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Ty Jenkins Hangar
16061 N. 81st Street
Scottsdale, AZ 82560
APN 215-48-054

This project is the resubmittal of a project that had DR approval and was permitted but never built
Old pre app number = **626-PA-2017**
Old DR number = **49-DR-2017**
Plan check number = **5823-18-2**

The Owner proposes to build a hangar of approximately 11,540 ft² to house several jets with primary charter assignments and similar uses. As can be seen in the colored perspectives, the Owner desires a corporate, upscale facility to represent his flight operations and service quality. The firm intends to provide office space for their operations adjacent to and attached to the hangar. As shown on the plan the office space reception, parts and catering spaces are equal to approximately 4,961 ft² including balcony area but not the roof mechanical area, an area which includes restrooms and storage space. The office element and the hangar element are each clearly defined in the accompanying drawings. Access to the site is provided from 81st street on the west boundary of the site. Parking is provided for the office and visitors with 18 spaces provided, not including any casual parking use of the hangar for client vehicles when the aircraft are deployed.

On-site private fuel is included as a part of the project scope. The ramp (staging) area is equal to the size of the hangar. All mechanical equipment is in a fully-screened enclosure on the second level of the office area in an outside, unroofed area to screen all of the equipment. Equipment planned at this time includes evaporative cooling for the hangar, high SEER rooftop mechanical units (RTU), a compressor and a possible backup generator. On the north elevation, the horizontal louvers that screen the equipment are shown on the left portion of that elevation.

Construction of the hangar is expected to be concrete tilt panels detailed to address the scale of the 38’ walls and the 41’ vertical elements and to carry the office scale through the building. The office block is lower and at an office building scale. The office building will likely be steel-framed with steel studs for exterior cavity walls and clad with Equitone (fiber cement) or similar cladding material. The hangar doors are bottom-support, in rails by Norco or International and will be insulated and are constructed of painted steel. Color and material selections are attached with the required color and material board in accordance with the DR submittal requirements.

Civil engineering, landscape architectural and presentation perspectives have been developed to the preliminary level for the DR review are included in this DR submittal. Particular attention has been paid to the west elevation to avoid presenting a large blank hangar wall as can be seen in the west elevation. Deep overhangs on the west portion of the office provide shade as well as an upper level patio possibility in this design. The site will require below grade retention and the possibility of a drywell or a scheme 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 81st

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 include the abandonment of the easement along the south property line (now in process), fuel truck access to the ramp and the final location of the dumpster enclosure. The traffic issues related to backing into 81st to service the dumpster are nearly non-existent due to the fact that 81st is a dead end (as discussed in the pre-app meeting).

Submittal elements including an avigation long form, this narrative and the required drawings, completed forms and reports are attached to this narrative. This submittal will be simultaneously delivered to the Airport for compliance review. The required SF7460 is in process and will be conveyed to the City and the Airport as soon as it is received. A submittal will also be made to SNAPOA, the Airport's version of an HOA for their approval.

We're looking forward to working with the City on this project. Hangar projects have been rather uncommon in recent years, a consequence of the economic decline in 2008. There seems to be more optimism for this type of project and specifically this type of project at Scottsdale Airport. We're available for questions and/or consultation if required for the review of this project,

REGISTERED ARCHITECT
CERTIFICATE NO.
9252
JAMES LAWRENCE
LARSON
Date Signed
ARIZONA, U.S.A.
Jul 23, 2024
EXPIRES: 6/30/2024