



**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 installed as required to screen the new parking area. Aircraft circulation from the taxilane 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 taxilane 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



# PROJECT DATA

## PROJECT DESCRIPTION

THE DEVELOPMENT OF AN AIRCRAFT HANGAR WITH SUPPORTING OFFICE AND STORAGE SPACES ON A CURRENTLY EMPTY LOT AT THE CITY OF SCOTTSDALE MUNICIPAL AIRPORT

PROJECT ADDRESSES: 15650 N. 83RD WAY  
SCOTTSDALE, ARIZONA 85260

PROJECT OWNER: FALCON NEST, LLC  
15650 N. 83RD WAY  
SCOTTSDALE, ARIZONA 85260  
(SEND ALL CORRESPONDENCE THROUGH THE ARCHITECT)

PROJECT ARCHITECT: LARSON ASSOCIATES ARCHITECTS, INC.  
3807 NORTH 24TH STREET #100  
PHOENIX, ARIZONA 85016  
602-955-9929  
602-954-4790 FAX  
EMAIL: jlarson@larson-architects.com

BOOK-MAP-PARCEL APN 215-48-010

CURRENT ZONING: I-1 (SCOTTSDALE MUNICIPAL AIRPORT)

NET SITE AREA: 65,688 S.F. (1.5 AC)  
GROSS SITE AREA: 65,688 S.F. (1.5 AC)

LOT COVERAGE: 37.27%

OCCUPANCY GROUP: S-1 - AIRCRAFT HANGAR (PER IBC SECTION 311.2)  
S-1 - WAREHOUSE & SUPPORT AREA  
B - OFFICE SPACES (PER IBC SECTION 304.1)  
-NEW CONSTRUCTION

1 HOUR SEPERATION IS REQUIRED BETWEEN OCCUPANCIES B AND S-1 (HANGAR AND OFFICE AREAS) PER IBC 412.4.6.2 AND IFC 914.8.3.2., AND NFPA 409 8.2.2

HANGAR GROUP TYPE: GROUP III HANGAR PER IFC 914.8 AND NFPA 409

CONSTRUCTION TYPE: II-B, FULLY SPRINKLED

FLOOR AREAS PROVIDED:  
1ST FLOOR:  
OFFICE AREA (OCC B): 1,885 S.F.  
WAREHOUSE/SUPPORT AREA (OCC. S-1): 3,699 S.F.  
HANGAR AREA (OCC S-1): 18,900 S.F.  
TOTAL 1st FLOOR: 24,484 S.F.

2ND FLOOR OFFICE AREA (B): 3,167 S.F.  
2ND FLOOR EXTERIOR PATIO (B): 1,609 S.F.  
TOTAL 2ND FLOOR: 4,776 S.F.

TOTAL BUILDING FLOOR AREA: 29,260 S.F.

OPEN STAGING AREA: 20,395 S.F.

PARKING REQUIRED: 'B' OCCUPANCY AREA: 6,451 / 300 = 21.50 SPACES  
'S-1' OCC. AREA - NON-HANGAR: 3,699 / 800 = 4.62 SPACES  
HANGAR AND SUPPORT AREA: 0 SPACES REQUIRED  
TOTAL SPACES REQUIRED = 26.12 SPACES

PARKING PROVIDED: SPACES PROVIDED = 34 = OK

ACCESSIBLE SPACES REQUIRED:  
VAN SPACES REQUIRED: 22 SPACES X 4% = 1 SPACE  
ACCESSIBLE SPACES PROVIDED:  
VAN SPACES PROVIDED: 1 SPACE PROVIDED = OK

BICYCLE PARKING REQUIRED: LESS THAN 40 VEHICULAR SPACES REQUIRED  
BICYCLE PARKING PROVIDED: 2 = OK

FRONTAGE YARDS REQUIRED:  
WEST: (TAXILANE) 48'-0"  
EAST: (83RD WAY) 20'-0"

YARD PROVIDED:  
WEST: 48'-0"  
EAST: 21'-1"

ON GRADE PAVING AREA: 6,176 S.F.

PARKING LOT LANDSCAPING:  
REQUIRED: 6,176 x .15 = 926.4 S.F.  
PROVIDED: 1,303 S.F. = OK

OPEN FRONT SPACE:  
REQUIRED: 20'-0" x PROPERTY LENGTH  
PROVIDED: 21'-1" MIN. X PROPERTY LENGTH

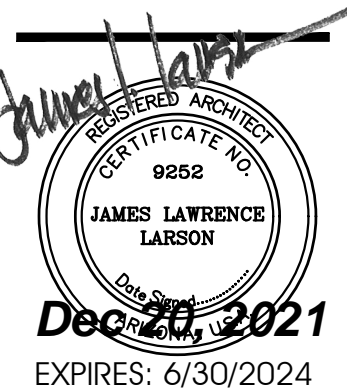
OPEN SPACE REQUIRED:  
FIRST 12' FEET: .10 x 65,688 = 6,568.8 S.F.  
AREAS ABOVE 12'  
SUB-TOTAL: 28 x .003 x 65,688 = 5,517.8 S.F.  
6,569 + 5,517.8 = 12,086.5  
STAGING AREA REDUCTION: 20,395 (.50) = 10,197.5 S.F.  
TOTAL REQUIRED: 12,086.5 - 10,197.5 = 1,889.1 S.F.

TOTAL OPEN SPACE PROVIDED:  
OPEN FRONT SPACE: 3,529 S.F.  
OTHER OPEN SPACE: 6,400 S.F.  
TOTAL: 9,929 S.F. = OK

Larson Associates Architects, Inc.  
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design@larson-architects.com

**Larson**

FALCON NEST  
15650 N. 83RD WAY  
SCOTTSDALE, AZ  
APN: 215-48-010



Drawing Name:  
ENLARGED SITE PLAN  
PROJECT DATA

Revisions

Date: 11/31/2021

Project Number:  
2021.021

Drawing No:

SP1.0T2

**SITE PLAN KEYNOTES**

- 1 NEW 6 FOOT WIDE (MIN) CONCRETE SIDEWALK - SEE 1/5/P2.0 & CIVIL
- 2 NEW CONCRETE DRIVEWAY PER COS STANDARD DETAIL CL TYPE 2256 W/ S/W BYPASS - SEE CIVIL DRAWINGS
- 3 NEW ASPHALT PARKING LOT PAVING - SEE CIVIL DRAWINGS
- 4 NEW 8'-0" CMU SECURITY SITE WALL - SEE ELEVATIONS & 20/5/P2.5
- 5 NEW 8'-0" SECURITY ACCESS GATE W/ KNOX BOX AND STROBE ACCESS SYSTEM PER SCOTTSDALE FIRE DEPT. STANDARDS - SEE 11/5/P2.4
- 6 ADA ACCESSIBLE ROUTE STRIPING - SEE 4/5/P2.0
- 7 NEW CONCRETE AIRCRAFT APRON - SEE CIVIL DRAWINGS
- 8 SITE VISIBILITY TRIANGLES - SEE SHEET 5/P1.0
- 9 NEW 3'-0" CMU SCREEN WALL - SEE WALL ELEVATION 15/5/P2.4 & 20B/5/P2.5
- 10 NEW CMU DUMPSTER ENCLOSURE PER COS STD. DETAIL 2146-1 WITH GATES ON THE FRONT TO MATCH STAGING AREA GATE - SEE 11/5/P2.2 & 14/5/P2.3
- 11 VEHICULAR OVERHEAD DOOR ACCESS TO HANGAR
- 12 NOT USED
- 13 LOCATION FOR (2) BICYCLE PARKING STALLS - ONE DBL SIDED LOOP ON A 4" CONC. PAD - SEE 21/5/P2.8 AND CIVIL DRAWINGS FOR CONC. PAD
- 14 LOCATION FOR REMOTE FDC - SEE CIVIL DRAWINGS
- 15 ROUGH LOCATION FOR UNDERGROUND RETENTION - SEE CIVIL DRAWINGS
- 16 6" DIAM. CONCRETE FILLED STEEL BOLLARD - SEE DETAIL 3/5/P2.0
- 17 CONC. PARKING BUMPER - SEE DETAIL 8/5/P2.0
- 18 20,000 GALLON UNDERGROUND AIRCRAFT FUEL TANK - SEE VENDOR DRAWINGS - UNDER SEPARATE SUBMITTAL & PERMIT
- 19 FUEL DISPENSER, IN-GROUND BELOW GRADE EQUIPMENT VAULT - SEE VENDOR DRAWINGS - UNDER SEPARATE SUBMITTAL & PERMIT
- 20 ACCESSIBLE RAMP ALONG ACCESSIBLE ROUTE - SEE DETAILS 6/4/5/P2.0 OR SIM.
- 21 NOT USED
- 22 NEW FIRE HYDRANT - SEE CIVIL PLANS
- 23 LOCATION OF FIRE RISER ROOM
- 24 LOCATION OF S.E.S. ROOM WITH S.E.S. INSIDE OF THE BUILDING
- 25 EXISTING FIRE HYDRANT
- 26 NEW 15 FOOT HIGH SITE LIGHT POLE - SEE ELECTRICAL & 15/5/P2.7
- 27 LOCATION OF NEW IN-GROUND SAND/OIL INTERCEPTOR - SEE PLUMBING AND CIVIL PLANS
- 28 PROPOSED LOCATION OF NEW TRANSFORMER ON CONCRETE PAD
- 29 EXISTING TV/DATA UTILITY PEDESTAL BOX TO REMAIN
- 30 EXISTING IN-GROUND ELEC/DATA UTILITY BOX TO REMAIN (OR RELOCATE PER UTILITY)
- 31 EXISTING CHAIN LINK FENCE WITH (3) STRANDS OF BARE WIRE TO REMAIN - REMOVE AND PULL BACK TO AN EXISTING POST AS REQUIRED TO CREATE NEW 130'-0" MIN. CLEAR OPENING THROUGH FENCE FOR TAXILANE ACCESS - COORD. W/ AIRPORT STANDARDS
- 32 ACCESSIBLE PARKING STALL - SEE 10/5/P2.1

**PROJECT DATA**

**PROJECT DESCRIPTION**

THE DEVELOPMENT OF AN AIRCRAFT HANGAR WITH SUPPORTING OFFICE AND STORAGE SPACES ON A CURRENTLY EMPTY LOT AT THE CITY OF SCOTTSDALE MUNICIPAL AIRPORT

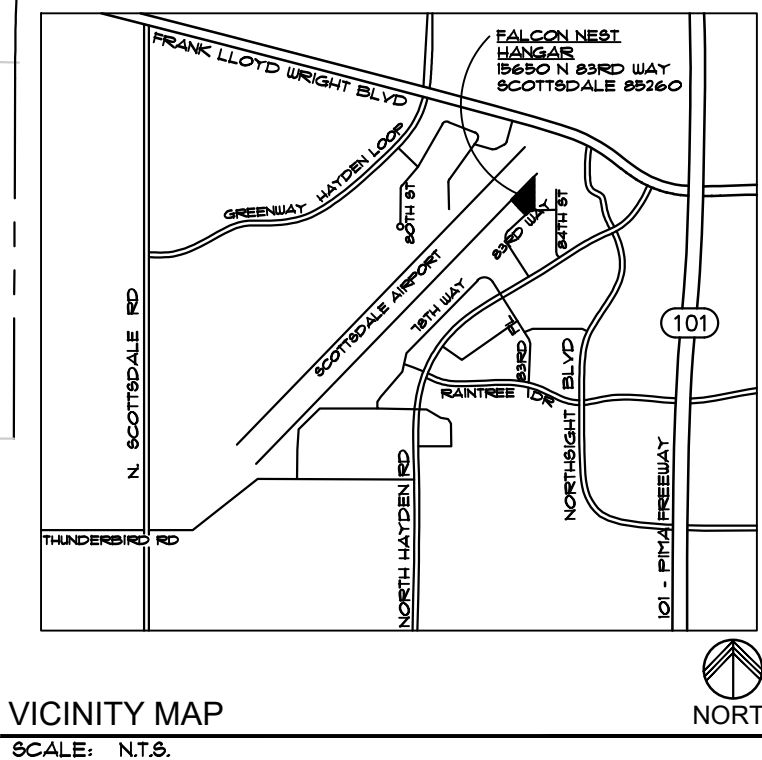
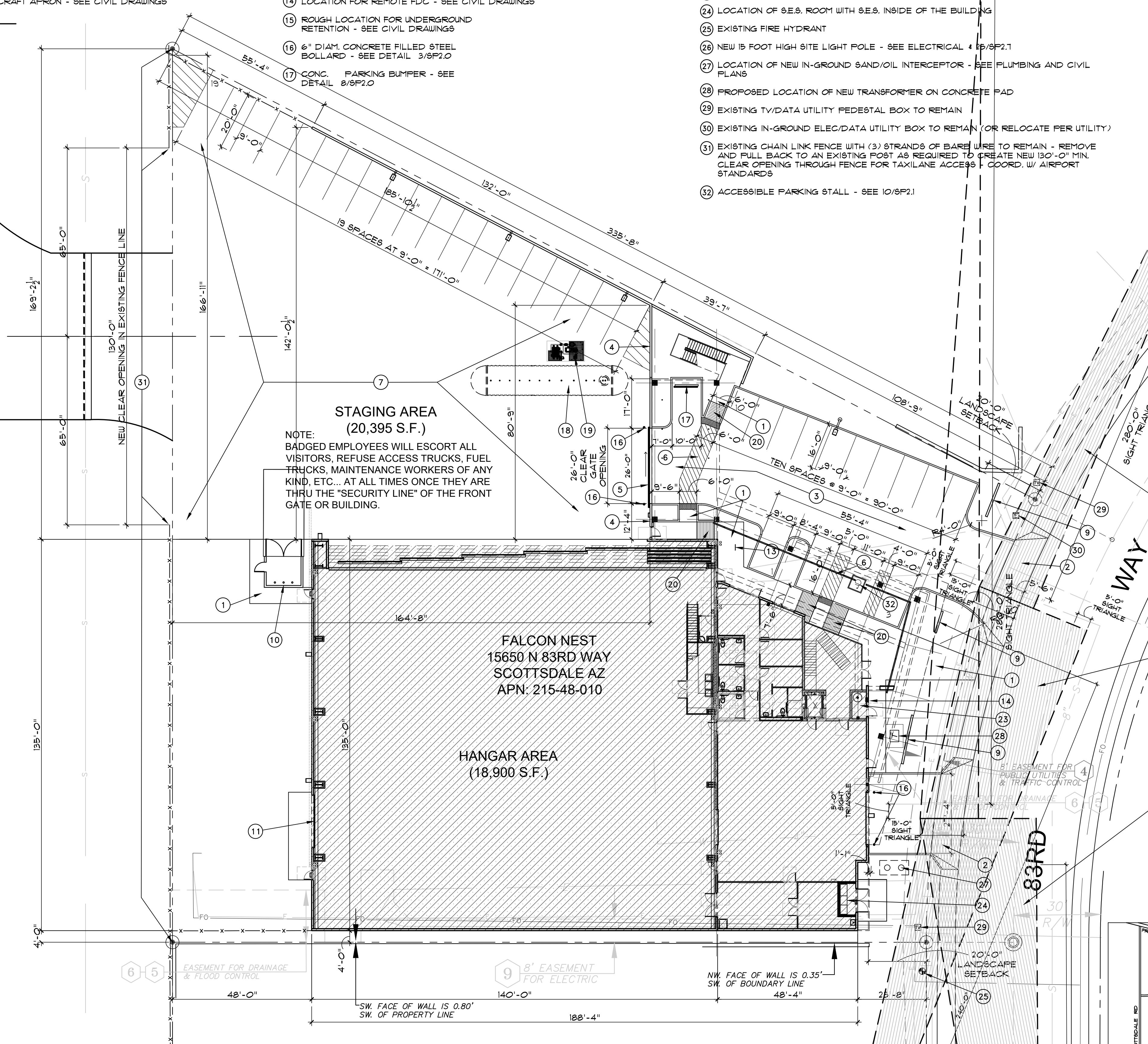
PROJECT ADDRESS:	15650 N. 83RD WAY SCOTTSDALE, ARIZONA 85260
PROJECT OWNER:	FALCON NEST, LLC 15650 N. 83RD WAY SCOTTSDALE, ARIZONA 85260 (SEND ALL CORRESPONDENCE THROUGH THE ARCHITECT)
PROJECT ARCHITECT:	LARSON ASSOCIATES ARCHITECTS, INC. 3807 NORTH 24TH STREET #100 PHOENIX, ARIZONA 85016 602-955-9929 602-954-4790 FAX EMAIL: jlarson@larson-architects.com
BOOK MAP PARCEL:	AFN 215-48-010
CURRENT ZONING:	I-1 (SCOTTSDALE MUNICIPAL AIRPORT)
NET SITE AREA:	65,688 SF. (15 AC)
GROSS SITE AREA:	65,688 SF. (15 AC)
LOT COVERAGE:	37.27%
OCCUPANCY GROUP:	S-1 - AIRCRAFT HANGAR (PER IBC SECTION 3112) S-1 - WAREHOUSE & SUPPORT AREA B - OFFICE SPACES (PER IBC SECTION 304.1) -NEW CONSTRUCTION
HANGAR GROUP TYPE:	GROUP III HANGAR PER IBC 914.8 AND NFPA 409
CONSTRUCTION TYPE:	II-B, FULLY SPRINKLED
FLOOR AREAS PROVIDED:	
1ST FLOOR:	1,885 SF.
WAREHOUSE/SUPPORT AREA (OCC. S-1):	3,699 SF.
HANGAR AREA (OCC. S-1):	18,900 SF.
TOTAL 1ST FLOOR:	24,484 SF.
2ND FLOOR OFFICE AREA (B):	3,167 SF.
2ND FLOOR EXTERIOR PATIO (B):	1,609 SF.
TOTAL 2ND FLOOR:	4,776 SF.
TOTAL BUILDING FLOOR AREA:	29,260 SF.
OPEN STAGING AREA:	20,395 SF.
PARKING PROVIDED:	34 SPACES PROVIDED = OK
ACCESSIBLE SPACES REQUIRED:	22 SPACES X 4% = 1 SPACE
ACCESSIBLE SPACES PROVIDED:	1 SPACE PROVIDED = OK
BICYCLE PARKING REQUIRED:	LESS THAN 40 VEHICULAR SPACES REQ'D. - SO ONLY 2 BIKE STALLS
BICYCLE PARKING PROVIDED:	2 = OK
FRONTAGE YARDS REQUIRED:	WEST: (TAXILANE) EAST: (83RD WAY)
YARD PROVIDED:	WEST: EAST:
ON GRADE PAVING AREA:	6,176 SF.
PARKING LOT LANDSCAPING:	REQUIRED: PROVIDED:
OPEN FRONT SPACE:	REQUIRED: PROVIDED:
OPEN SPACE REQUIRED:	FIRST 12' FEET: AREAS ABOVE 12' SUB-TOTAL: STAGING AREA REDUCTION: TOTAL REQUIRED:
TOTAL OPEN SPACE PROVIDED:	OPEN FRONT SPACE: OTHER OPEN SPACE: TOTAL:

**NOTE:**  
BADGED EMPLOYEES WILL ESCORT ALL VISITORS, REFUSE ACCESS TRUCKS, FUEL TRUCKS, MAINTENANCE WORKERS OF ANY KIND, ETC... AT ALL TIMES ONCE THEY ARE THROUGH THE "SECURITY LINE" OF THE FRONT GATE OR BUILDING.

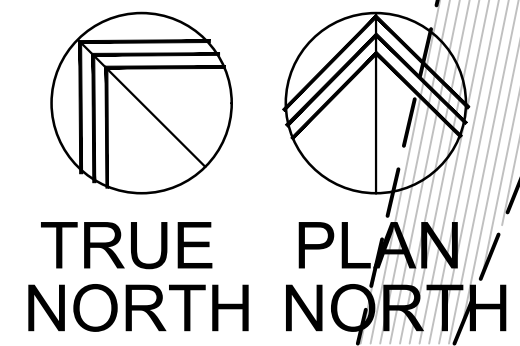
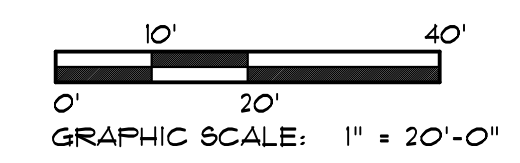
**FALCON NEST**  
15650 N 83RD WAY  
SCOTTSDALE AZ  
APN: 215-48-010

**HANGAR AREA**  
(18,900 S.F.)

**STAGING AREA**  
(20,395 S.F.)

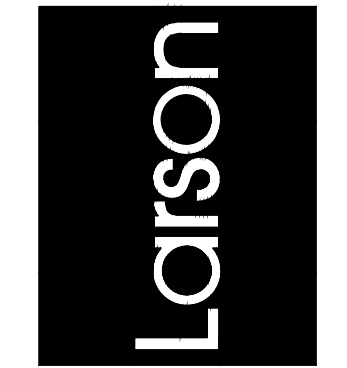


**SITE PLAN**  
SCALE: 1" = 20'-0"



**AIRPORT STIPULATION:**  
1. ANY FUTURE FUEL DISPENSING AND STORAGE BY SEPARATE SUBMITTAL AND PERMIT MUST HAVE SPECIFIC DOCUMENTED AIRPORT REVIEW AND APPROVAL TO CONFIRM COMPLIANCE WITH AIRPORT RULES AND REGULATIONS.

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design@larson-architects.com



**FALCON NEST**  
15650 N. 83RD WAY  
SCOTTSDALE, AZ  
APN: 215-48-010

**James Larso**  
REGISTERED ARCHITECT  
9252  
JAMES LAWRENCE LARSON  
Dec 20, 2021  
EXPIRES: 6/30/2024

Drawing Name:  
SITE PLAN

Revisions

Date: 11/31/2021

Project Number:  
2021.021

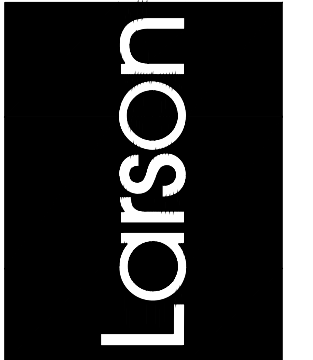
Drawing No:

**SP1.0**

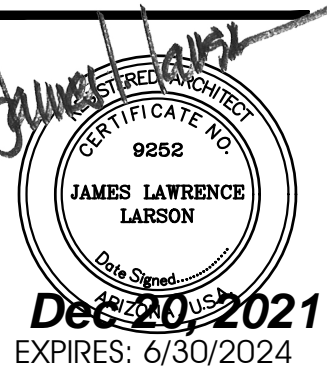
# SITE PLAN KEYNOTES

- ① NEW 6 FOOT WIDE (MIN.) CONCRETE SIDEWALK - SEE 1/SP2.0 & CIVIL
- ② NEW CONCRETE DRIVEWAY PER COS STANDARD DETAIL CL TYPE 2256 W/ S/W BYPASS - SEE CIVIL DRAWINGS
- ③ NEW ASPHALT PARKING LOT PAVING - SEE CIVIL DRAWINGS
- ④ NEW 8'-0" CMU SECURITY SITE WALL - SEE ELEVATIONS & 20/SP2.5
- ⑤ NEW 8'-0" SECURITY ACCESS GATE W/ KNOX BOX AND STROBE ACCESS SYSTEM PER SCOTTSDALE FIRE DEPT. STANDARDS - SEE 11/SP2.2 & 14/SP2.3
- ⑥ ADA ACCESSIBLE ROUTE STRIPING - SEE 4/SP2.0
- ⑦ NEW CONCRETE AIRCRAFT APRON - SEE CIVIL DRAWINGS
- ⑧ SITE VISIBILITY TRIANGLES - SEE SHEET SP1.10
- ⑨ NEW 3'-0" CMU SCREEN WALL - SEE WALL ELEVATION 15/SP2.4 & 20B/SP2.5
- ⑩ NEW CMU DUMPSTER ENCLOSURE PER COS STD. DETAIL 2146-1 WITH GATES ON THE FRONT TO MATCH STAGING AREA GATE - SEE 11/SP2.2 & 14/SP2.3
- ⑪ VEHICULAR OVERHEAD DOOR ACCESS TO HANGAR
- ⑫ NOT USED
- ⑬ LOCATION FOR (2) BICYCLE PARKING STALLS - ONE DBL SIDED LOOP ON A 4" CONC. PAD - SEE 27/SP2.8 AND CIVIL DRAWINGS FOR CONC. PAD
- ⑭ LOCATION FOR REMOTE FDC - SEE CIVIL DRAWINGS
- ⑮ ROUGH LOCATION FOR UNDERGROUND RETENTION - SEE CIVIL DRAWINGS
- ⑯ 6" DIAM. CONCRETE FILLED STEEL BOLLARD - SEE DETAIL 3/SP2.0
- ⑰ CONC. PARKING BUMPER - SEE DETAIL 8/SP2.0
- ⑱ 20,000 GALLON UNDERGROUND AIRCRAFT FUEL TANK - SEE VENDOR DRAWINGS - UNDER SEPARATE SUBMITTAL & PERMIT
- ⑲ FUEL DISPENSER: IN-GROUND BELOW GRADE EQUIPMENT VAULT - SEE VENDOR DRAWINGS - UNDER SEPARATE SUBMITTAL & PERMIT
- ⑳ ACCESSIBLE RAMP ALONG ACCESSIBLE ROUTE - SEE DETAILS 6 & 9/SP2.0 OR SIM.
- ㉑ NOT USED
- ㉒ NEW FIRE HYDRANT - SEE CIVIL PLANS
- ㉓ LOCATION OF FIRE RISER ROOM
- ㉔ LOCATION OF S.E.S. ROOM WITH S.E.S. INSIDE OF THE BUILDING
- ㉕ EXISTING FIRE HYDRANT
- ㉖ NEW 15 FOOT HIGH SITE LIGHT POLE - SEE ELECTRICAL & 25/SP2.7
- ㉗ LOCATION OF NEW IN-GROUND SAND/OIL INTERCEPTOR - SEE PLUMBING AND CIVIL PLANS
- ㉘ PROPOSED LOCATION OF NEW TRANSFORMER ON CONCRETE PAD
- ㉙ EXISTING TV/DATA UTILITY PEDESTAL BOX TO REMAIN
- ㉚ EXISTING IN-GROUND ELEC/DATA UTILITY BOX TO REMAIN (OR RELOCATE PER UTILITY)
- ㉛ EXISTING CHAIN LINK FENCE WITH (3) STRANDS OF BARB WIRE TO REMAIN - REMOVE AND PULL BACK TO AN EXISTING POST AS REQUIRED TO CREATE NEW 130'-0" MIN. CLEAR OPENING THROUGH FENCE FOR TAXILANE ACCESS - COORD. W/ AIRPORT STANDARDS
- ㉜ ACCESSIBLE PARKING STALL - SEE 10/SP2.1

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Drawing Name:  
 ENLARGED SITE PLAN  
 KEYNOTES NOTES

Revisions

Date: 11/31/2021

Project Number:  
 2021.021  
 Drawing No:

SP1.0T1

**EXTERIOR FINISH LEGEND**

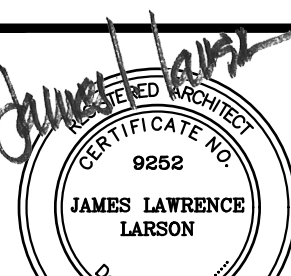
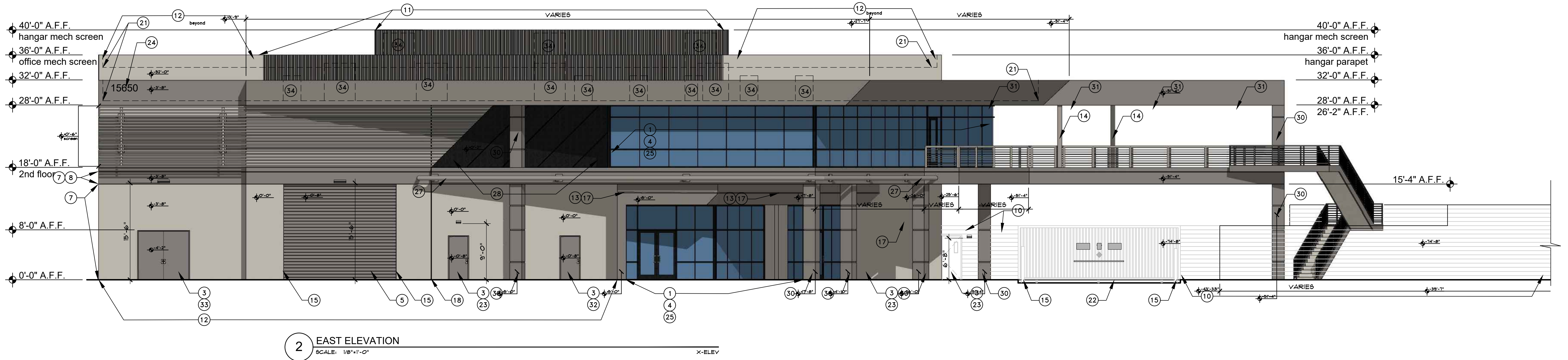
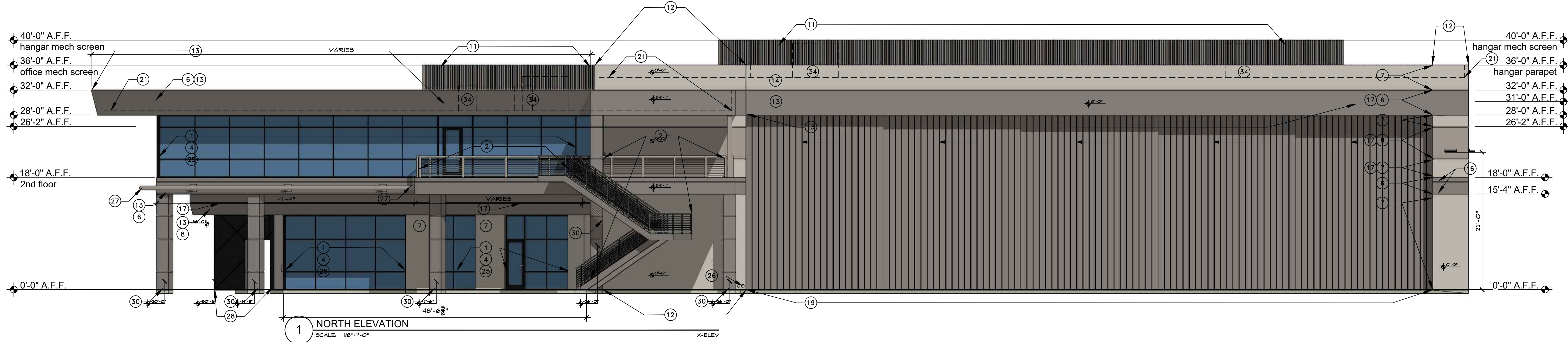
MATERIALS	MANF.	MODEL	COLOR	NOTES
PT-1	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1011, "DORIAN GRAY"	EXTERIOR PAINT; LRV = 39; STUCCO FIELD COLOR
PT-2	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1018, "DOVETAIL"	EXTERIOR PAINT; LRV = 26; STUCCO ACCENT COLOR
PT-3	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1019, "GAUNTLET GRAY"	EXTERIOR PAINT; LRV = 11; STUCCO REVEAL COLOR
PT-4	SHERWIN WILLIAMS	SW - EXTERIOR GLOSS	SW 1069, "IRON ORE"	EXTERIOR PAINT; LRV = 6.15; METAL CANOPIES, STRUCTURE & SUPPORTS, PARAPET CAP, ETC.
<b>WINDOW FRAMES</b>				
OFFICE AREA EXTERIOR GLASS	OLD CASTLE	-	BLACK ANODIZED	OFFSET 2/8 FRAMES UNLESS NOTED OTHERWISE (GLASS OFFSET TO INTERIOR - SEE DETAILS)
	GUARDIAN GLASS	TINTED - 1" LOW "E"	ROYAL BLUE 40 TINT	1" INSULATED STANDARD (TWO 1/4" PANES WITH 1/2" INSULATION GAP)
<b>EXTERIOR STUCCO</b>				
MP-1 (METAL SIDING PANELS)	ALUCOBOND	NATURAL COLLECTION	BRUSHED CARBON	ANGLED PANELS PER ELEVATIONS
ALUMINUM CABLE RAIL SYSTEM	-	-	BLACK ANODIZED	MANUFACTURER'S STANDARD BLACK ANODIZED ALUMINUM FINISH

- NOTES:
- THERE SHALL BE NO EXTERIOR OR ROOF MOUNTED MECHANICAL EQUIPMENT FOR THE PROJECT ON THE HANGAR ROOF. ALL HVAC EQUIPMENT IS TO BE HOUSED INSIDE THE BUILDING ON OR ON THE SECOND FLOOR ROOF OF THE OFFICE AREA - SHIELDED BY A HIGH PARAPET.
  - THERE SHALL BE NO EXTERIOR OR ROOF MOUNTED ELECTRICAL UTILITY EQUIPMENT FOR THE PROJECT. THE SERVICE ENTRY SECTION (S.E.S.) IS HOUSED INSIDE THE BUILDING ON THE FIRST FLOOR WITHIN THE SES ROOM, SPECIFICALLY PROVIDED FOR THIS PURPOSE.
  - THERE SHALL BE NO EXTERIOR OR ROOF MOUNTED COMMUNICATION EQUIPMENT FOR THE PROJECT. THE COMMUNICATION EQUIPMENT SHALL BE HOUSED INSIDE THE BUILDING WITHIN THE SES ROOM, JANITOR'S CLOSET, STORAGE, ELECTRICAL ROOM, HANGAR, OR FIRE RISER ROOM AS APPROPRIATE TO THE USE AND SERVICE LOCATION.
  - ALL EXTERIOR MECHANICAL, UTILITY AND COMMUNICATION EQUIPMENT SHALL BE SCREENED BY A PARAPET THAT MATCHES THE ARCHITECTURAL CHARACTERISTICS, COLOR, AND FINISH OF THE BUILDING. PARAPET HEIGHT FOR ROOF-MOUNTED UNITS SHALL BE EQUAL TO, OR EXCEED THE HEIGHT OF THE TALLEST UNIT.
  - ALL ROOF DRAINAGE SYSTEMS SHALL BE INTERIOR TO THE BUILDING.

**ELEVATION KEYNOTES**

NOTE: NOT ALL KEYNOTES MAY BE USED ON THIS SHEET

- BLACK ANODIZED ALUMINUM WINDOW & DOOR FRAMES
- STAINLESS STEEL POST AND CABLE RAILING SYSTEM
- HOLLOW METAL DOOR & DOOR FRAME TO BE PAINTED ACCENT COLOR [PT-2]
- OFFICE AND ENTRY LOBBY AREA GLAZING TO BE GUARDIAN GLASS - DUAL PANE LOW E "BLUE" GLASS
- VEHICULAR OVERHEAD DOOR TO HANGAR - PAINTED TO MATCH FIELD COLOR
- PAINTED - ACCENT COLOR PAINT [PT-3]
- PAINTED - FIELD COLOR PAINT [PT-1]
- PAINTED - ACCENT COLOR PAINT [PT-2]
- EXTERIOR LIGHTING FIXTURE - BLACK FINISH - SEE FIXTURE CUT SHEETS AND PHOTOMETRIC PLANS
- CMU SITE WALL [PT-1]
- MECHANICAL SCREEN - VERTICAL CORRUGATED "B" DECKING METAL PANEL SYSTEM - PAINTED [PT-4] SEE DETAIL 1/A.1.0
- CONCRETE TILT PANEL
- STUCCO SYSTEM
- CANOPY TUBE STEEL PER STRUCTURAL DRAWINGS [PT-3]
- CONCRETE FILLED METAL BOLLARDS - PAINTED [PT-4]
- REVEAL (1/2" WIDE X 1/2" DEEP "V" REVEAL) PAINTED [PT-]
- REVEAL (2" WIDE X 1/2" DEEP "CHANNEL REVEAL") PAINTED [PT-]
- TYPICAL CONCRETE TILT PANEL JOINT
- HANGAR DOOR - PAINTED [PT-3] OR CLOSE COMPATIBLE MANUFACTURER'S COLOR
- NOT USED
- LINE OF ROOF BEHIND PARAPET
- METAL ROLLING GATE - PAINTED [PT-] SEE DETAIL 11 & 18 /SP2.4
- SECURITY VISION PANEL IN EXIT DOOR - SEE DOOR SCHEDULE AND DOOR TYPES FOR MORE INFORMATION ON VISION PANEL IN PARTICULAR DOORS
- 14" ADDRESS NUMBERS - MUST BE A HIGH CONTRAST COLOR TO SURROUNDING MATERIALS AND MUST BE HALO ILLUMINATED
- VERTICAL ONLY BUTT GLAZING PANELS IN THIS WINDOW FRAME ALL HORIZONTAL MULLIONS ARE BLACK ANODIZED ALUM.
- NOT USED
- DECORATIVE PIPE PAINTED [PT-3]
- DECORATIVE ALUCOBOND WALL PANEL [MP-1]
- DECORATIVE ALUM SCREEN - CLEAR ANODIZED
- CONCRETE COLUMNS WITH 1" X 1" REVEALS - PAINTED [PT-1]
- EXTERIOR CEILING FANS TO BE SELECTED BY OWNER AT A LATER DATE
- FIRE RISER ROOM
- SES ROOM
- HIDDEN LINES INDICATE MECHANICAL UNIT FULLY SCREENED BY PARAPET AND MECHANICAL SCREENS



Dec 20, 2021  
 EXPIRES: 6/30/2024

Drawing Name:  
 EXISTING/DEMOLITION  
 BUILDING ELEVATIONS

Revisions

Date: 11/31/2021

Project Number:  
 2021.021

Drawing No:

A2.0C

**EXTERIOR FINISH LEGEND**

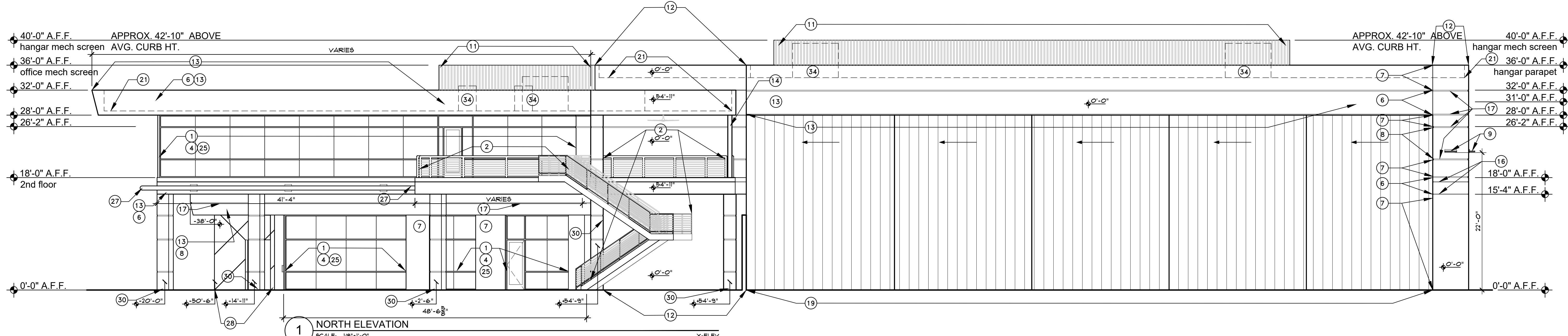
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<b>WINDOW FRAMES</b>				
OFFICE AREA EXTERIOR GLASS	OLD CASTLE	-	BLACK ANODIZED	OFFSET 2x6 FRAMES UNLESS NOTED OTHERWISE (GLASS OFFSET TO INTERIOR - SEE DETAILS)
	GUARDIAN GLASS	TINTED - 1" LOW "E"	ROYAL BLUE 40 TINT	1" INSULATED STANDARD (TWO 1/4" PANELED WITH 1/2" INSULATION GAP)
<b>EXTERIOR STUCCO</b>				
MP-1 (METAL SIDING PANELS)	ALUCOBOND	NATURAL COLLECTION	BRUSHED CARBON	WESTERN ONE COAT STUCCO WITH "VERY SMOOTH LIGHT SAND" FINISH
ALUMINUM CABLE RAIL SYSTEM	-	-	BLACK ANODIZED	ANGLED PANELS PER ELEVATIONS
				MANUFACTURER'S STANDARD BLACK ANODIZED ALUMINUM FINISH

- NOTES:
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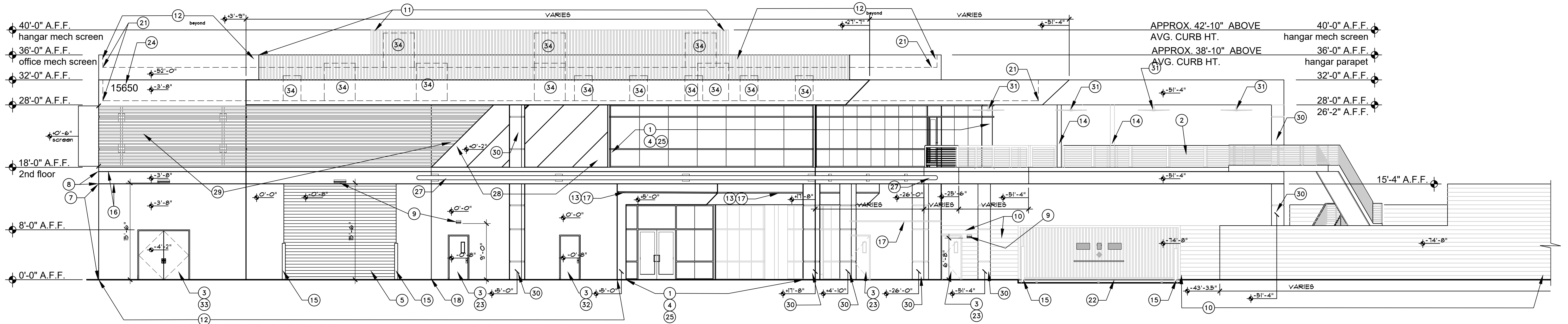
**ELEVATION KEYNOTES**

NOTE: NOT ALL KEYNOTES MAY BE USED ON THIS SHEET

- BLACK ANODIZED ALUMINUM WINDOW & DOOR FRAMES
- STAINLESS STEEL POST AND CABLE RAILING SYSTEM
- HOLLOW METAL DOOR & DOOR FRAME TO BE PAINTED ACCENT COLOR PT-2
- OFFICE AND ENTRY LOBBY AREA GLAZING TO BE GUARDIAN GLASS - DUAL PANE LOW E "BLUE" GLASS
- VEHICULAR OVERHEAD DOOR TO HANGAR - PAINTED TO MATCH FIELD COLOR
- PAINTED - ACCENT COLOR PAINT PT-3
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- CMU SITE WALL PT-1
- MECHANICAL SCREEN - VERTICAL CORRUGATED "B" DECKING METAL PANEL SYSTEM - PAINTED PT-4 SEE DETAIL 1/A.1.0
- CONCRETE TILT PANEL
- STUCCO SYSTEM
- CANOPY TUBE STEEL PER STRUCTURAL DRAWINGS PT-3
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- NOT USED
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- DECORATIVE ALUCOBOND WALL PANEL MP-1
- DECORATIVE ALUM SCREEN - CLEAR ANODIZED
- CONCRETE COLUMNS WITH 1" X 1" REVEALS - PAINTED PT-1
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- FIRE RISER ROOM
- SES ROOM
- HIDDEN LINES INDICATE MECHANICAL UNIT FULLY SCREENED BY PARAPET AND MECHANICAL SCREENS

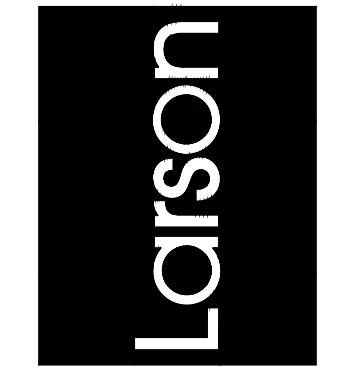


**1 NORTH ELEVATION**  
SCALE: 1/8"=1'-0"  
X-ELEV

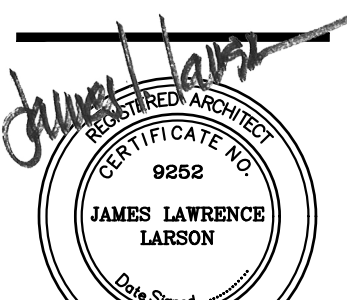


**2 EAST ELEVATION**  
SCALE: 1/8"=1'-0"  
X-ELEV

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**FALCON NEST**  
15650 N. 83RD WAY  
SCOTTSDALE, AZ  
APN: 215-48-010



**Dec 20, 2021**  
EXPIRES: 6/30/2024

Drawing Name:  
EXISTING/DEMOLITION  
BUILDING ELEVATIONS

Revisions

Date: 11/31/2021

Project Number:  
2021.021

Drawing No:

**A2.0**

**EXTERIOR FINISH LEGEND**

MATERIALS	MANUF.	MODEL	COLOR	NOTES
PT-1	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1011, "DORIAN GRAY"	EXTERIOR PAINT; LRV = 39; STUCCO FIELD COLOR
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EXTERIOR STUCCO	-	-	COLOR PER ELEVATIONS	WESTERN ONE COAT STUCCO WITH "VERY SMOOTH LIGHT SAND" FINISH
MP-1 (METAL SIDING PANELS)	ALUCOBOND	NATURAL COLLECTION	BRUSHED CARBON	ANGLED PANELS PER ELEVATIONS
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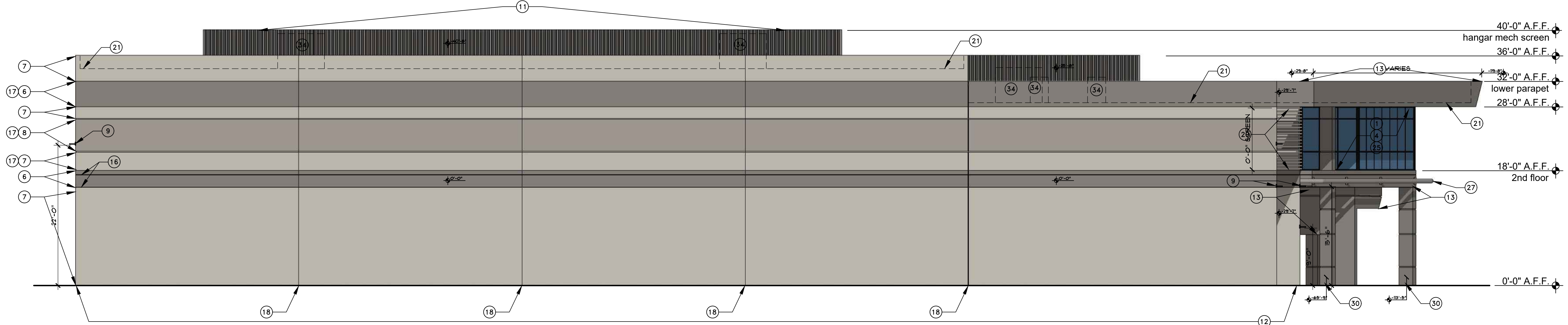
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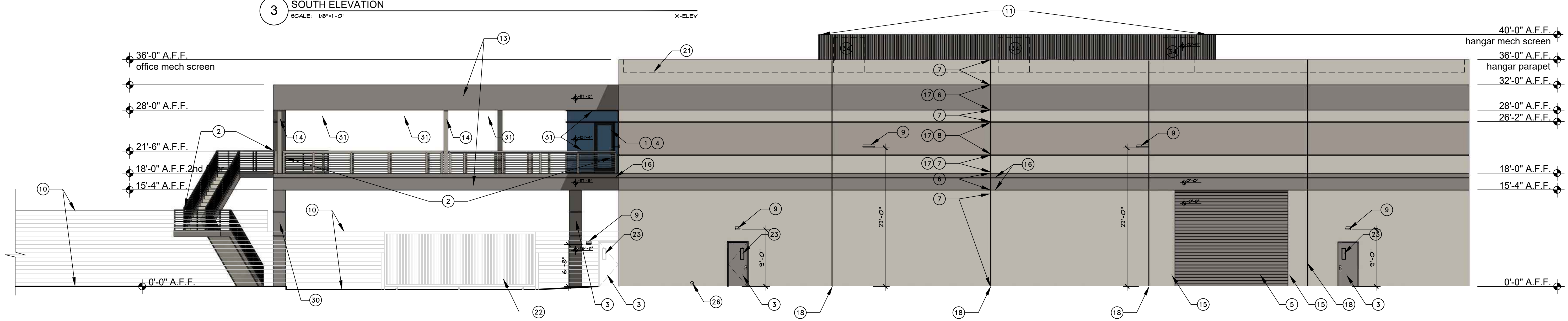
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- STAINLESS STEEL POST AND CABLE RAILING SYSTEM
- HOLLOW METAL DOOR & DOOR FRAME TO BE PAINTED ACCENT COLOR PT-2
- OFFICE AND ENTRY LOBBY AREA GLAZING TO BE GUARDIAN GLASS - DUAL PANE LOW E "BLUE" GLASS
- VEHICULAR OVERHEAD DOOR TO HANGAR - PAINTED TO MATCH FIELD COLOR
- PAINTED - ACCENT COLOR PAINT PT-3
- PAINTED - FIELD COLOR PAINT PT-1
- PAINTED - ACCENT COLOR PAINT PT-2
- EXTERIOR LIGHTING FIXTURE - BLACK FINISH - SEE FIXTURE CUT SHEETS AND PHOTOMETRIC PLANS
- CMU SITE WALL PT-1
- MECHANICAL SCREEN - VERTICAL CORRUGATED "B" DECKING METAL PANEL SYSTEM - PAINTED PT-4 SEE DETAIL 1/4110
- CONCRETE TILT PANEL
- STUCCO SYSTEM
- CANOPY TUBE STEEL PER STRUCTURAL DRAWINGS PT-3
- CONCRETE FILLED METAL BOLLARDS - PAINTED PT-4
- REVEAL (1/2" WIDE X 1/2" DEEP "V" REVEAL) PAINTED PT-
- REVEAL (2" WIDE X 1/2" DEEP "CHANNEL REVEAL") PAINTED PT-
- TYPICAL CONCRETE TILT PANEL JOINT
- HANGAR DOOR - PAINTED PT-3 OR CLOSE COMPATIBLE MANUFACTURER'S COLOR
- NOT USED
- LINE OF ROOF BEHIND PARAFET
- METAL ROLLING GATE - PAINTED PT- SEE DETAIL 11 & 18 /SP2.4
- SECURITY VISION PANEL IN EXIT DOOR - SEE DOOR SCHEDULE AND DOOR TYPES FOR MORE INFORMATION ON VISION PANEL IN PARTICULAR DOORS
- 14" ADDRESS NUMBERS - MUST BE A HIGH CONTRAST COLOR TO SURROUNDING MATERIALS AND MUST BE HALO ILLUMINATED
- VERTICAL ONLY BUTT GLAZING PANELS IN THIS WINDOW FRAME ALL HORIZONTAL MULLIONS ARE BLACK ANODIZED ALUM.
- NOT USED
- DECORATIVE PIPE PAINTED PT-3
- DECORATIVE ALUCOBOND WALL PANEL MP-1
- DECORATIVE ALUM SCREEN - CLEAR ANODIZED
- CONCRETE COLUMNS WITH 1" X 1" REVEALS - PAINTED PT-1
- EXTERIOR CEILING FANS TO BE SELECTED BY OWNER AT A LATER DATE
- FIRE RISER ROOM
- SES ROOM
- HIDDEN LINES INDICATE MECHANICAL UNIT FULLY SCREENED BY PARAFET AND MECHANICAL SCREENS

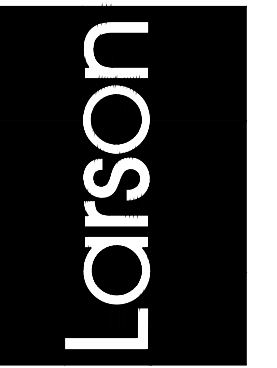


**3 SOUTH ELEVATION**  
SCALE: 1/8"=1'-0"

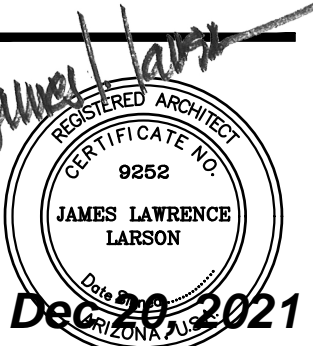


**4 WEST ELEVATION**  
SCALE: 1/8"=1'-0"

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**FALCON NEST**  
15650 N. 83RD WAY  
SCOTTSDALE, AZ  
APN: 215-48-010



EXPIRES: 6/30/2024

Drawing Name:  
EXISTING/DEMOLITION  
BUILDING ELEVATIONS

Revisions

Date: 11/31/2021

Project Number:  
2021.021

Drawing No:

A2.1C

**EXTERIOR FINISH LEGEND**

MATERIALS	MANUF.	MODEL	COLOR	NOTES
PT-1	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1011, "DORIAN GRAY"	EXTERIOR PAINT; LRV = 39; STUCCO FIELD COLOR
PT-2	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1018, "DOVETAIL"	EXTERIOR PAINT; LRV = 26; STUCCO ACCENT COLOR
PT-3	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1019, "GAUNTLET GRAY"	EXTERIOR PAINT; LRV = 17; STUCCO REVEAL COLOR
PT-4	SHERWIN WILLIAMS	SW - EXTERIOR GLOSS	SW 1069, "IRON ORE"	EXTERIOR PAINT; LRV = 6.5; METAL CANOPIES, STRUCTURE & SUPPORTS, PARAPET CAP, ETC...
WINDOW FRAMES	OLD CASTLE	-	BLACK ANODIZED	OFFSET 2x6 FRAMES UNLESS NOTED OTHERWISE (GLASS OFFSET TO INTERIOR - SEE DETAILS)
OFFICE AREA EXTERIOR GLASS	GUARDIAN GLASS	TINTED - 1" LOW "E"	ROYAL BLUE 40 TINT	1" INSULATED STANDARD (TWO 1/4" PANELED WITH 1/2" INSULATION GAP)
EXTERIOR STUCCO	-	-	COLOR PER ELEVATIONS	WESTERN ONE COAT STUCCO WITH "VERY SMOOTH LIGHT SAND" FINISH
MP-1 (METAL SIDING PANELS)	ALUCOBOND	NATURAL COLLECTION	BRUSHED CARBON	ANGLED PANELS PER ELEVATIONS
ALUMINUM CABLE RAIL SYSTEM	-	-	BLACK ANODIZED	MANUFACTURER'S STANDARD BLACK ANODIZED ALUMINUM FINISH

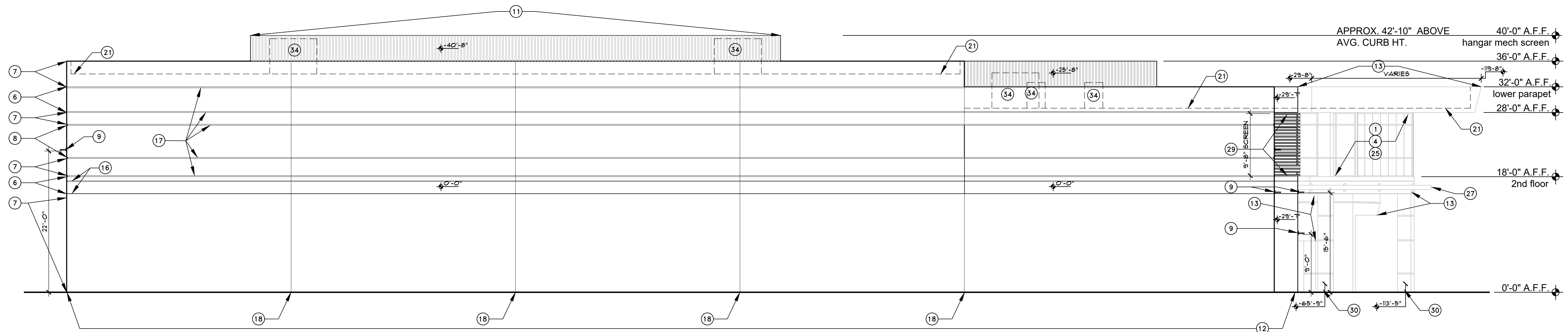
**NOTES:**

- THERE SHALL BE NO EXTERIOR OR ROOF MOUNTED MECHANICAL EQUIPMENT FOR THE PROJECT ON THE HANGAR ROOF. ALL HVAC EQUIPMENT IS TO BE HOUSED INSIDE THE BUILDING ON OR ON THE SECOND FLOOR ROOF OF THE OFFICE AREA - SHIELDED BY A HIGH PARAPET.
- THERE SHALL BE NO EXTERIOR OR ROOF MOUNTED ELECTRICAL UTILITY EQUIPMENT FOR THE PROJECT. THE SERVICE ENTRY SECTION (S.E.S.) IS HOUSED INSIDE THE BUILDING ON THE FIRST FLOOR WITHIN THE SES ROOM, SPECIFICALLY PROVIDED FOR THIS PURPOSE.
- THERE SHALL BE NO EXTERIOR OR ROOF MOUNTED COMMUNICATION EQUIPMENT FOR THE PROJECT. THE COMMUNICATION EQUIPMENT SHALL BE HOUSED INSIDE THE BUILDING WITHIN THE SES ROOM, JANITOR'S CLOSET, STORAGE, ELECTRICAL ROOM, HANGAR, OR FIRE RISER ROOM AS APPROPRIATE TO THE USE AND SERVICE LOCATION.
- ALL EXTERIOR MECHANICAL, UTILITY AND COMMUNICATION EQUIPMENT SHALL BE SCREENED BY A PARAPET THAT MATCHES THE ARCHITECTURAL CHARACTERISTICS, COLOR AND FINISH OF THE BUILDING. PARAPET HEIGHT FOR ROOF-MOUNTED UNITS SHALL BE EQUAL TO, OR EXCEED THE HEIGHT OF THE TALLEST UNIT.
- ALL ROOF DRAINAGE SYSTEMS SHALL BE INTERIOR TO THE BUILDING.

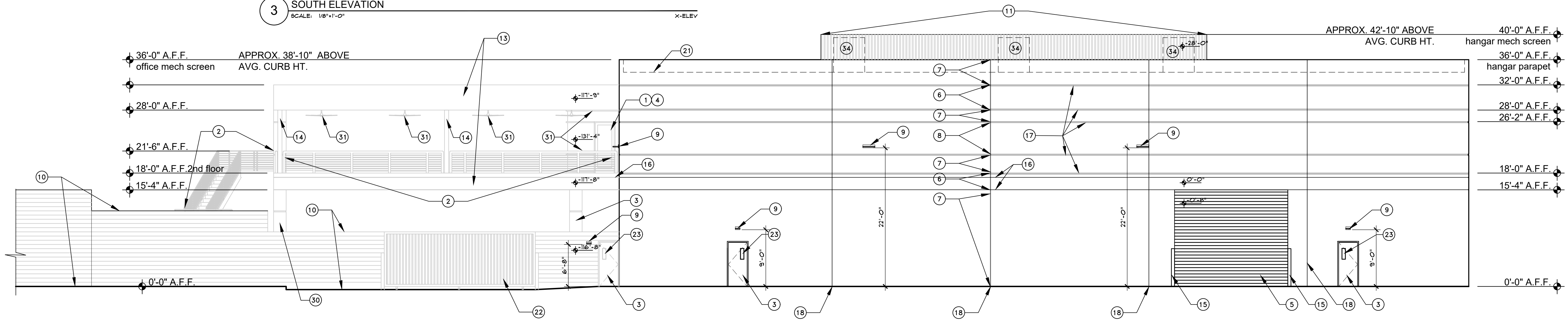
**ELEVATION KEYNOTES**

NOTE: NOT ALL KEYNOTES MAY BE USED ON THIS SHEET

- BLACK ANODIZED ALUMINUM WINDOW & DOOR FRAMES
- STAINLESS STEEL POST AND CABLE RAILING SYSTEM
- HOLLOW METAL DOOR & DOOR FRAME TO BE PAINTED ACCENT COLOR [PT-2]
- OFFICE AND ENTRY LOBBY AREA GLAZING TO BE GUARDIAN GLASS - DUAL PANE LOW E "BLUE" GLASS
- VEHICULAR OVERHEAD DOOR TO HANGAR - PAINTED TO MATCH FIELD COLOR
- PAINTED - ACCENT COLOR PAINT [PT-3]
- PAINTED - FIELD COLOR PAINT [PT-1]
- PAINTED - ACCENT COLOR PAINT [PT-2]
- EXTERIOR LIGHTING FIXTURE - BLACK FINISH - SEE FIXTURE CUT SHEETS AND PHOTOMETRIC PLANS
- CMU SITE WALL [PT-1]
- MECHANICAL SCREEN - VERTICAL CORRUGATED "B" DECKING METAL PANEL SYSTEM - PAINTED [PT-4] SEE DETAIL 1/A110
- CONCRETE TILT PANEL
- STUCCO SYSTEM
- CANOPY TUBE STEEL PER STRUCTURAL DRAWINGS [PT-3]
- CONCRETE FILLED METAL BOLLARDS - PAINTED [PT-4]
- REVEAL (1/2" WIDE X 1/2" DEEP "V" REVEAL) PAINTED [PT-]
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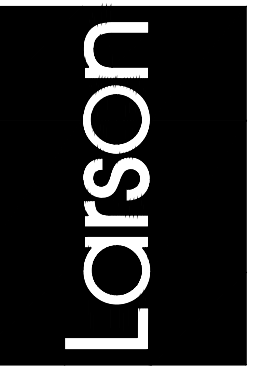


**3 SOUTH ELEVATION**  
SCALE: 1/8"=1'-0"  
X-ELEV



**4 WEST ELEVATION**  
SCALE: 1/8"=1'-0"  
X-ELEV

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**Dec 20, 2021**  
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DRIVING SOUTHWEST ON 83RD WAY LOOKING TOWARDS  
THE FRONT OF FALCON NEST BUILDING





DRIVING SOUTH WEST ON 83RD WAY LOOKING TOWARDS  
THE FRONT OF FALCON NEST BUILDING



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DRIVING NORTH ON 83RD WAY LOOKING TOWARDS  
THE FRONT OF FALCON NEST BUILDING



LOOKING TOWARDS THE BACK OF THE HANGAR



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