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be so designed as to promote safety and convenience.***

**A3 Response:** 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 and required and Fire and Refuse Access has been addressed. An ADA compliant sidewalk route from the building to the public way has been provided. This ADA compliant pedestrian way does not cross any vehicular access lane. There are two new curb-cut driveway access points being installed along 83<sup>rd</sup> Way; one for vehicular access to the parking and the staging area (you will have to go through a security gate to get to the aircraft staging area from the parking area) and a second for direct access to the warehouse area via a short drive with no parking. The existing sidewalk along the street will remain, and only be re-worked as required by the new driveway entries. A new 3'-0" cmu screen wall near the street will be installed as required to screen the new parking area. Aircraft circulation from the taxiway to the staging area and then to the hangar is efficient. There will also be a security gate installed between the staging area and the airport taxiway as there will be some additional parking installed in the aircraft staging area along with the refuse enclosure.

**A4. *If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.***

**A4 Response:** All mechanical equipment and utilities will be screened by a decorative metal panel screening system that is integral to the building design, or they will be installed inside the building itself.

**A5. Within the Downtown Area, building and site design shall**

**A5a. *Demonstrate conformance with the Downtown Plan Urban Design & Architectural Guidelines.***

**A5a Response:** Not Applicable to this project, as this project is not located within the Downtown Area.

**A5b. *Incorporate urban and architectural design that addresses human scale and incorporates pedestrian-oriented environment at the street-level.***

**A5b Response:** Not Applicable to this project, as this project is not located in the Downtown Area.

**A5c. *Reflect contemporary and historic interpretations of Sonoran Desert architectural traditions, by subdividing the overall massing into smaller elements, expressing small scale details and recessing fenestrations.***

**A5c Response:** Not Applicable to this project, as this project is not located in the Downtown Area.

**A5d. *Reflect the design features and materials of the urban neighborhoods in which the development is located.***

**A5d Response:** Not Applicable to this project, as this project is not located in the Downtown Area.

**A5e. *Address building mass, height, materials, and intensity transitions between adjacent/abutting Type 1 and Type 2 Areas, and adjacent/abutting Type 2 Areas and existing development outside the Downtown Area.***

**A5e Response:** Not Applicable to this project, as this project is not located in the Downtown Area.

**A6. The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria:**

**A6a. *Accessibility to the public.***

**A6a Response:** Not Applicable to this project, as the Cultural Improvement Program nor the Public Art Program are required for this project.

**A6b. Location near pedestrian circulation routes consistent with existing or future development or natural features.**

**A6b Response:** Not Applicable to this project, as the Cultural Improvement Program nor the Pubic Art Program are required for this project.

**A6c. Location near the primary pedestrian or vehicular entrance of a development.**

**A6c Response:** Not Applicable to this project, as the Cultural Improvement Program nor the Pubic Art Program are required for this project.

**A6d. Location in conformance with the Design Standards and Policies Manual for locations affecting existing utilities, public utility easements, and vehicular sight distance requirements.**

**A6d Response:** Not Applicable to this project, as the Cultural Improvement Program nor the Pubic Art Program are required for this project.

**A6e. Location in conformance to standards for public safety.**

**A6e Response:** Not Applicable to this project, as the Cultural Improvement Program nor the Pubic Art Program are required for this project.

**B. The Burden is on the applicant to address all applicable criteria of this section.**

**B Response:** Please see attached drawings in reference to this narrative.

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

Sincerely,



Jim Larson  
Larson Associates Architects