Larson Associates Architects, Inc.
3807 N 24th Street, Suite 100
Phoenix, AZ 85016 602.955.9929

November 22, 2024

FLEXJET PROJECT INFORMATION

The proposed project consists of a ground-up terminal/office building attached to an aircraft hangar with below-grade parking structure. The project is located at 15115 N. Airport Drive, south of the Atlantic (formerly Ross) Aviation hangars. The parcel is leased from the Airport by Atlantic Aviation. There are existing buildings that abut an existing group of hangars: an office building and a pre-engineered airplane shade cover. These two structures will be demolished, leaving the hangar buildings intact. The project is being developed by Atlantic Aviation for the proposed tenants, Flexjet and Directional Aviation.

DEMO PERMIT

The client seeks to secure a demolition permit prior to the new construction. The demolition permit would include demolition of the existing office building, shade cover and the outdated electrical equipment that serves the existing office and hangar (a transformer outside the building, and the SES and panels located inside the building). The demolished transformer, SES and panels would be replaced with new equipment designed to serve only the existing hangar to remain.

NEW CONSTRUCTION

The terminal/office building is 2-stories and features a private passenger departure lounge with FBO support spaces on the first floor, combined with office space on the second floor to be used by Flexjet's parent company, Directional Aviation. Flexjet occupancy is very light since more than 90% of all transiting or arriving passengers are picked up or dropped off, and the offices on the second floor are only seasonally occupied.

The hangar is 180'-0" x 166'-2" with a 150'-0" rolling hangar door, sized to house several aircraft in Flexjet's fleet. The hangar includes a shop and storage mezzanine and will be cooled with evaporative cooling.

Directly below the hangar is a below-grade parking structure with 57 parking spaces. Car storage is only for PAX and not for long-term parking.

Site drainage will be handled with a continuation of the existing drainage patterns from the existing parking lot using the airport storm drainage system.

BUILDING STATISTICS

Garage level:		
	Parking garage with lobby	30,739 s.f.
	Covered ramp into garage	2,792 s.f.
Hangar		29,940 s.f.
Terminal/Office		
	First floor	8,858 s.f.
	Second floor	9,541 s.f.
	Exterior Deck	2,395 s.f.

Site size is within the Atlantic Aviation lease and totals 84,548 ft²

FLEXJET PROJECT NARRATIVE

ORDINANCES, MASTER PLANS, GENERAL PLAN, AND STANDARDS

REQUIREMENTS:

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.

The project is an aviation project on airport property and is zoned I-1 (Scottsdale Municipal Airport). The site design includes a 20' street-side landscape and building setback per zoning requirements, as well as a variety of landscape areas on-site and in parking areas, designed to meet City of Scottsdale open space requirements, and provide pleasant outdoor spaces for building tenants. There is no side yard, or ramp-side setback required, though 6 feet of space is provided in between the new hangar and the existing hangars to the northeast.

The project responds to the General Plan by offering aviation-related commercial opportunities at the edge of the Scottsdale Airport runway, housed within buildings that display unique architecture that responds to the image and climate of the Sonoran desert. The Flexjet terminal will draw local, interstate, and international visitors, and the project will facilitate and promote the current business and travel industries in the City of Scottsdale. The building and site design respond to Plan outlines by appropriately densifying the sub-urban environment, while providing a pedestrian-oriented interface with the public along Airport Dr., via sidewalks, public art, and desert landscaping. A below-grade parking garage is included, which will reduce asphalt surface area and screen and shade parking areas.

ARCHITECTURAL CHARACTER, LANDSCAPING, AND SITE DESIGN

REQUIREMENTS:

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 Overly District***

RESPONSE:

As an aviation project, the building forms and facades were designed to evoke images of flight, as evidenced by the sloping glass and upward-sloping roof of the Flexjet building. Tubular support columns further accentuate the upward motion of the roof structure. Exterior building finishes are generally smooth and are designed to recall aircraft materials. Finishes include silver "pearlescent" metal panels, sand finished stucco, and sand-blasted and pigmented grey concrete, and textured exterior porcelain tile pavers. Colors are neutral and blend with the

surrounding architecture and desert environment. The building expresses interesting and complex angular forms that are reminiscent of the natural forms of the desert.

Effort is made to set the building glass back from the roof line, to provide for shading, and/or recess the window frames in the exterior walls. The exterior decks are shaded with overhangs above, and the decks are also designed to shade exterior spaces and building glass on the first floor.

Landscaping is included throughout the site to visually reduce the amount of paving and offer a cooling effect. There is a large landscape area along the ramp down to the garage which buffers the site from the street. An art installation will be located in the area. Plantings will be desert-sensitive, conform to City standards, and blend with newer, neighboring projects at the airport.

The Environmentally Sensitive Lands (ESL) Ordinance does not apply to this project.
The project is not in the Historic Property Overlay District.

INGRESS, EGRESS, ON-SITE CIRCULATION, PARKING, AND PEDESTRIANS

REQUIREMENTS:

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:

Vehicular:

Site ingress and egress maintain current vehicle circulation. On-site circulation is designed to be circular, with particular thought given to the ease of drop-off and pick-up of passengers. Access to the below-grade valet parking is provided via a ramp at the north side of the site. Drop-off/pick-up space is provided in front of the Flexjet building, where passengers might tend to accumulate. The building entry is logically located adjacent to the surface parking lot.

Pedestrian:

The existing public sidewalk along Airport Drive will be extended to be continuous along the leasehold boundary, intersecting with the existing neighborhood sidewalk system. Additionally, bicycle parking is conveniently located near the building entry. On-site pedestrian circulation occurs primarily around the surface parking lot, connecting the two buildings to the public right of way.

MECHANICAL SCREENING

REQUIREMENTS:

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, with the exception of the three transformers at the northeast corner of the lot, for convenient service by the power company. All other building electrical equipment has been designed internal to the building. An emergency back-up generator is included with the project, and is fully screened by a 12 foot high screen wall. Mechanical units will be roof-mounted and fully screened behind parapets or architectural screening devices that coordinate with the building colors and materials. All roof drainage will be via drain and overflow drain lines internal to the building.

Sincerely,

Jim Larson

Larson Associates Architects