

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

SKYPORT AT REDFIELD HANGARS

7600 E. Redfield Rd
Scottsdale, Arizona 85260
DRB# 7-DR-2024
APN: 215-56-114A , 215-56-194A (Tract B)
MCR: 186-44
Zoning: Industrial Park (I-1)
FEMA: X

The proposed project is located at 7600 E. Redfield Rd, Scottsdale, Arizona 85260, Parcels #215-56-114A and 215-56-194A (Tract B) which are located on the east side of Scottsdale Airpark. The property has access to an existing taxiway for Scottsdale Airpark via an existing aircraft easement adjacent to the west side of the property.

The Skyport Hangar Complex, a visionary project, aspires to set new standards in aviation architecture, intertwining functionality with a cutting-edge design philosophy. The goal is to create not just hangar spaces but an emblematic airpark that reflects a seamless fusion of aviation heritage, modern aesthetics, and sustainable practices. The overarching concept revolves around a harmonious blend of form and function and uses materials and a color palette that blend well with the surrounding context and the Sonoran Desert.

The inspiration draws from the sleek lines and precision of aircraft design and materials, translating into the project's core philosophy of precision, elegance, and adaptability. This is embodied in the choice of materials – concrete tilt wall panels for durability and strength in the hangars, juxtaposed with the modernity of the knife edge aluminum panel shroud and glass for the offices, symbolizing the speed and sculpted form of an aircraft's fuselage. This shroud element also serves as overhang that shades a significant amount of the glazing during the summer months. This, along with insulated glass (Solarban 60; U-Factor: 0.28 and SHGC: 0.28) will help mitigate solar exposure.

The proposed landscape palette utilizes plants native to the Sonoran Desert environment incorporating efficient water use throughout. Location of plantings will utilize the natural varying heights so there is not a group landscape of similar height limited to one area. Site storm drainage will use surface retention along the southern and eastern perimeter of the site and will also utilize underground retention under the shared apron area.

Parcels #215-56-114A and 215-56-194A (Tract B) do not lie within the Environmentally Sensitive Lands (ESL) Ordinance governed area. The proposed construction is not in a historical portion of Scottsdale and is not governed by the Historical Property Overlay District as noted in Section 1.904 of the Scottsdale Zoning Ordinance.

The site has dual access from N. 76th Pl and E. Redfield Rd. The east drive will provide access to Building 2 (hangars 2,3,4) and the motorized security gate to the aircraft staging area while the South drive serves Building 1 (hangar 1). The east access drive will allow access for Refuse and required Fire Apparatus. The security gate is the only access point for vehicles from the parking area to the staging area and additional access can be through each hangar for convenience and security. Parking is provided for the offices and visitors with fifty-five parking spaces, including covered and four accessible parking stalls (3 required). All four accessible parking stalls are covered which satisfies the requirement described in Section 9.105 G-O. There are six (6) bicycle parking spaces provided on the site on the public side of the screen wall as required per Section 9.103. Specified bicycle rack is per City of

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

Scottsdale detail number 2285 and is included on sheet 024a of the submitted package. Location of the bike rack does not impede pedestrian access on the site.

Pedestrian site access is from both N. 76th Pl and E. Redfield Rd, which connect to the existing 5'-0" wide sidewalk. New sidewalks connecting to the existing sidewalks are proposed to be 6' wide. All new walkways, ramps, parking stalls, and circulation will be in accordance with 2010 ADA Standards for Accessible Design.

Hangar 1 is the largest of the four hangars with a 11,487 S.F. hangar and a 5,328 S.F. two-story office area. The larger size is to maximize the building footprint and to utilize the site more effectively. Hangar 2 will consist of a 10,061 S.F. hangar and a 4,493 S.F. two-story office. Hangar 3 will consist of a 10,072 S.F. hangar and a 3,746 S.F. two-story office. Lastly, Hangar 4 will consist of a 10,400 S.F. hangar and a 4,170 S.F. two-story office. All hangars will have a drive-in door for access from the parking lot providing added convenience and security for users separating pedestrian traffic from the staging area. Each hangar will be constructed with concrete tilt walls with reveals and color changes to create added texture and depth. The offices will have a clean modern design utilizing glass and deep canopies to provide building shading. All hangars will be designed with rooftop mechanical units conditioning individual hangars. All mechanical equipment will be fully screened by parapets or decorative screen walls.

The Owner is proposing to install an underground on-site private fuel system in the aircraft staging area. The team has engaged Complete Aviation Fuel System to assist in the layout and design of the fuel system. To utilize a shared fuel system, the Owner will 'Condominiumize' the hangars and have a common aircraft staging area and create a CC&R for use and operation.

Sincerely,
Dan Richardson

Dan Richardson, AIA, NCARB, LEED AP BD+C
M 602.723.4112 P 480.767.1001 x1931
2777 E. Camelback Rd, Suite 325, Phoenix, AZ 85016
[drichardson@waremalcomb.com](mailto:d Richardson@waremalcomb.com)

