

# DEVELOPMENT REVIEW BOARD REPORT



Meeting Date: April 7, 2022  
General Plan Element: *Character and Design*  
General Plan Goal: *Foster quality design that enhances Scottsdale as a unique southwestern desert community.*

## ACTION

**Falcon Nest Hangar  
13-DR-2021** | Request for approval of a site plan, landscape plan, and building elevations for an approximately 29,300 square foot hanger and office building on a +/- 1.5-acre site.

## SUMMARY

### Staff Recommendation

Approve, subject to the attached stipulations (Attachment #6)

### Items for Consideration

- Conformance with Development Review Board Criteria – staff confirms
- Integration of Sensitive Design Principles – staff confirms
- Existing building has been demolished
- Direct runway/taxiway access proposed
- No community input received as of the date of this report

## BACKGROUND

**Location:** 15650 N 83rd Way

**Zoning:** Industrial Park (I-1)

### Adjacent Uses

North: Scottsdale Airport runway/taxiways; zoned Industrial Park (I-1).

East: Existing Industrial, Commercial, and Office uses; zoned Industrial Park (I-1).

South: Existing Industrial, Commercial, and Office uses; zoned Industrial Park (I-1).

West: Existing Industrial, Commercial, and Office uses; zoned Industrial Park (I-1).



### Property Owner

Falcon Nest, LLC

### Applicant

James Larson

Larson Associates Architects, Inc.

602-955-9929

### Architect/Designer

Larson Associates Architects, Inc.

### Engineer

Four Peaks Design Group

## DEVELOPMENT PROPOSAL

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The applicant has demolished the existing building on the site and is proposing a new aircraft hangar building. The building includes an associated two-story operations/office component at the front, aligning and integrating with the height of the hangar space at the rear.

### Development Review Board Criteria

Staff confirms that the development proposal generally meets the applicable Development Review Board Criteria. For a detailed analysis of the Criteria, please see Attachment #4.

## STAFF RECOMMENDED ACTION

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Staff recommends that the Development Review Board approve the Falcon Nest Hangar development proposal per the attached stipulations, finding that the Character and Design Element of the General Plan and Development Review Board Criteria have been met.

### RESPONSIBLE DEPARTMENTS

**Planning and Development Services**  
Current Planning Services

### STAFF CONTACTS

Jeff Barnes  
Senior Planner  
480-312-2376    jbarnes@ScottsdaleAZ.gov


## APPROVED BY

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Jeff Barnes, Report Author


3/17/2022

Date

  
Brad Carr, AICP, LEED-AP, Planning & Development Area Manager  
Development Review Board Liaison  
Phone: 480-312-7713    Email: bcarr@scottsdaleaz.gov

3/28/2022

Date

  
Randy Grant, Executive Director  
Planning, Economic Development, and Tourism  
Phone: 480-312-2664    Email: rgrant@scottsdaleaz.gov

3/28/2022

Date



## **ATTACHMENTS**

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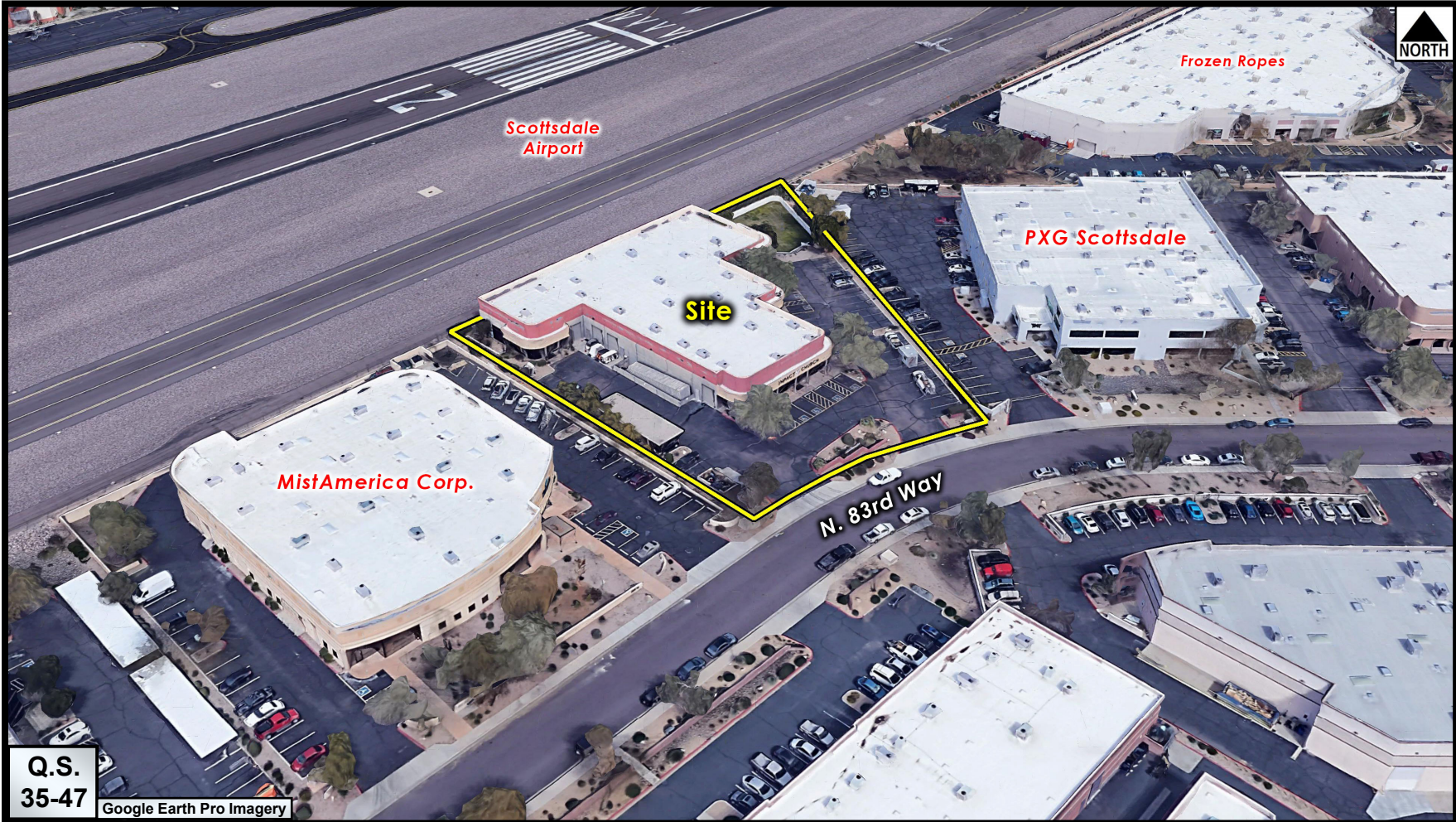
1. Context Aerial
2. Close-up Aerial
3. Applicant's Narrative
4. Development Review Board Criteria Analysis
5. Development Information
6. Stipulations / Zoning Ordinance Requirements
7. Site Plan
8. Open Space Plan
9. Landscape Plan
10. Building Elevations (black & white)
11. Building Elevations (color)
12. Perspectives
13. Materials and Colors Board
14. Exterior Photometrics Plan
15. Exterior Lighting Cutsheets
16. Zoning Map



Context Aerial

13-DR-2021





Close-up Aerial

13-DR-2021



**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

## **DEVELOPMENT REVIEW BOARD CRITERIA ANALYSIS**

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Per Section 1.904. of the Zoning Ordinance, in considering any application for development, the Development Review Board shall be guided by the following criteria:

1. 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.
  - *The applicant states 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 83rd 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.*
  - *Staff finds that this proposal is consistent with and conforming to the applicable components of the Design Guidelines, Design Standards and Policies, and Property Development Standards.*
2. The architectural character, landscaping and site design of the proposed development shall:
  - a. Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood;
  - b. Avoid excessive variety and monotonous repetition;
  - c. 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;
  - d. Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District; and
  - e. Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback or architectural details, in the Historic Property Overlay District.
  - *The applicant states 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, associated 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 storage 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.*
  - *Staff finds the proposed development provides for similar uses and massing to other two-story buildings and aircraft hangars in the surrounding airpark area. The proposed building materials consist of concrete, metal, and glass and the colors proposed are in the realm of grey but utilize warm tones to stay responsive to the Design Guidelines and the Sonoran Desert environment context of the region. The building design includes heavy recesses/roof overhang*

*elements for the predominant glass usage areas that incorporate shading into the architectural design.*

3. Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be designed as to promote safety and convenience.
  - *The applicant states 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 83rd Way. A secondary vehicular access driveway will be provided further south along 83rd 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.*
  - *Staff finds that the proposed site configuration focuses the primary vehicular maneuvering to the northeast side of the site. This configuration provides improved pedestrian access from the public right-of-way to the building entrance within a landscape setting. The now demolished previous site configuration did not account for any delineated pedestrian access to the former building on the site. The proposed parking layout provides some fully accessible parking in front of the security gate, with additional parking inside the gated area adjacent to the aircraft staging area. As this use operationally would expect minimal “drop-in” type of traffic, most of the parking would be expected to serve employees which would park inside the gated area. The application identifies the secured gated area to be controlled/restricted as coordinated with on-site operational staff, following the airport security regulations, and coordinated with the City’s airport operations staff.*
4. If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.
  - *The applicant states 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.*
  - *Staff finds that the proposed building design accounts for integrated screening of associated mechanical equipment.*
5. Within the Downtown Area, building and site design shall:
  - a. Demonstrate conformance with the Downtown Plan Urban Design & Architectural Guidelines;
  - b. Incorporate urban and architectural design that address human scale and incorporate pedestrian-oriented environment at the street level;
  - c. 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;
  - d. Reflect the design features and materials of the urban neighborhoods in which the development is located; and

- e. Incorporate enhanced design and aesthetics of building mass, height, materials and intensity with transitions between adjacent/abutting Type 1 and Type 2 Areas, and adjacent/abutting Type 2 Areas and existing development outside the Downtown Area.
  - *This criterion is not applicable.*
6. The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria:
  - a. Accessibility to the public;
  - b. Location near pedestrian circulation routes consistent with existing or future development or natural features;
  - c. Location near the primary pedestrian or vehicular entrance of a development;
  - d. Location in conformance with Design Standards and Policies Manual for locations affecting existing utilities, public utility easements, and vehicular sight distance requirements; and
  - e. Location in conformance to standards for public safety.
    - *This criterion is not applicable.*

## DEVELOPMENT INFORMATION

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### Zoning History

The site is zoned Industrial Park (I-1) district which allows for aeronautical uses. There has been no recent zoning activity on the site.

### Community Involvement

With the submittal of the application, staff notified all property owners within 750 feet of the site. In addition, the applicant has been in communication with property owners surrounding the site. As of the publishing of this report, staff has not received any community input regarding the application.

### Context

This site is generally located north of N. Hayden Road and west of N. Northsight Boulevard, along the north side of N. 83<sup>rd</sup> Way as it connects to N. 84<sup>th</sup> Street.

### Project Data

- Existing Use: Vacant (demolished commercial/office building)
- Proposed Use: Aeronautical Hangar
- Parcel Size: 65,688 square feet / 1.5 acre (net)
- Hangar Building Area: 18,900 square feet
- Other Building Area: 10,360 square feet
- Total Building Area: 29,260 square feet
- Building Height Allowed: 52 feet (exclusive of rooftop appurtenances)
- Building Height Proposed: 40 feet (inclusive of rooftop appurtenances)
- Parking Required: 27 spaces
- Parking Provided: 34 spaces
- Open Space Required: 6,043.3 square feet / 0.14 acre
- Open Space Provided: 9,929 square feet / 0.23 acre

**Stipulations for the  
Development Review Board Application:  
Falcon Nest Hangar  
Case Number: 13-DR-2021**

These stipulations are intended to protect the public health, safety, welfare, and the City of Scottsdale.

**APPLICABLE DOCUMENTS AND PLANS:**

1. Except as required by the Scottsdale Revised Code (SRC), the Design Standards and Policies Manual (DSPM), and the other stipulations herein, the site design and construction shall substantially conform to the following documents:
  - a. Architectural elements, including dimensions, materials, form, color, and texture shall be constructed to be consistent with the building elevations submitted by Larson Associates Architects, with a city staff date of 12/27/2021.
  - b. The location and configuration of all site improvements shall be consistent with the site plan submitted by Larson Associates Architects, with a city staff date of 12/27/2021.
  - c. Landscape improvements, including quantity, size, and location shall be installed to be consistent with the preliminary landscape plan submitted by Collaborative Design Studio, with a city staff date of 12/27/2021.
  - d. The case drainage report submitted by Four Peaks Design Group and accepted in concept by the Stormwater Management Department of the Planning and Development Services.
  - e. The water and sewer basis of design report submitted by Four Peaks Design Group and accepted by the Water Resources Department.

**RELEVANT CASES:**

**Ordinance**

- A. At the time of review, the applicable Zoning cases for the subject site were: 56-ZN-1982 and 145-ZN-1986.

**ARCHAEOLOGICAL RESOURCES:**

**Ordinance**

- B. Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Section 46-134 - Discoveries of archaeological resources during construction.

**ARCHITECTURAL DESIGN:**

**DRB Stipulations**

2. All exterior window glazing shall be recessed a minimum of fifty (50) percent of the wall depth, including glass windows within any tower/clerestory elements. The amount or recess shall be measured from the face of the exterior wall to the face of the glazing, exclusive of external detailing.



With the final plan submittal, the developer shall provide head, jamb and sill details clearly showing the amount of recess for all window types.

3. All exterior doors shall be recessed a minimum of thirty (30) percent of the wall depth, the amount of recess shall be measured from the face of the exterior wall to the face of the glazing, exclusive of external detailing. With the final plan submittal the developer shall provide head, jamb and sill details clearly showing the amount of recess for all door types.

**SITE DESIGN:**

**DRB Stipulations**

4. Prior to issuance of any building permit for the development project, the property owner shall submit plans and receive approval to construct all refuse enclosures in conformance with the approved DRB site plan and site details.

**LANDSCAPE DESIGN:**

**DRB Stipulations**

5. Prior to the issuance of any building permit for the development project, the property owner shall submit landscape improvement plans that demonstrate how any salvaged vegetation from the site will be incorporated into the design of the landscape improvements.
6. With the final plans submittal, the property owner shall update the landscape plans to show all utility lines and ensure that all new trees are placed at least eight (8) feet away from any utility lines.

**EXTRIOR LIGHTING:**

**Ordinance**

- C. All exterior luminaires mounted eight (8) feet or higher above finished grade, shall be directed downward.
- D. Any exterior luminaire with a total initial lumen output of greater than 3050 lumens shall be directed downward and comply with the Illuminating Engineering Society of North America (IES) requirements for full cutoff.

**DRB Stipulations**

7. All exterior luminaires shall meet all IES requirements for full cutoff, and shall be aimed downward and away from property line.
8. Incorporate the following parking lot and site lighting into the project's design:
  - a. The maintained average horizontal luminance level, at grade on the site, shall not exceed 2 foot-candles. All exterior luminaires shall be included in this calculation.
  - b. The maintained maximum horizontal luminance level, at grade on the site, shall not exceed 8 foot-candles. All exterior luminaires shall be included in this calculation.
  - c. The initial vertical luminance at 6-foot above grade, along the entire property line shall not exceed 0.8 foot-candles. All exterior luminaires shall be included in this calculation.
  - d. All exterior lighting shall have a color temperature of 3,000 Kelvin or less.
  - e. The total lumen per luminaire shall not exceed 24,000 lumens.
  - f. No fixture shall be mounted higher than twenty (20) feet.

- g. All fixtures and associated hardware, including poles, shall be flat black or dark bronze.

**AIRPORT:**

**DRB Stipulations**

- 9. With the construction document submittal, the property owner shall submit an FAA FORM 7460-1 to the FAA for any proposed structures, appurtenances and/or individual construction cranes that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed on the FAA form 7460-1 submittal. The property owner shall provide Aviation staff a copy of the FAA determination letter prior to building permit issuance.
- 10. This project requires approval of a Cat Ex for the taxi lane connector for direct access to the airport. Documentation of that approval shall also be provided prior to building permit issuance.

**STREET INFRASTRUCTURE:**

**Ordinance**

- E. All street infrastructure improvements shall be constructed in accordance with this City of Scottsdale (COS) Supplement to MAG Specifications and Details, and the Design Standards and Policies Manual.

**DRB Stipulations**

- 11. Prior to the issuance of any building permit for the development project, the property owner shall submit and obtain approval of civil construction documents to construct the following improvements:
  - a. All curb ramps for public and pedestrian sidewalks that intersect public and private streets, or driveways that intersect public and private streets, shall have truncated domes that are colored to match OSHA Safety Yellow, FED-STD-595C, 13591.

**DRAINAGE AND FLOOD CONTROL:**

**DRB Stipulations**

- 12. With the civil construction document submittal, the property owner shall submit a final drainage report that demonstrates consistency with the DSPM and the case drainage report accepted in concept by the Stormwater Manager or designee.
- 13. Address first flush in the final drainage report since the area of disturbance is greater than 1 acres.
- 14. The final drainage report should meet all the requirements for the underground stormwater storage tank as outlined in the DSPM.
- 15. Provide a full SWPPP (report and erosion control plans).

**EASEMENTS DEDICATIONS:**

**DRB Stipulations**

- 16. Prior to the issuance of any building permit for the development project, the property owner shall dedicate the following easements to the City of Scottsdale on a final plat or map of dedication:
  - a. A sight distance easement, in conformance with figures 5.3-26 and 5.3-27 of Section 5.3 of the DSPM, where a sight distance triangle(s) cross on to the property.
  - b. An eight (8) foot wide traffic control easement along the site's 83<sup>rd</sup> Way frontage.

CASE NO. 13-DR-2021

- c. A Drainage Easement over the underground retention and drywell within the parking lot area.
- d. An Avigation Easement over the limits of the property.

# 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: 37.21%

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: 1 SPACE PROVIDED = OK  
VAN SPACES PROVIDED:

BICYCLE PARKING REQUIRED: LESS THAN 40 VEHICULAR SPACES REQUIRED ONLY 2  
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

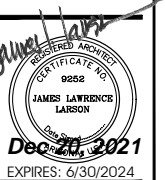
OPEN SPACE REQUIRED:  
FIRST 12' FEET: .10 x 65,688 = 6,568.8 S.F.  
AREAS ABOVE 12'  
SUB-TOTAL: 28 x .003 x 65,688 = 5,517.8 S.F.  
STAGING AREA REDUCTION: 20,395 (.50) = 10,197.5 S.F.  
TOTAL REQUIRED: 12,086.5 - 10,197.5 = 1,889.1 S.F.

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

ATTACHMENT #7

Larson Associates Architects, Inc.  
3807 North 24th Street, Suite 100  
Phoenix, AZ 85016  
602.955.9929 602.954.4790 FAX  
jlarson@larson-architects.com

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:

SPLIT 2

**SITE PLAN KEYNOTES**

- 1) NEW 6 FOOT WIDE (MIN) CONCRETE SIDEWALK - SEE 1/8/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 & 20/8/P2.5
- 5) NEW 8'-0" SECURITY ACCESS GATE W/ KNOX BOX AND STROBE ACCESS SYSTEM PER SCOTTSDALE FIRE DEPT. STANDARDS - SEE 11/18/8/P2.4
- 6) ADA ACCESSIBLE ROUTE STRIPING - SEE 4/8/P2.0
- 7) NEW CONCRETE AIRCRAFT APRON - SEE CIVIL DRAWINGS
- 8) SITE VISIBILITY TRIANGLES - SEE SHEET 8/P1.0
- 9) NEW 3'-0" CMU SCREEN WALL - SEE WALL ELEVATION 15/8/P2.4 & 20/8/P2.5
- 10) NEW CMU DUMPSTER ENCLOSURE PER COS STD. DETAIL 2146-1 WITH GATES ON THE FRONT TO MATCH STAGING AREA GATE - SEE 11/8/P2.2 & 14/8/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 21/8/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 3/8/P2.0
- 17) CONC. PARKING BUMPER - SEE DETAIL 8/8/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 6/4/8/P2.0 OR 5/1.
- 21) NOT USED
- 22) NEW FIRE HYDRANT - SEE CIVIL PLANS
- 23) LOCATION OF FIRE RISER ROOM
- 24) LOCATION OF 6.E.S. ROOM WITH 6.E.S. INSIDE OF THE BUILDING
- 25) EXISTING FIRE HYDRANT
- 26) NEW 15 FOOT HIGH SITE LIGHT POLE - SEE ELECTRICAL & 15/8/P2.1
- 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 10/8/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 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. 3801 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 SF. (15 AC)  
**GROSS SITE AREA:** 65,688 SF. (15 AC)  
**LOT COVERAGE:** 31.21%  
**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

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): 1885 SF.  
 WAREHOUSE/SUPPORT AREA (OCC. S-1): 5,693 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 REQUIRED:**  
 'B' OCCUPANCY AREA: 6,451 / 300 = 2150 SPACES  
 'S-1' OCC. AREA - NON-HANGAR: 3,693 / 800 = 4.62 SPACES  
 HANGAR AND SUPPORT AREA: 0 SPACES REQUIRED  
 TOTAL SPACES REQUIRED = 2612 SPACES

**PARKING PROVIDED:** 8 SPACES PROVIDED = 34 = OK

**ACCESSIBLE SPACES REQUIRED:** 22 SPACES X 4% = 1 SPACE  
**VAN SPACES REQUIRED:** 1 SPACE PROVIDED = OK  
**ACCESSIBLE SPACES PROVIDED:** 1 SPACE PROVIDED = OK  
**VAN SPACES PROVIDED:** LESS THAN 40 VEHICULAR SPACES REQ'D. - SO ONLY 2 BIKE STALLS REQ'D.

**BICYCLE PARKING REQUIRED:** 2 = OK  
**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"

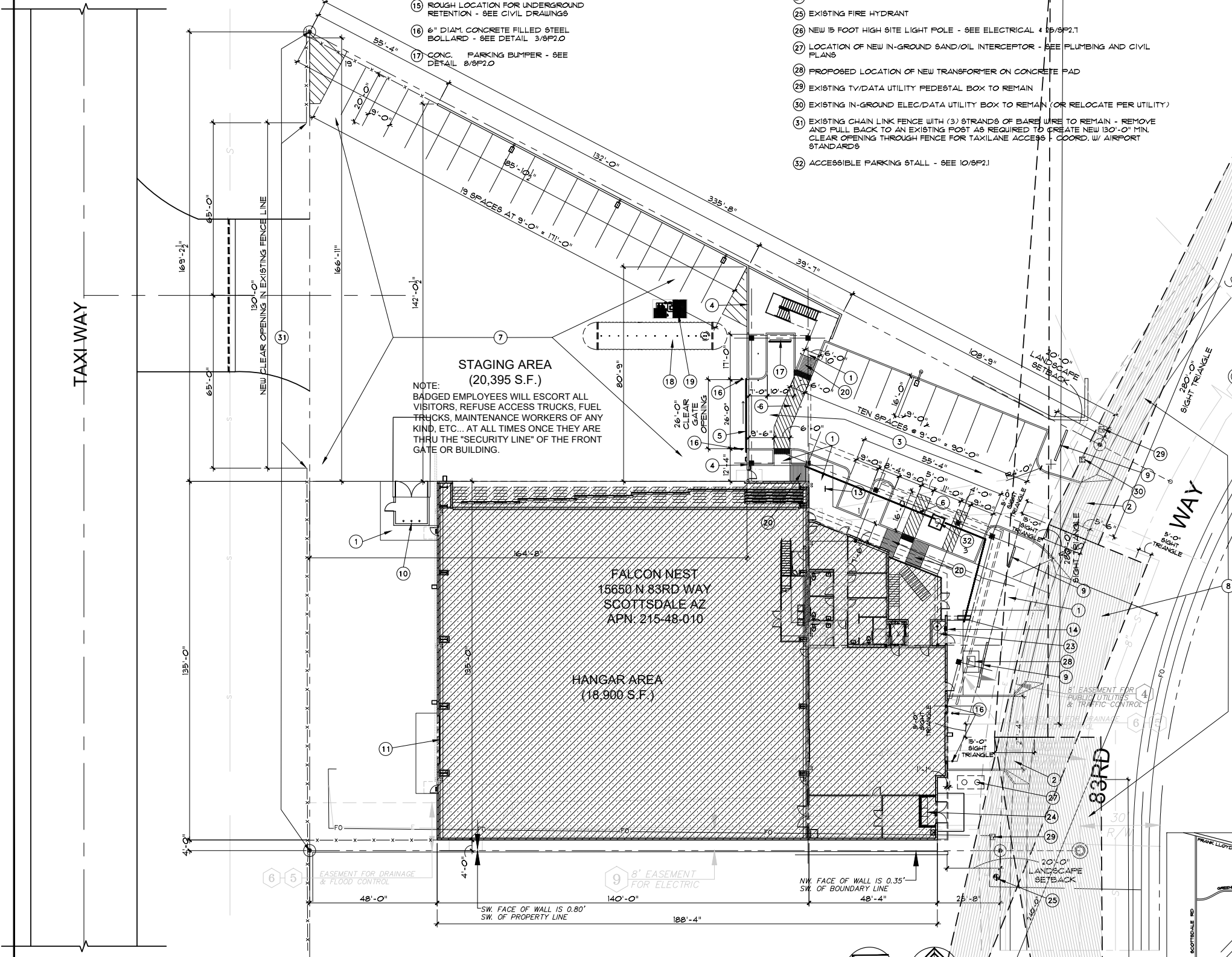
**ON GRADE PAVING AREA:** 6,176 SF.  
**PARKING LOT LANDSCAPING:** REQUIRED: 6,176 x .15 = 926.4 SF  
 PROVIDED: 1303 SF. = OK

**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 = 656,880 SF.  
 AREAS ABOVE 12' 28 x .003 x 65,688 = 5,517.8 SF.  
 SUB-TOTAL: 656.9 + 5,517.8 = 12,086.5  
**STAGING AREA REDUCTION:** 20,395 (50) = 10,197.5 SF.  
 TOTAL REQUIRED: 12,086.5 - 10,197.5 = 1,889 SF.

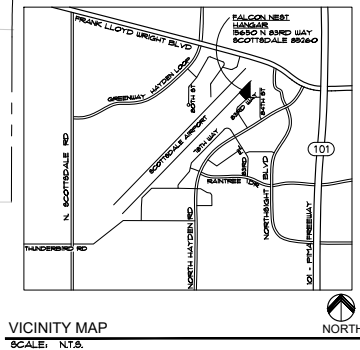
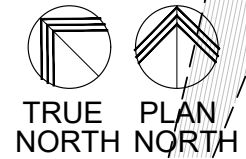
**TOTAL OPEN SPACE PROVIDED:** OPEN FRONT SPACE: 3,529 SF.  
 OTHER OPEN SPACE: 6,400 SF.  
 TOTAL: 9,929 SF. = OK

**AIRCRAFT 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.



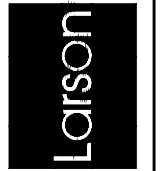
8 SPACES PROVIDED = 34 = OK
22 SPACES X 4% = 1 SPACE
1 SPACE PROVIDED = OK
LESS THAN 40 VEHICULAR SPACES REQ'D. - SO ONLY 2 BIKE STALLS REQ'D.
2 = OK
48'-0"
20'-0"
48'-0"
21'-1"
6,176 SF.
6,176 x .15 = 926.4 SF
1303 SF. = OK
20'-0" x PROPERTY LENGTH
21'-1" MIN. x PROPERTY LENGTH
10 x 65,688 = 656,880 SF.
28 x .003 x 65,688 = 5,517.8 SF.
656.9 + 5,517.8 = 12,086.5
20,395 (50) = 10,197.5 SF.
12,086.5 - 10,197.5 = 1,889 SF.
3,529 SF.
6,400 SF.
9,929 SF. = OK

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

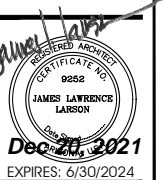


CITY OF SCOTTSDALE APPROVAL BLOCK

**Larson Associates Architects, Inc.**  
 3807 North 24th Street, Suite 100  
 Phoenix, AZ 85016  
 602.955.9929 602.954.4790 FAX  
 design@larson-architects.com



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



Drawing Name: SITE PLAN

Revisions

Date: 11/31/2021

Project Number: 2021.021

Drawing No:

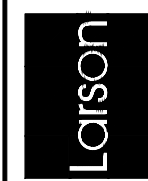
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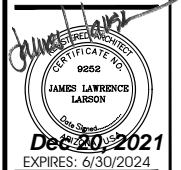
# SITE PLAN KEYNOTES

- 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 17&18/SP2.4
- 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

Larson Associates Architects, Inc.  
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 Phoenix, AZ 85016  
 602.955.9929 602.954.4790 FAX  
 design@larson-architects.com



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



Drawing Name:  
 ENLARGED SITE PLAN  
 KEYNOTES NOTES

Revisions


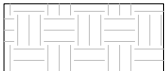




Date: 11/31/2021

Project Number:  
 2021.021

Drawing No:

SP101

# OPEN SPACE LEGEND

-  PARKING LOT PAVED AREA
-  OPEN FRONTAL SPACE
-  OPEN SPACE OTHER THAN FRONTAL
-  ON-SITE AIRCRAFT STAGING AREA (HANGAR TO HOLD-SHORT LINE)
-  CITY OF SCOTTSDALE TAXI WAY
-  PARKING AREA LANDSCAPING

# OPEN SPACE CALCULATIONS

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

ON-SITE AIRCRAFT STAGING AREA REQUIRED - HANGAR TO TAXILANE EQUAL TO OR GREATER THAN INTERIOR AIRCRAFT HANGAR AREA

ON-SITE STAGING AREA PROVIDED 20,395 S.F. WHICH IS GREATER THAN 18,900 S.F. INTERIOR HANGAR AREA

PARKING LOT PAVED 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' 28 x .003 x 65,688 = 5,517.8 S.F.  
 SUB-TOTAL: 6,569 + 5,517.8 = 12,086.6  
 STAGING AREA REDUCTION: 6,568.8 (.50) = 3,284.4 S.F.  
 TOTAL REQUIRED: 3,284.4 + 5,517.8 = 8,802.2 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. = GREATER THAN 8,802.2 = OK

FLOOR AREA RATIO: PER CITY OF SCOTTSDALE ZONING ORDINANCE SECTION 5.1804.A	
NET LOT AREA	65,688 S.F. (1.5 AC)
F.A.R. (ALLOWED) = NLA x .80	65,688 x .80 = <b>52,550.4 S.F.</b>
F.A.R. (PROVIDED) =	
1ST FLOOR - HANGAR & SUPPORT:	24,484 S.F.
2ND FLOOR OFFICE AREA:	3,167 S.F.
2ND FLOOR EXTERIOR PATIO:	1,609 S.F.
TOTAL GROSS FLOOR AREA:	<b>29,260 S.F. = OK</b>
F.A.R. (ALLOWED) AS PERCENT	80%
F.A.R. (PROVIDED) AS PERCENT	44.54% = OK

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 602.955.9929 602.954.4790 FAX  
 design@larson-architects.com



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



Drawing Name:  
 ENLARGED TEXT  
 OPEN SPACE NOTES

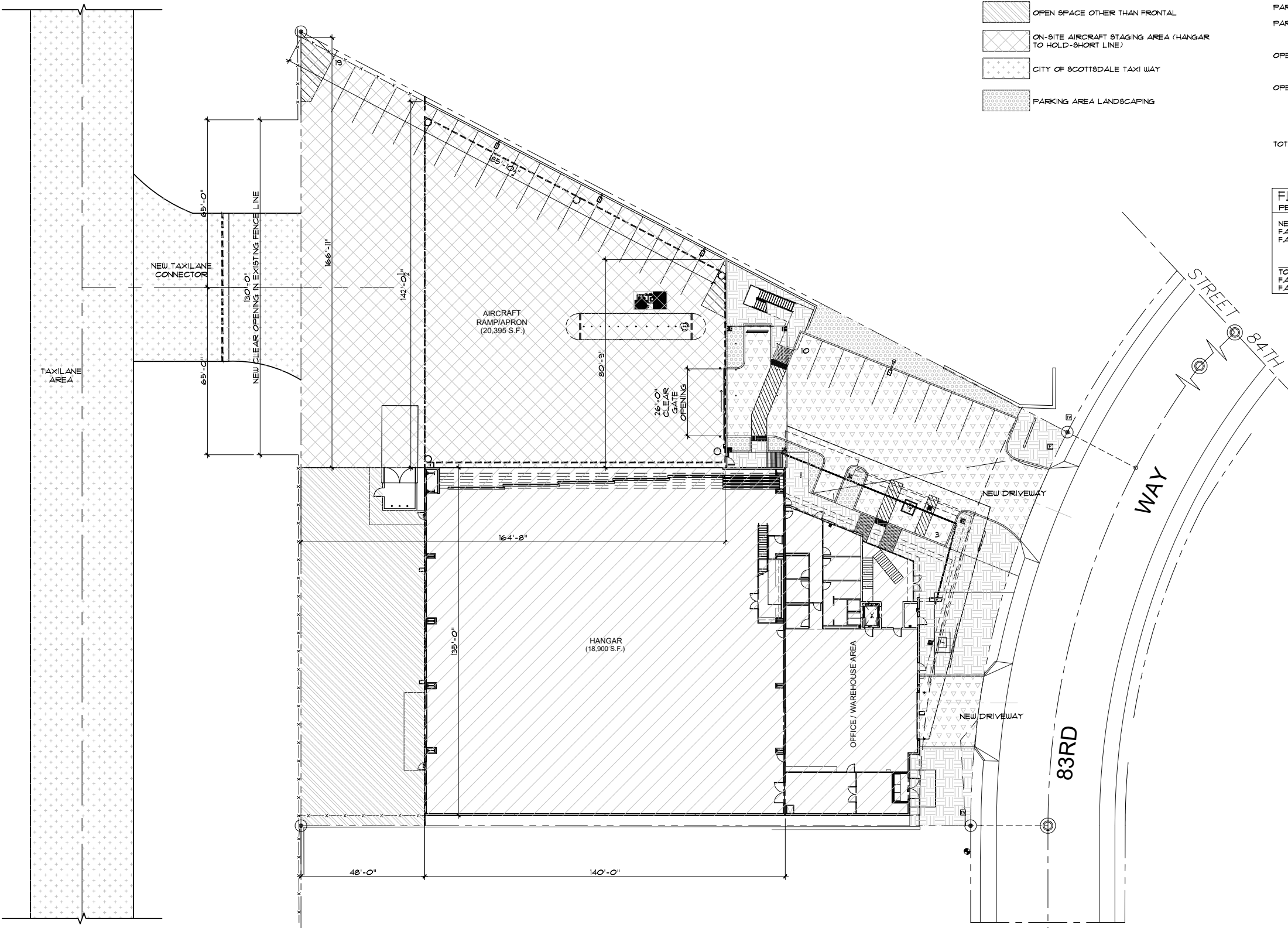
Revisions

Date: 11/31/2021

Project Number:  
 2021.021

Drawing No:

SP12T



**OPEN SPACE LEGEND**

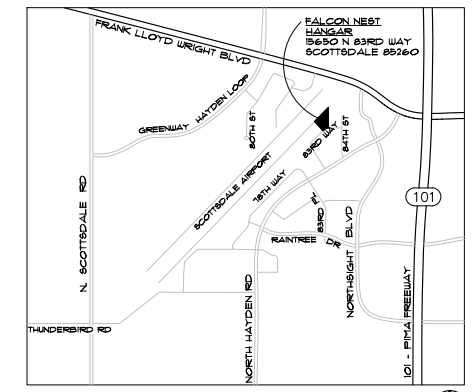
- PARKING LOT PAVED AREA
- OPEN FRONTAL SPACE
- OPEN SPACE OTHER THAN FRONTAL
- ON-SITE AIRCRAFT STAGING AREA (HANGAR TO HOLD-SHORT LINE)
- CITY OF SCOTTSDALE TAXI WAY
- PARKING AREA LANDSCAPING

**OPEN SPACE CALCULATIONS**

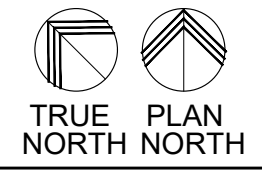
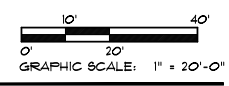
SITE AREA:	65,688 SF. (15 AC)
ON-SITE AIRCRAFT STAGING AREA REQUIRED - HANGAR TO TAXILANE	EQUAL TO OR GREATER THAN INTERIOR AIRCRAFT HANGAR AREA
ON-SITE STAGING AREA PROVIDED	20,395 SF. WHICH IS GREATER THAN 18,900 SF. INTERIOR HANGAR AREA
PARKING LOT PAVED AREA:	6,116 SF.
PARKING LOT LANDSCAPING:	
REQUIRED:	6,116 x .15 = 917.4 SF
PROVIDED:	1303 SF. = 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 = 656,880 SF.
AREAS ABOVE 12'	28 x .003 x 65,688 = 5,511.8 SF.
SUB-TOTAL:	656.9 + 5,511.8 = 12,068.6
STAGING AREA REDUCTION:	6,568.8 (50) = 3,284.4 SF.
TOTAL REQUIRED:	3,284.4 + 5,511.8 = 8,802.2 SF.
TOTAL OPEN SPACE PROVIDED:	
OPEN FRONT SPACE:	3,529 SF.
OTHER OPEN SPACE:	6,400 SF.
TOTAL:	9,929 SF. = GREATER THAN 8,802.2 = OK

**FLOOR AREA RATIO:**  
PER CITY OF SCOTTSDALE ZONING ORDINANCE SECTION 5.804.A

NET LOT AREA	65,688 SF. (15 AC)
F.A.R. (ALLOWED) = NLA x .20	65,688 x .20 = 13,137.6
F.A.R. (PROVIDED) =	13,137.6 / 15 = 875.84
1ST FLOOR - HANGAR & SUPPORT:	24,484 SF.
2ND FLOOR OFFICE AREA:	3,161 SF.
2ND FLOOR EXTERIOR PATIO:	1,609 SF.
TOTAL GROSS FLOOR AREA:	29,254 SF. = OK
F.A.R. (ALLOWED) AS PERCENT	80%
F.A.R. (PROVIDED) AS PERCENT	44.54% = OK



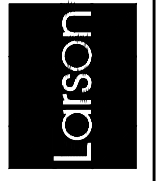
VICINITY MAP  
SCALE: N.T.S.  
CITY OF SCOTTSDALE APPROVAL BLOCK



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

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

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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:  
SITE OPEN SPACE WORKSHEET

Revisions

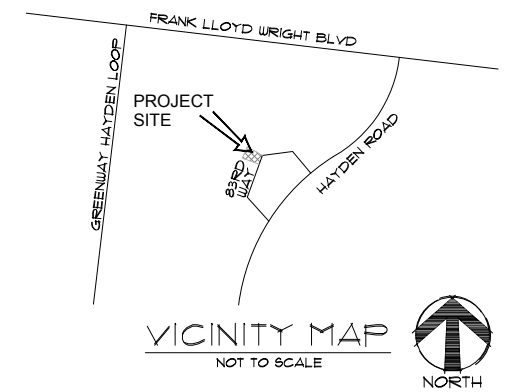
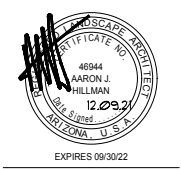
Date: 11/31/2021

Project Number:  
2021.021

Drawing No:

SP12  
13-DR-2021\_V2





**OWNER**  
FALCON NEST LLC  
2010 N CHURCH ST FMB 11051  
WILMINGTON DE  
19802

**AGENT**  
ANTHONY BONGRATZ  
6035 E COCHISE RD  
PARADISE VALLEY, AZ  
85253  
480-191-0451  
ABongratz234@gmail.com

**SITE DATA**  
LEGAL DESCRIPTION:  
LOT 5, SUN AIRPARK CORPORATE CENTER, ACCORDING TO BOOK 307 OF MAPS, PAGE 38, AND CERTIFICATE OF CORRECTION IN RECORDING NO. 81-654599, RECORDS OF MARICOPA COUNTY, ARIZONA.

LOT AREA: 64,108 SF. (1.49 ACRES)  
ZONING: I-1  
APN: 215-48-010

**NOTE:**  
A. PROPERTY OWNER IS RESPONSIBLE TO MAINTAIN THE ADJACENT RIGHT-OF-WAY FROM THE BACK OF CURB AS SET FORTH IN THE CITY CODE. (D&FM SECTION 8-1201).  
B. PLEASE ADD A NOTE TO THE LANDSCAPE PLAN, AS FOLLOWS: THORNY TREES, SHRUBS AND CACTI SHALL BE PLANTED SO THAT THEIR MATURE SIZE/CANOPY WILL BE AT LEAST 4 FEET AWAY FROM ANY WALKWAYS OR PARKING AREA CURBING. PLEASE REFER TO THE DESIGN STANDARD AND POLICY MANUAL (D&FM) SEC. 2-1501L.

**PLANT SCHEDULE**

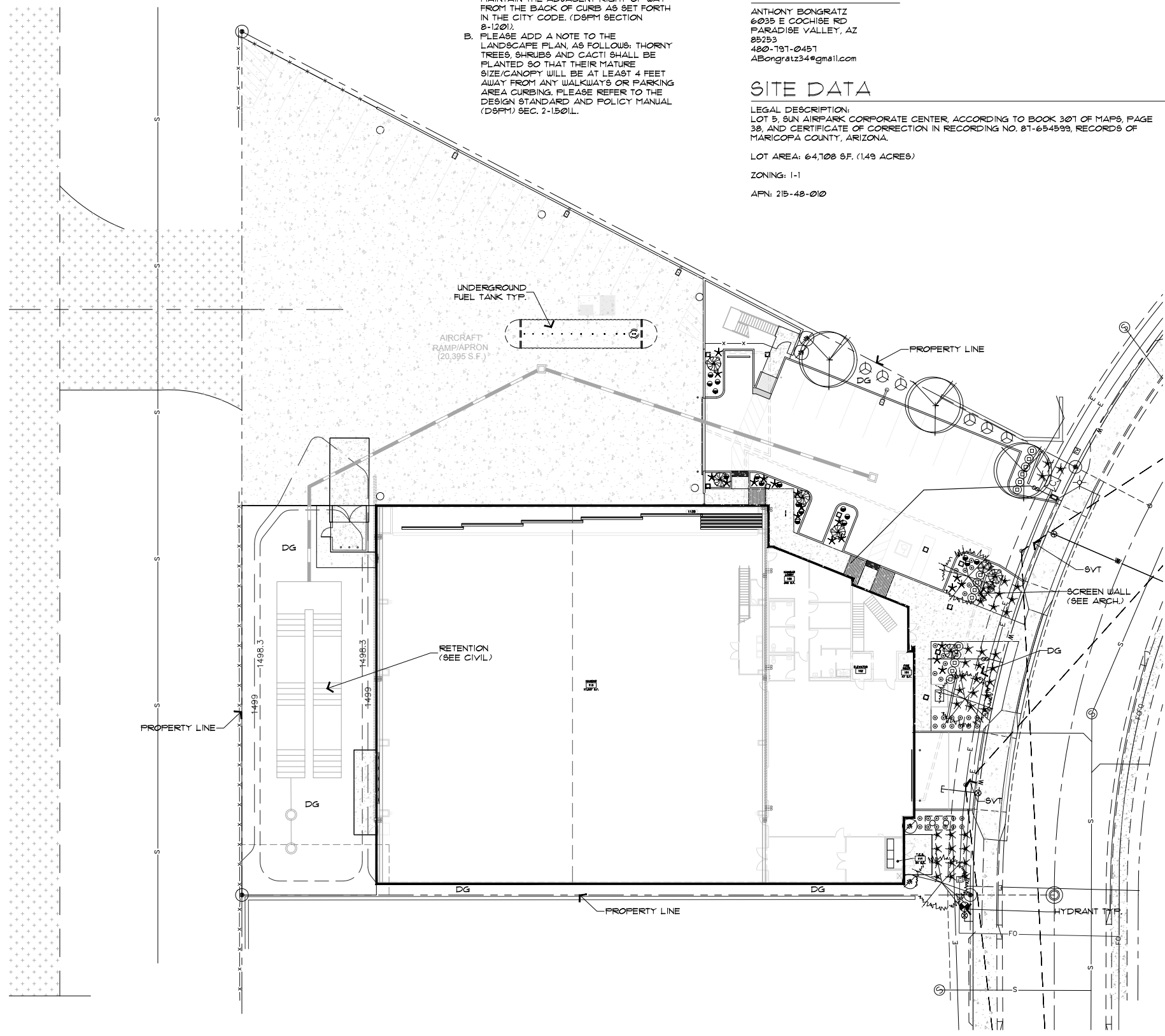
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY	COMMENTS
<b>EXISTING TREES/CACTI</b>					
(Symbol)	Existing Tree (To Remain)				
(Symbol)	Relocated Salvaged Cacti				
<b>TREES</b>					
(Symbol)	Caesalpinia mexicana	Mexican Bird of Paradise	24" box/ 1" cal.	3	Multi-Trunk Dense Canopy
(Symbol)	Oleya tesota	Ironwood	36" box/ 2" cal.	3	Multi-Trunk Dense Canopy
(Symbol)	Yucca elata	Soaptree Yucca	24" Box	4	As Per Plan
<b>ACCENTS</b>					
(Symbol)	Aloe 'Blue Elf'	'Blue Elf' Aloe	1 Gal.	35	As Per Plan
(Symbol)	Ferocactus cylindraceus	Barrel Cactus	15 Gal.	68	As Per Plan
(Symbol)	Hesperaloe 'Brakelights'	'Brakelights' Red Yucca	5 Gal.	31	As Per Plan
(Symbol)	Yucca pallida	Pale Leaf Yucca	5 Gal.	19	As Per Plan
<b>SHRUBS</b>					
(Symbol)	Bougainvillea 'Torch Glow'	'Torch Glow' Bougainvillea	5 Gal.	6	As Per Plan
(Symbol)	Callistemon 'Little John'	'Little John' Bottlebrush	5 Gal.	15	As Per Plan
(Symbol)	Myrtus communis 'Boetica'	Twisted Myrtle	15 Gal.	4	As Per Plan
<b>MISCELLANEOUS</b>					
DG	Decomposed Granite, Color- 'Mahogany Brown' Size- 'Natural' 3" Minus New 2" depth in all planting areas onsite				

**AREA CALCULATIONS**

ONSITE LANDSCAPE AREA-	9,928 SQ FT
OFFSITE LANDSCAPE AREA-	4293 SQ FT
<b>PARKING LOT LANDSCAPE</b>	
REQUIRED:	6,205X.15= 930 SF.
PROVIDED:	938 SF.

**SCOTTSDALE LANDSCAPE NOTES**

- AREAS OF DECOMPOSED GRANITE WITHOUT PLANT MATERIAL/GROUNDCOVERS SHALL NOT EXCEED DIMENSIONS OF MORE THAN 1 FEET IN ANY ONE DIRECTION, MEASURED BETWEEN PLANT CANOPIES AND/OR COVERAGE. PROJECTS LOCATED WITHIN EL60 OR HD AREAS SHALL USE SALVAGED DESERT SURFACE SOIL IN LIEU OF DECOMPOSED GRANITE.
- A MINIMUM OF 50 PERCENT OF THE PROVIDED TREES SHALL BE MATURE TREES, PURSUANT TO THE CITY OF SCOTTSDALE'S ZONING ORDINANCE ARTICLE X, SECTION 10.301, AS DEFINED IN THE CITY OF SCOTTSDALE'S ZONING ORDINANCE ARTICLE III, SECTION 3.1020.
- A SINGLE TRUNK TREE'S CALIPER SIZE, THAT IS TO BE EQUAL TO OR LESS THAN 4-INCHES, SHALL BE DETERMINED BY UTILIZING THE SMALLEST DIAMETER OF THE TRUNK 6-INCHES ABOVE FINISHED GRADE ADJACENT TO THE TRUNK. A TREE'S CALIPER SIZE, FOR SINGLE TRUNK TREES THAT ARE TO HAVE A DIAMETER GREATER THAN 4-INCHES, SHALL BE DETERMINED BY UTILIZING THE SMALLEST DIAMETER OF THE TRUNK 12-INCHES ABOVE FINISHED GRADE ADJACENT TO THE TRUNK. A MULTIPLE TRUNK TREE'S CALIPER SIZE IS MEASURED AT 6-INCHES ABOVE THE LOCATION THAT THE TRUNK SPLITS ORIGINATES, OR 6-INCHES ABOVE FINISHED GRADE IF ALL TRUNKS ORIGINATE FROM THE SOIL.
- AREA WITHIN THE SIGHT DISTANCE TRIANGLES IS TO BE CLEAR OF LANDSCAPING, SIGNS, OR OTHER VISIBILITY OBSTRUCTIONS WITH A HEIGHT GREATER THAN 2 FEET. TREES WITHIN THE SAFETY TRIANGLE SHALL HAVE A CANOPY THAT BEGINS AT 1 FEET IN HEIGHT UPON INSTALLATION. ALL HEIGHTS ARE MEASURED FROM NEAREST STREET LINE ELEVATION.
- RETENTION/DETENTION BASINS SHALL BE CONSTRUCTED SOLELY FROM THE APPROVED CIVIL PLANS. ANY ALTERATION OF THE APPROVED DESIGN (ADDITIONAL FILL, BOULDERS, ETC.) SHALL REQUIRE ADDITIONAL FINAL PLANS STAFF REVIEW AND APPROVAL.
- ALL RIGHTS-OF-WAY ADJACENT TO THIS PROJECT SHALL BE LANDSCAPED AND MAINTAINED BY THE PROPERTY OWNER.
- PRIOR TO THE ESTABLISHMENT OF WATER SERVICE, NON-RESIDENTIAL PROJECTS WITH AN ESTIMATED ANNUAL WATER DEMAND OF TEN (10) ACRE-FEET OR MORE SHALL SUBMIT A CONSERVATION PLAN IN CONFORMANCE WITH SECTIONS 49-245 THROUGH 49-248 OF THE CITY CODE TO THE WATER CONSERVATION OFFICE.
- TURF SHALL BE LIMITED TO THE MAXIMUM AREA SPECIFIED IN SECTIONS 49-245 THROUGH 49-248 OF THE CITY CODE AND SHALL BE SHOWN ON LANDSCAPE PLANS SUBMITTED AT THE TIME OF FINAL PLANS.
- NO LIGHTING IS APPROVED WITH THE SUBMITTAL.
- THE LANDSCAPE SPECIFICATION SECTION(S) OF THESE PLANS HAVE NOT BEEN REVIEWED AND SHALL NOT BE PART OF THE CITY OF SCOTTSDALE'S APPROVAL.
- ALL SIGNS REQUIRE SEPARATE PERMITS AND APPROVALS.
- NEW LANDSCAPING, INCLUDING SALVAGED PLANT MATERIAL, AND LANDSCAPING INDICATED TO REMAIN, WHICH IS DESTROYED, DAMAGED, OR EXPIRES DURING CONSTRUCTION SHALL BE REPLACED WITH LIKE SIZE KIND AND QUANTITY PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY/LETTER OF ACCEPTANCE TO THE SATISFACTION OF THE INSPECTION SERVICES STAFF.
- ALL REVEGETATED AREAS SHALL BE WATERED FOR 3 YEARS. AT THE END OF 3 YEARS, THE IRRIGATION SYSTEMS TO THE REVEGETATED AREAS SHALL BE PERMANENTLY DISCONNECTED.
- NO IRRIGATION SHALL BE PROVIDED TO UNDISTURBED NATURAL AREA OPEN SPACE (NAOS) AREAS.
- PROVIDE 8% SLOPE AWAY FROM WALK OR CURB FOR 5'-0" ALONG ALL STREETS.
- SETBACK ALL SPRAY AND SPRAY TYPE IRRIGATION HEADS 1'-0" FROM BACK OF CURB OR SIDEWALK TO REDUCE OVERSPRAY.



**EXTERIOR FINISH LEGEND**

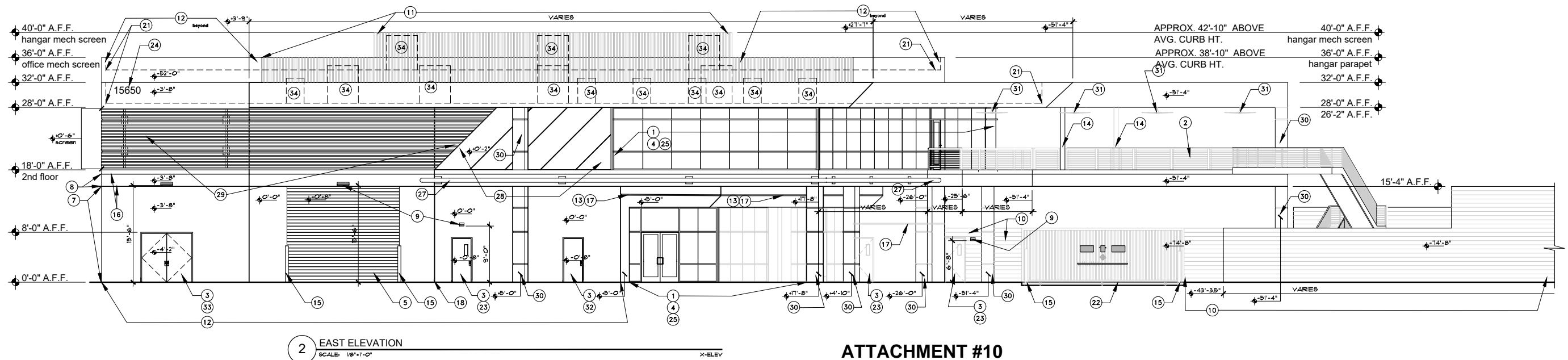
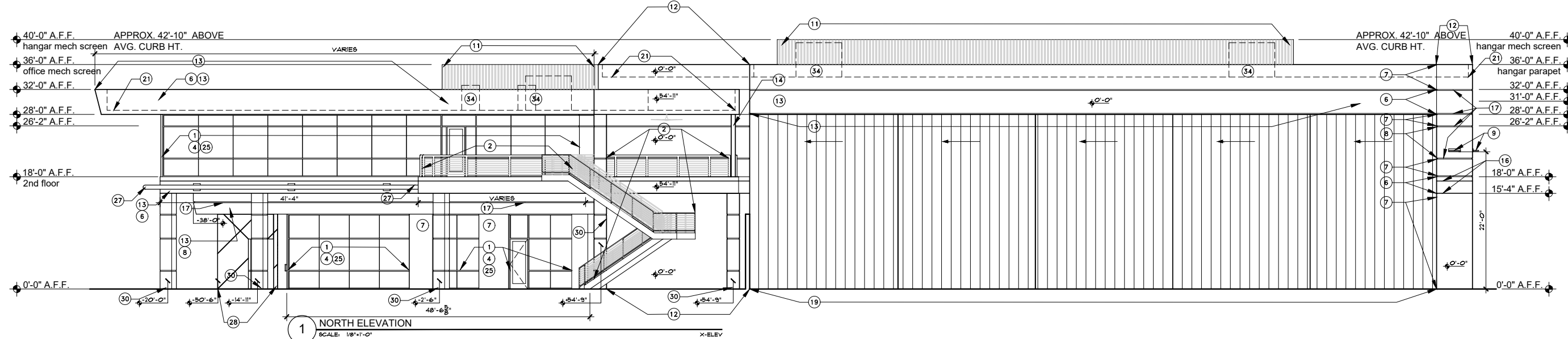
MATERIALS	MANF.	MODEL	COLOR	NOTES
PT-1	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1011, "DORIAN GRAY"	EXTERIOR PAINT; LRV = 39; STUCCO FIELD COLOR
PT-2	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1018, "DOVETAIL"	EXTERIOR PAINT; LRV = 26; STUCCO ACCENT COLOR
PT-3	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1019, "GAUNTLET GRAY"	EXTERIOR PAINT; LRV = 17; 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 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	COLOR PER ELEVATIONS	WESTERN ONE COAT STUCCO WITH "VERY SMOOTH LIGHT SAND" FINISH
ALUMINUM CABLE RAIL SYSTEM	-	-	BRUSHED CARBON	ANGLED PANELS PER ELEVATIONS
			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/VALO
- 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 1T 4 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



**ATTACHMENT #10**

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 Phoenix, AZ 85016  
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 design@larson-architects.com



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



Drawing Name:  
 EXISTING/DEMOLITION  
 BUILDING ELEVATIONS

Revisions

Date: 11/31/2021

Project Number:  
 2021.021

Drawing No:

**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 = 11; 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" PANEES 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

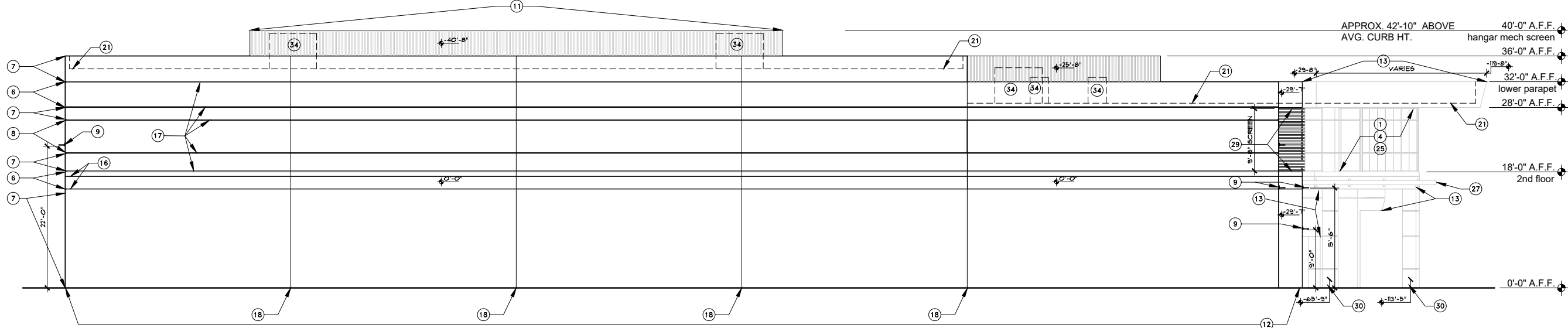
**NOTES:**

- 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.
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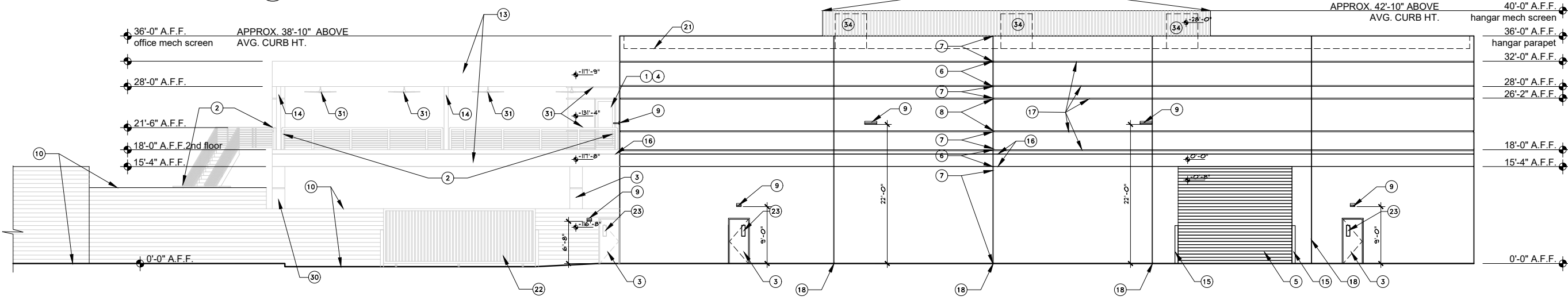
**ELEVATION KEYNOTES**

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]
- 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 1/10/0
- 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-1]
- REVEAL (2" WIDE X 1/2" DEEP "CHANNEL REVEAL") PAINTED [PT-1]
- 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-1] SEE DETAIL 11 & 18 /B/P2.4
- SECURITY VISION PANEL IN EXIT DOOR - SEE DOOR SCHEDULE AND DOOR TYPES FOR MORE INFORMATION ON VISION PANEL IN PARTICULAR DOORS
- 1/4" 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



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



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

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**FALCON NEST**  
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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:



**EXTERIOR FINISH LEGEND**

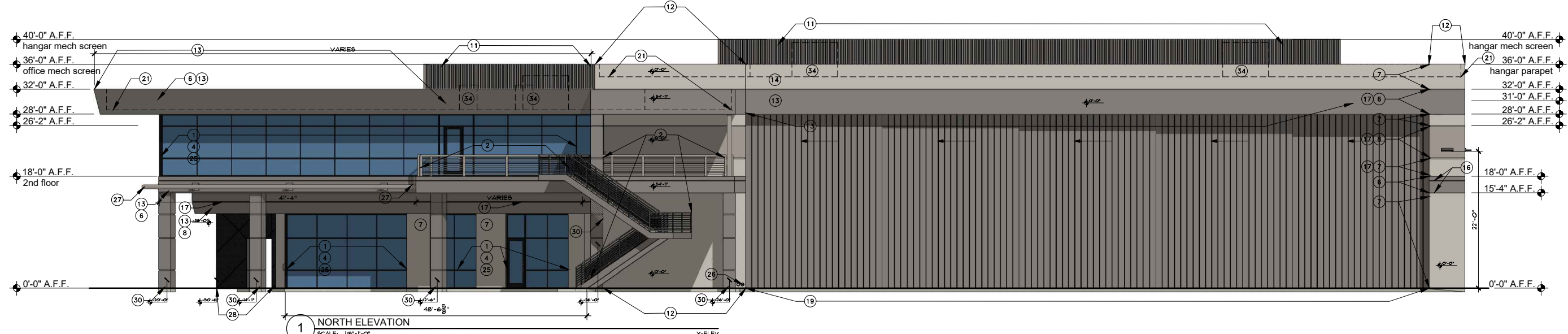
MATERIALS	MANF.	MODEL	COLOR	NOTES
PT-1	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1011, "DORIAN GRAY"	EXTERIOR PAINT; LRV = 39; STUCCO FIELD COLOR
PT-2	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1018, "DOVETAIL"	EXTERIOR PAINT; LRV = 26; STUCCO ACCENT COLOR
PT-3	SHERWIN WILLIAMS	SW - EXTERIOR FLAT	SW 1019, "GAUNTLET GRAY"	EXTERIOR PAINT; LRV = 17; STUCCO REVEAL COLOR
PT-4	SHERWIN WILLIAMS	SW - EXTERIOR GLOSS	SW 1069, "IRON ORE"	EXTERIOR PAINT; LRV = 6.8; 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" PANE 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:**  
 1. 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.  
 2. 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.  
 3. 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.  
 4. 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.  
 5. ALL ROOF DRAINAGE SYSTEMS SHALL BE INTERIOR TO THE BUILDING.

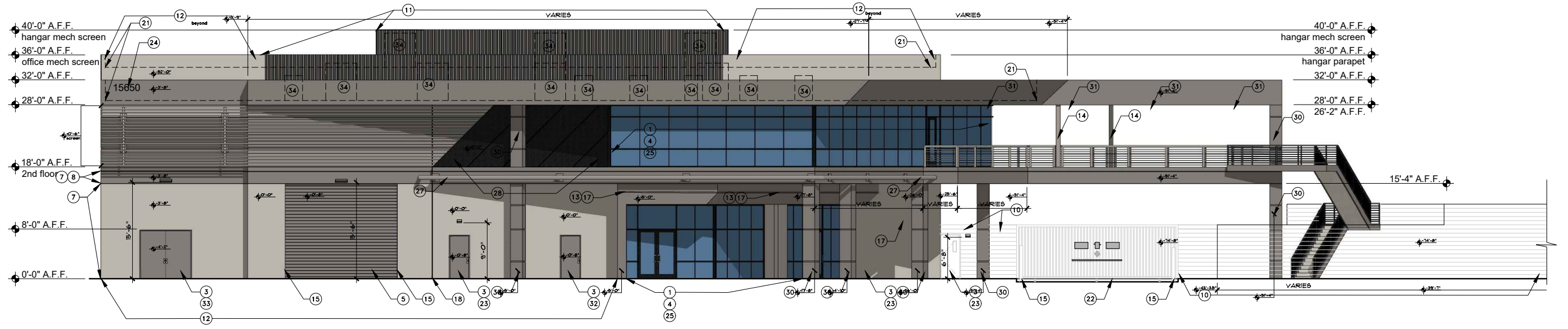
**ELEVATION KEYNOTES**

NOTE: NOT ALL KEYNOTES MAY BE USED ON THIS SHEET

- 1) BLACK ANODIZED ALUMINUM WINDOW & DOOR FRAMES
- 2) STAINLESS STEEL POST AND CABLE RAILING SYSTEM
- 3) HOLLOW METAL DOOR & DOOR FRAME TO BE PAINTED ACCENT COLOR [PT-2]
- 4) OFFICE AND ENTRY LOBBY AREA GLAZING TO BE GUARDIAN GLASS - DUAL PANE LOW E "BLUE" GLASS
- 5) VEHICULAR OVERHEAD DOOR TO HANGAR - PAINTED TO MATCH FIELD COLOR
- 6) PAINTED - ACCENT COLOR PAINT [PT-3]
- 7) PAINTED - FIELD COLOR PAINT [PT-1]
- 8) PAINTED - ACCENT COLOR PAINT [PT-2]
- 9) EXTERIOR LIGHTING FIXTURE - BLACK FINISH - SEE FIXTURE CUT SHEETS AND PHOTOMETRIC PLANS
- 10) CMU SITE WALL [PT-1]
- 11) MECHANICAL SCREEN - VERTICAL CORRUGATED "B" DECKING METAL PANEL SYSTEM - PAINTED [PT-4] SEE DETAIL 1/AL10
- 12) CONCRETE TILT PANEL
- 13) STUCCO SYSTEM
- 14) CANOPY TUBE STEEL PER STRUCTURAL DRAWINGS [PT-3]
- 15) CONCRETE FILLED METAL BOLLARDS - PAINTED [PT-4]
- 16) REVEAL (1/2" WIDE X 1/2" DEEP "V" REVEAL) PAINTED [PT-1]
- 17) REVEAL (2" WIDE X 1/2" DEEP "CHANNEL REVEAL") PAINTED [PT-1]
- 18) TYPICAL CONCRETE TILT PANEL JOINT
- 19) HANGAR DOOR - PAINTED [PT-3] OR CLOSE COMPATIBLE MANUFACTURER'S COLOR
- 20) NOT USED
- 21) LINE OF ROOF BEHIND PARAPET
- 22) METAL ROLLING GATE - PAINTED [PT-1] SEE DETAIL 1T 4 18 /SP2.4
- 23) SECURITY VISION PANEL IN EXIT DOOR - SEE DOOR SCHEDULE AND DOOR TYPES FOR MORE INFORMATION ON VISION PANEL IN PARTICULAR DOORS
- 24) 14" ADDRESS NUMBERS - MUST BE A HIGH CONTRAST COLOR TO SURROUNDING MATERIALS AND MUST BE HALO ILLUMINATED
- 25) VERTICAL ONLY BUTT GLAZING PANELS IN THIS WINDOW FRAME ALL HORIZONTAL MULLIONS ARE BLACK ANODIZED ALUM.
- 26) NOT USED
- 27) DECORATIVE PIPE PAINTED [PT-3]
- 28) DECORATIVE ALUCOBOND WALL PANEL [MP-1]
- 29) DECORATIVE ALUM SCREEN - CLEAR ANODIZED
- 30) CONCRETE COLUMNS WITH 1" X 1" REVEALS - PAINTED [PT-1]
- 31) EXTERIOR CEILING FANS TO BE SELECTED BY OWNER AT A LATER DATE
- 32) FIRE RISER ROOM
- 33) SES ROOM
- 34) HIDDEN LINES INDICATE MECHANICAL UNIT FULLY SCREENED BY PARAPET AND MECHANICAL SCREENS



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



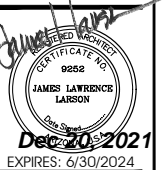
**2 EAST ELEVATION**  
SCALE: 1/8"=1'-0"

**ATTACHMENT #11**

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**FALCON NEST**  
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 SCOTTSDALE, AZ  
 APN: 215-48-010



Drawing Name:  
 EXISTING/DEMOLITION  
 BUILDING ELEVATIONS

Revisions  
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 Date: 11/31/2021  
 Project Number:  
 2021.021  
 Drawing No:

**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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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" PANE 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

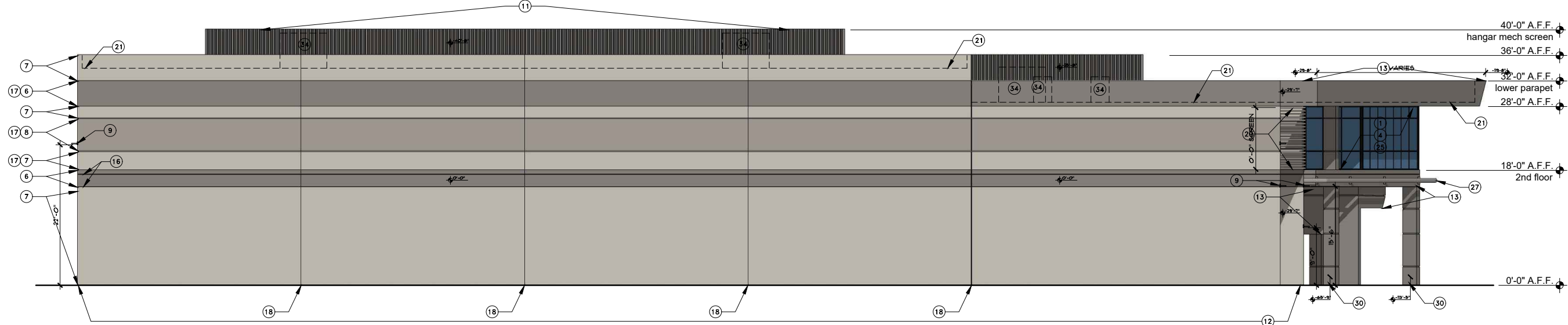
**NOTES:**

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- ALL ROOF DRAINAGE SYSTEMS SHALL BE INTERIOR TO THE BUILDING.

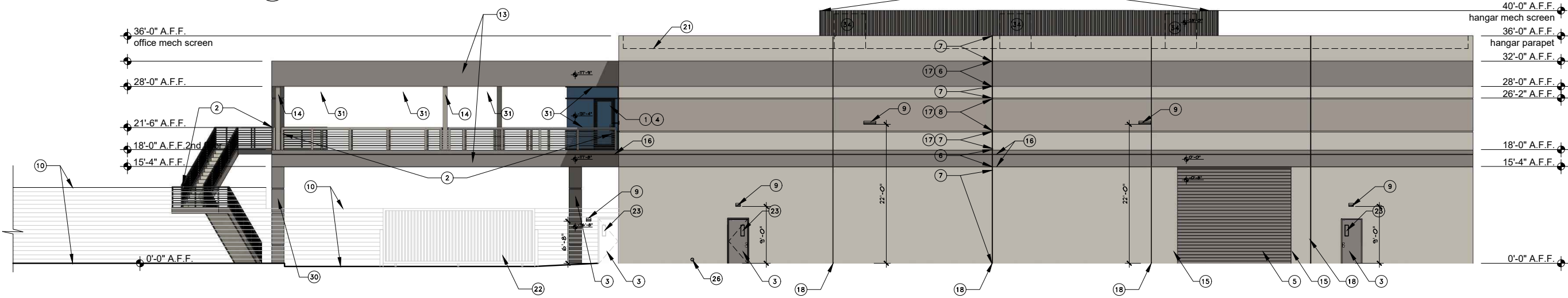
**ELEVATION KEYNOTES**

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 1/10/1
- 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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- 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 /B/P2.4
- SECURITY VISION PANEL IN EXIT DOOR - SEE DOOR SCHEDULE AND DOOR TYPES FOR MORE INFORMATION ON VISION PANEL IN PARTICULAR DOORS
- 1/4" 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



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



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

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



Drawing Name:  
EXISTING/DEMOLITION  
BUILDING ELEVATIONS

Revisions  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Date: 11/31/2021  
Project Number:  
2021.021  
Drawing No:



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



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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



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LOOKING TOWARDS THE BACK OF THE HANGAR

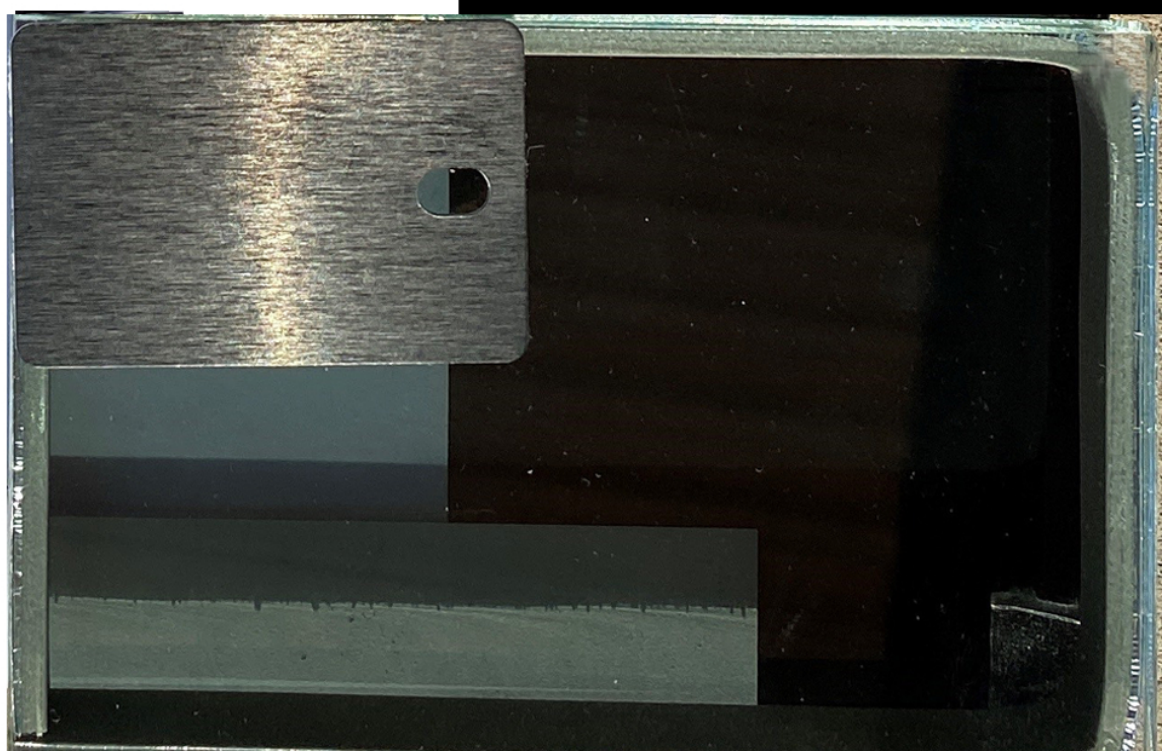
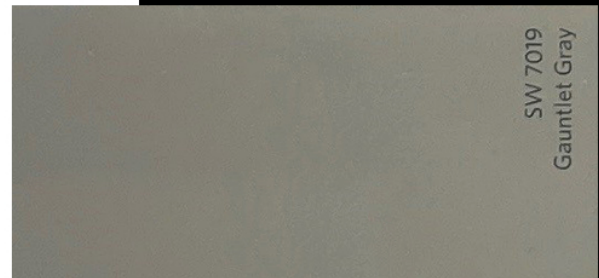


Larson  
Architects



**Color Board Legend:**  
Exterior Material Finishes

- A. PT-1** Building Color
  - a. Manufacture: **Sherwin Williams**
  - b. Color: Dorian Gray SW7017 – LRV=39
  - c. Finish: Exterior Flat
  
- B. PT-2** Building Color
  - a. Manufacturer: **Sherwin Williams**
  - b. Color: Dovetail SW7018 – LRV=26
  - c. Finish: Exterior Flat
  
- C. PT-3** Building Color
  - a. Manufacturer: **Sherwin Williams**
  - b. Color: Gauntlet Gray SW7019 – LRV=17
  - c. Finish: Exterior Flat
  
- D. PT-4** Building Color
  - a. Manufacturer: **Sherwin Williams**
  - b. Color: Iron Ore SW7069 – LRV=6.15
  - c. Finish: Exterior Flat
  
- E. Glass** Window Glass
  - a. Manufacturer: **Guardian Glass**
  - b. Color: Blue Tint – Reflective Low-E Clear
  
- F. Frame** Window frame
  - a. Material: **Alum.**
  - b. Color: Black Anodized
  
- G. MP-1** Metal Panel
  - a. Manufacturer: **Alucobond Plus**
  - b. Color: Brushed Carbon
  - c. Collection: Natural Collection
  - d. Material No. 69550









### PGN High Performance LED Sconce

#### SPECIFICATIONS

**Electronics**  
The PGN has two modes of operation:  
Normal mode: In normal mode, power is supplied from 120V or 277V AC source and may be switched on/off allowing the unit to behave like a typical luminaire.  
Emergency mode: Upon failure of normal utility power, an external (6-12VDC) emergency power source (supplied separately) having transfer logic will operate the PGN as an emergency unit. In order for the unit to function properly as emergency lighting (NEC 700.12), the DC emergency source must be powered (under normal conditions) from the same AC circuit as that to the unit.

Number of Lamps: Four High Output LEDs  
LED LampLife: 48,000 hrs. at 70% of initial

Lamp Configuration: 4 individually driven LEDs provide illumination. In the event of 1 or 2 LED failures, the remaining LEDs will continue to function.

Lamp Color: Neutral White, 4000K  
Color Rendering Index (CRI): 75  
Total Lamp Output: 445 Lumens min. initial  
Input: 120/277VAC, 60 Hz, "Normal"  
6-12VDC "Emergency"  
Functional Circuitry: Transient surge protection

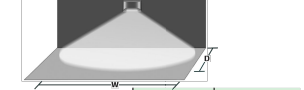
Operating Temperature Range  
-30°C to 50°C (-22°F to 122°F)

Power Consumption:  
Normal  
17W @ 120VAC, 17W @277VAC  
Emergency  
12W @ 6VDC, 13W @12VDC

Power Factor: Average .80 (lagging)

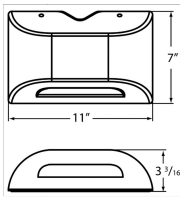
#### ILLUMINATION PATTERN

**Single Unit Coverage**  
Mounting Height: 9'  
Outdoor Reflectance: 0/30/10  
Indoor Reflectance: 80/50/20



	Indoor	Outdoor
1 FC Average (W x D)	35' X 10'	29' X 10'
1 FC Minimum (W x D)	11' X 10'	10' X 10'

#### DIMENSIONS



#### COMPATIBLE EMERGENCY UNITS

Combo(1)	4 V DC	12V DC	120/277 VAC	Remote Capacity	# of PGN
HCKLRWRC12	✓			12 W	1
HCKLRW-0-RC12	✓			23 W	1
Unit(1)	LZ30	✓		20 W	1
	LZ85	✓		55 W	4
	LM33	✓		18 W	1
	LM40	✓		25 W	2
	LM40-12V	✓	✓	25 W	2
AS80	✓			65 W	5
Inverter	LiteGear® LG125		✓	125 VA	6

(1) Each instance assumes standard lamp-heads are used on the unit, except the **HCKLRW-0-RC12**, which is supplied without lamp heads.

**Multiple Unit Spacing**  
Mounting Height: 9'  
Illuminated Path Depth: 6'  
Outdoor Reflectance: 0/30/10  
Indoor Reflectance: 80/50/20



	Indoor	Outdoor
1 FC Average	49'	37'
1 FC Minimum	19'	16'



### PGN High Performance LED Sconce

#### FEATURES

**Application**  
The PGN is an indoor or outdoor architectural high performance LED sconce which offers "Normally On" and emergency operation in one fixture. "Normally On" operation is powered by line voltage (120 or 277) that can be switched on/off and used for accent lighting, entrance/ext illumination. Failure of line voltage will result in automatic operation from secondary DC voltage which must be supplied from an external 6-12V DC emergency lighting unit. The PGN includes a field installable full cut-off shield to address "dark sky" compliant requirements.

**Construction**  
Housing and mounting plate are constructed of 1/4" die-cast aluminum and sealed with a 1/4" closed-cell silicone gasket. The acrylic lens allows 92% light transmission. The reflector is electro-polished aluminum with 95% reflectance. Housing finish is powder coated electro-deposition paint available in four colors: dark bronze, white, platinum silver and black. Full cut-off shield constructed of cold-rolled steel, painted to match color as ordered.

**Installation**  
Universal backplate knockouts for mounting to standard 3 1/2" x 4" octagonal and 4" square electrical boxes. Backplate mounting is performed using installer supplied hardware. An adhesive-backed neoprene gasket is provided to ensure a waterproof seal. A 1/2" - 1/4 NPT threaded conduit opening is provided at the top of the enclosure and sealed with a closure plug. The housing "snaps" to the back plate by a "pin and socket" arrangement, and is secured with two Phillips head screws.

**Illumination**  
The unit is illuminated by 4 high power LED's arranged so that in the event of 1 or 2 LED failures the unit will continue to operate.

**Compliances**  
UL 924 Listed  
UL Wet Location Listed  
NFPA 101 Life Safety Code  
NFPA 70 National Electrical Code  
OSHA  
IES full cut-off compliant with application of field installed shield  
U.S. Patent No. D627,916

**Warranty**  
Three-year warranty for unit and electronics

#### ORDERING GUIDE

##### PGN

Model	Finish
W	White
Z	Dark Bronze
P	Platinum Silver
B	Black

Ordering Number	Type



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0803436 05/17

## ON-SITE VEHICLE DRIVE REQUIREMENTS

SCALE: NOT TO SCALE

### SOLID STATE AREA LIGHTING RAZAR SERIES-LED SPECIFICATIONS

**OPTICAL HOUSING**  
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance < .002") to facilitate thermal transfer of heat to housing and cooling fins. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188".

**ELECTRICAL HOUSING w/ INTEGRATED ARM**  
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling ribs surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photovoltaic receptacle. Solid barrier wall separates optical and electrical compartments. The optical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is .188". Cast and hinged driver assembly cover is integrated with wiring compartment cover.

**PLED OPTICS**  
Emitters (LED's) are arrayed on a ceramic core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. In asymmetric distributions, a micro-reflector inside the refractor directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

**LED DRIVERS(S)**  
Constant current electronic with a power factor of > .90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz @ 347V-480V, 50, 60Hz, (0 - 10V dimmable driver is standard. Driver has a minimum of 3kV internal surge protection. Luminaires supplied with 20kV surge protector for field accessible installation.)

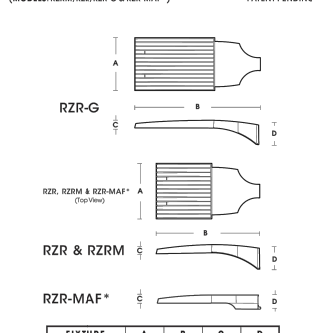
**LED EMITTERS**  
High output LED's are utilized with drive currents ranging from 350mA to 1050mA, 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED Options.

**AMBER LED'S**  
**PCA** (Phosphor Converted Amber) LED's utilize phosphors to create color output similar to LPS lamps and have a slight output in the blue spectral bandwidth. **TMA** (True Amber) LED's utilize material that emits light in the amber spectral bandwidth only without the use of phosphors.

**FINISH**  
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection, and paint adhesion. 400°F bake for maximum hardness and durability.

**MAST ARM FITTER/ELECTRICAL HOUSING**  
Replaces standard Electrical Housing. Fits standard 3 3/8" O.D. horizontal mast. Two (2) straps with two (2) bolts each encircle the lower half of the mast. Upper half of the mast rests on self-centering steps that position the angle of the luminaire at 0°, +1.5°, +1.5 or -3° up from the horizontal. All hardware is stainless steel.

PROJECT NAME:  
PROJECT TYPE:

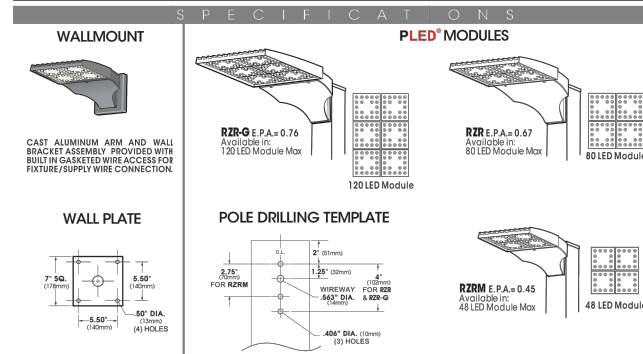


FIXTURE	A	B	C	D
RZR-G	18"	36.8"	2"	7"
RZR	14.75"	28.25"	2.75"	6.5"
RZRM	11.5"	22"	2.5"	5.25"
RZR-MAF*	18"	28.25"	2.5"	4"

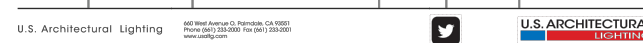
\*DLC PENDING AS OF 7/19



### RAZAR SERIES-LED SPECIFICATIONS



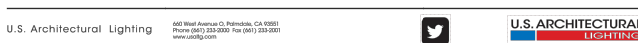
MODEL	OPTICS	LED MODE	VOLTAGE	FINISH	OPTIONS
RZR-G	TYPE I PLED-H	NO. LEDs DRIVE CURRENT COLOR TEMP - CCT		STANDARD TEXTURED FINISH	
	TYPE II PLED-H	350mA 525mA 700mA <sup>2</sup> 1050mA <sup>3</sup>	120 208 240 277 480	BLACK RAL-9005-F WHITE RAL-9003-F GREY RAL-7004-F DARK BRONZE RAL-8019-F GREEN RAL-6005-F	HIGH-LOW DIMMING FOR HANDHELD SWITCHING OR NONINTEGRATED MOTION SENSOR INTERNAL HOUSE SIDE SHIELD - HS-FIELD MOTION CELL + VOLTAGE (EXAMPLE: 120V) - PC-V TWIST LOCK RECEPTACLE ONLY - TPR 7.9IN TWIST LOCK RECEPTACLE ONLY - TPR7 SINGLE RISE (120V, 277V, 347V) - SF DOUBLE RISE (DRY, 20K, 480V) - DF RED MOTION SENSOR (PROGRAMMED 5V/10V) - MS-F211 REMOTE MOTION SENSOR CONFIGURATOR - MS-FC10
RZR	TYPE III PLED-H	40LED		FOR BACKLASH HIGH BREAK SURFACES WITH SURFERS™ (STANDARD IN-DOOR USE ONLY)	
RZRMAF*	TYPE IV PLED-IV	48LED		CONTRACT FACTORY FOR CUSTOM COLORS	
RZRM	TYPE V PLED-V	48LED			



### RAZAR SERIES-LED LED/ELECTRICAL GUIDE (pg.1)

		Approximate Average Lumens - 4000K (Lumens median of all distributions)			
		350mA	525mA	700mA	1050mA
LED COUNT	SOURCE TYPE	Watts	Lumens	HD Eq.	Watts
24	24 PLED <sup>1</sup> Optical Module - 350mA	3,298	3,133	3,463	60,000+
40	40 PLED <sup>1</sup> Optical Module - 350mA	3,294	3,399	3,973	60,000+
48	48 PLED <sup>1</sup> Optical Module - 350mA	81	1001.8	108	12600
80	80 PLED <sup>1</sup> Optical Module - 350mA	131	16736	174	21235
120	120 PLED <sup>1</sup> Optical Module - 350mA	196	24860	260	31992

LED COUNT	SOURCE TYPE	SOURCE	INITIAL LUMENS - 4000K CCT	INITIAL LUMENS - 3000K CCT	INITIAL LUMENS - 5000K CCT	L70 GREATER THAN (Hr)	STARTING TEMP	SYSTEM WATTS	VOLTS	MAX INPUT AMPS
24	LED	24 PLED <sup>1</sup> Optical Module - 350mA	4,711	4,475	4,947	60,000+	-20°F	29	120	0.24
40	LED	40 PLED <sup>1</sup> Optical Module - 350mA	5,405	5,135	5,675	60,000+	-20°F	42	120	0.34
48	LED	48 PLED <sup>1</sup> Optical Module - 350mA	6,023	5,722	6,324	60,000+	-20°F	56	120	0.45
80	LED	80 PLED <sup>1</sup> Optical Module - 350mA	8,171	7,762	8,580	60,000+	-20°F	82	120	0.68
120	LED	120 PLED <sup>1</sup> Optical Module - 350mA	11,749	11,162	12,337	60,000+	-20°F	123	120	0.92
40	LED	40 PLED <sup>1</sup> Optical Module - 525mA	5,585	5,306	5,844	60,000+	-20°F	43	120	0.38
40	LED	40 PLED <sup>1</sup> Optical Module - 700mA	8,099	7,656	8,462	60,000+	-20°F	65	120	0.55
40	LED	40 PLED <sup>1</sup> Optical Module - 1050mA	10,240	9,728	10,782	60,000+	-20°F	87	120	0.73
40	LED	40 PLED <sup>1</sup> Optical Module - 1050mA	11,246	11,162	12,337	60,000+	-20°F	87	120	0.73
40	LED	40 PLED <sup>1</sup> Optical Module - 1050mA	13,642	12,960	14,324	60,000+	-20°F	128	120	1.12
48	LED	48 PLED <sup>1</sup> Optical Module - 350mA	6,562	6,234	6,890	60,000+	-20°F	53	120	0.46
48	LED	48 PLED <sup>1</sup> Optical Module - 350mA	7,529	7,153	7,909	60,000+	-20°F	79	120	0.20
48	LED	48 PLED <sup>1</sup> Optical Module - 525mA	9,330	8,864	9,797	60,000+	-20°F	79	120	0.68
48	LED	48 PLED <sup>1</sup> Optical Module - 700mA	10,705	10,170	11,040	60,000+	-20°F	106	120	0.29
48	LED	48 PLED <sup>1</sup> Optical Module - 1050mA	11,735	11,148	12,322	60,000+	-20°F	179	120	0.88
48	LED	48 PLED <sup>1</sup> Optical Module - 1050mA	13,464	12,791	14,137	60,000+	-20°F	206	120	0.38
48	LED	48 PLED <sup>1</sup> Optical Module - 1050mA	16,360	15,542	17,178	60,000+	-20°F	160	120	1.33
48	LED	48 PLED <sup>1</sup> Optical Module - 1050mA	18,771	17,832	19,709	60,000+	-20°F	277	120	0.98
80	LED	80 PLED <sup>1</sup> Optical Module - 350mA	10,824	10,283	11,365	60,000+	-20°F	86	120	0.75
80	LED	80 PLED <sup>1</sup> Optical Module - 350mA	12,419	11,798	13,040	60,000+	-20°F	86	120	0.33
80	LED	80 PLED <sup>1</sup> Optical Module - 525mA	15,587	14,808	16,366	60,000+	-20°F	130	120	1.10
80	LED	80 PLED <sup>1</sup> Optical Module - 700mA	17,884	16,990	18,778	60,000+	-20°F	174	120	0.48
80	LED	80 PLED <sup>1</sup> Optical Module - 1050mA	19,767	18,779	20,785	60,000+	-20°F	174	120	1.45
80	LED	80 PLED <sup>1</sup> Optical Module - 1050mA	22,480	21,546	23,814	60,000+	-20°F	277	120	0.63
80	LED	80 PLED <sup>1</sup> Optical Module - 1050mA	26,255	24,942	27,568	60,000+	-20°F	257	120	2.22
80	LED	80 PLED <sup>1</sup> Optical Module - 1050mA	30,124	28,618	31,630	60,000+	-20°F	277	120	0.96
80	LED	80 PLED <sup>1</sup> Optical Module - 350mA	10,950	10,403	11,498	60,000+	-20°F	87	120	0.75
80	LED	80 PLED <sup>1</sup> Optical Module - 350mA	12,564	11,936	13,192	60,000+	-20°F	277	120	0.33
80	LED	80 PLED <sup>1</sup> Optical Module - 525mA	15,735	14,948	16,522	60,000+	-20°F	129	120	1.10
80	LED	80 PLED <sup>1</sup> Optical Module - 525mA	18,054	17,151	18,957	60,000+	-20°F	277	120	0.48
80	LED	80 PLED <sup>1</sup> Optical Module - 700mA	20,074	19,071	21,078	60,000+	-20°F	174	120	1.45
80	LED	80 PLED <sup>1</sup> Optical Module - 700mA	23,032	21,881	24,184	60,000+	-20°F	277	120	0.63
80	LED	80 PLED <sup>1</sup> Optical Module - 1050mA	27,651	26,268	29,033	60,000+	-20°F	266	120	2.22
80	LED	80 PLED <sup>1</sup> Optical Module - 1050mA	31,725	30,139	33,311	60,000+	-20°F	277	120	0.96



## ATTACHMENT #15

Larson Associates Architects, Inc.  
3807 North 24th Street, Suite 100  
Phoenix, AZ 85016  
602.955.9929 602.954.4790 FAX  
design@larson-architects.com



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



Dec 28, 2021  
EXPIRES: 6/30/2024

Drawing Name:

SITE LIGHT FIXTURE CUT SHEETS

Revisions

Date: 11/31/2021

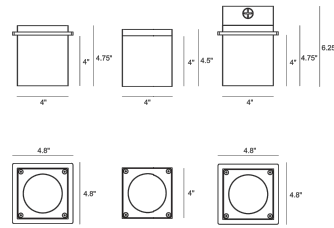
Project Number: 2021-021

Drawing No:

SP30

12/27/2021





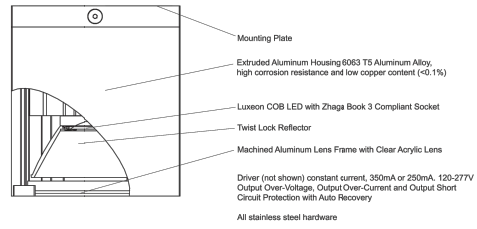
**Tessera 3121LED Surface Ceiling Mount Lighting** INTERIOR/EXTERIOR

MODEL	LED MODULE	COLOR TEMPERATURE	VOLT	DISTRIBUTION	OPTIONS	COLOR
3121	12L	40° 4000K	120V	SP 19° spot	90 90 CRI	WT white texture
9L	9L	35° 3500K	208 FL	30° flood	DIM dimming (0-10V)	BT black texture
		30° 3000K	240 WFL	45° wide flood	1 painted accent plate	SM silver metallic
		27° 2700K	277 VWFL	94° very wide flood	2 copper accent plate	AN aluminum natural
					3 stainless steel accent plate	BZ bronze
					SC surface wiring conduit feed canopy	GM gunmetal
					SC1 surface wiring canopy	WS white satin
					CP( ) ceiling plate (openly 6, 8 or 10")	BM black matte
					NAT natural construction	RAL specify no.

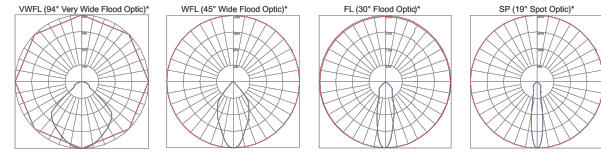
\*Standard configuration unless otherwise specified. †Nominal LED Power. ‡Delivered lumens (4000K, 90CRI)  
 SAMPLE CATALOG NUMBER: 3121 - 12L - 40 - 120 - SP - 1 - WT  
 Using this catalog number would order 1 model 3121 ceiling mount luminaire using spot optics and a 12 watt LED module with a color temperature of 4000K wired to 120 volts with a decorative accent plate painted to match the luminaire in white texture polyester powder coat.

CONSTRUCTION	MOUNTING	OPTICAL	PROTECTION
Materials All aluminum construction, stainless steel tamper resistant hardware, acrylic lens.	The 3121LED series is designed for ceiling mounting. The LED driver is integrally fixed to a mounting plate and designed to fit into a 4" octagon J-box (by others). The LED driver supplied with the fixture uses 4.5 cubic inches of J-box volume. A suitable J-box example is 15 cubic inch capacity Ikonville 54151 (not included). Optional surface wiring canopy suitable for 1/2" conduit feed (no J-box required). Optional ceiling plate available to cover mounting surface, 6, 8 or 10" square. For outdoor applications silicone seal is required. Maximum fixture weight is 4 lbs.	The 3121LED luminaire uses Chip-on-board technology with Zhaga Book 3 compliant socket, field changeable high efficiency twist lock reflectors and clear acrylic lens.	The 3121LED series is listed for use in wet locations to UL and CSA Standards, covered ceiling mount only. Reported L70 (10k) > 50,000 hours per TM-21. Calculated L70 > 100,000 hours at 45°C ambient. IP65 rated.

www.rebellelighting.com  
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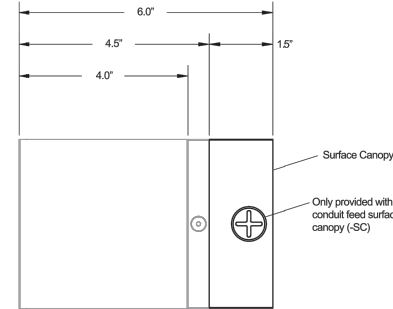


**Tessera 3121LED**

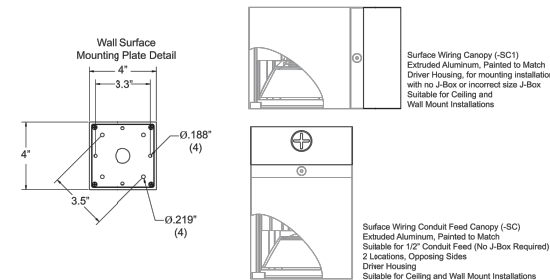


Product	CCT	CRI	Delivered Lumens	Nominal LED Power	System Power	Lumens per Watt†
3121-12L	4000	90	1219	12 watts	13.63 watts	89.4
3121-9L	4000	90	930	9 watts	9.64 watts	96.5
Lumen Multipliers			3500K - 0.962	3000K - 0.944	2700K - 0.923	90 CRI - 0.842

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**Tessera Surface Canopy Option** (For Use with 3100, 3101, 3103, 3121)



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**LUMENPOD® 28 ASYMMETRIC**

Another Lumenrail® Component for Life Safety and Light

**FLUSH PROFILE LUMINAIRE**

The evolution of the handrail point source from Wagner Architectural Systems has performance that leverages the latest LED technology and manufacturing techniques. This USA engineered and manufactured luminaire is designed for pathway, stair and ramp illumination. Both the asymmetric and symmetric versions have optical characteristics developed specifically for these applications. The Lumenpod 28 provides a flush-profile architectural solution for new or retrofit projects, including egress compliance opportunities. Superior harsh environment protection and vandal resistance are combined with a straight forward, push-in installation.

- Cast solid 316 stainless steel face
- Superior installation in a variety of rail diameters
- 122 lumens per watt LED
- Rectilinear distribution promotes uniformity
- Dramatic backlight cutoff from effective shielding
- IK9 impact rating and secure installation
- 24VDC operation
- ETL wet location listed
- L70 = 50,000 hours +
- IP68 ingress protection
- Standard in 4 CCT whites and solid colors
- US PAT. # 10,612,734 B2, USA Design, Manufacturing and Engineering



Specifications subject to change without notice. Verify data at time of order.

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**LUMENPOD® 28 ASYMMETRIC** Another Lumenrail® Component for Life Safety and Light

PROJECT NAME: \_\_\_\_\_  
 REP AGENCY: \_\_\_\_\_  
 APPROX. LINEAR FT.: \_\_\_\_\_  
 SERVICE OPTIONS:  Field Measure  Job Site Support  System Installation



SCAN QR CODE for technical information, downloads and instructions.

**PART NUMBER BUILDER**

EXAMPLE	LULR	RAIL SIZE	COLOR TEMP	OPTIC	DRIVE CURRENT
LULR6640KA5	LULR	90	27K	A	5-22V @ 800 mA

**ELECTRICAL SPECIFICATIONS**

24VDC INPUT VOLTAGE	ETL LISTED WET, IK9, IP68 CERTIFICATIONS	0-10V INPUT DIMMING	-40°F TO +120°F OPERATING TEMP
CLASS 2 REQUIRED DRIVER	5 YEARS WARRANTY	UP TO 122 Lm/W LED EFFICIENCY	80+ CRI
			8" WIRE LENGTH

**CONSTRUCTION**

The Lumenpod 28's machined aluminum body dissipates heat while the cast stainless steel face integrates seamlessly with the rail. A precisely engineered retention spring positions it perfectly flush with standard diameter handrail. Removal is achieved only with our unique tool, solidifying a tamper resistant installation. US PAT. # 10,612,734 B2

**PHOTOMETRICS**

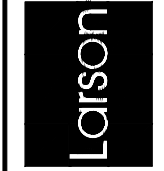
Asymmetric performance is design specific and provides superb illumination results in any application. IES reports to view or download are available by scanning the QR code or visiting our website.

**LUMENGEAR™ LED DRIVER & NEMA ENCLOSURE OPTIONS**

Wagner offers multiple ETL listed options for both 24VDC power supplies and NEMA enclosures. Quantities and types will be configured based on your specifications and design. Additional specification options are available by request. Not all options apply to all products—please verify compatibility with the factory.

Specifications subject to change without notice. Verify data at time of order.

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



Dec 27, 2021  
 EXPIRES: 6/30/2024

Drawing Name:

SITE LIGHT FIXTURE CUT SHEETS

Revisions

Date: 11/31/2021

Project Number: 2021.021

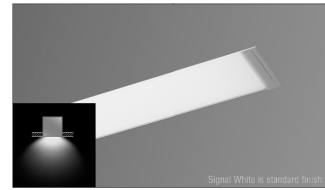
Drawing No:

SP30

12/27/2021

# FINELITE

## High Performance 4" Wet Location (HP-4 WL) Recessed



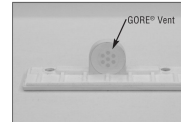
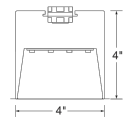
Date \_\_\_\_\_

Project \_\_\_\_\_

Type \_\_\_\_\_

Comments \_\_\_\_\_

**DESCRIPTION**  
High Performance 4" Aperture Wet Location Recessed (HP-4 WL) R is a linear LED luminaire listed for wet location and IP65 and IK10 rated. HP-4 WL R delivers uniform illumination with a clean linear aesthetic free of visible attachment hardware.



**INTEGRATED GORE® PROTECTIVE VENT**  
Protective vents are integrated at endcaps and joints to equalize pressure, reduce condensation and protect internal future components against water, salts, corrosive liquids and particulates.



**INDEPENDENT OR CONTINUOUS ROWS**  
Independent and continuous rows available. More information on page 2.

**ORDERING GUIDE**  
Sample Number: HP-4 WL R - 32' - S - 835 - F - 120V - SC - VF

**Finelite HP-4 WL R**  
Length (Minimum 2' increments of 1', standard)  
Light Output (S - Standard, B - Boosted Standard Output, H - High, V - Very High)  
LED CRU/CCT (830 - 80 CRI min, 3000K 930 - 90 CRI min, 3000K;  
835 - 80 CRI min, 3500K 935 - 90 CRI min, 3500K;  
840 - 80 CRI min, 4000K 940 - 90 CRI min, 4000K)  
Downlight Option (F - Flush standard)  
Voltage (120V, 277V, 347V)  
Circuiting (SC - Single Circuit)  
Ceiling Type (SF - Spackle Flange, VF - Visible Flange)

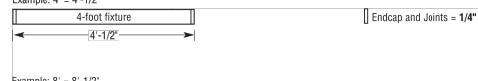
Finelite, Inc. • 30500 Whipple Road • Union City, CA 94587-1530 • (510) 441-1100 • Fax: (510) 441-1510 • www.finelite.com

# FINELITE

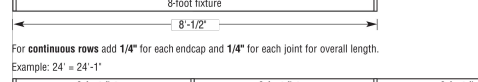
## High Performance 4" Wet Location (HP-4 WL) Recessed

**INDEPENDENT OR CONTINUOUS ROWS**  
2', 3', 4', 5', 6', 7', and 8' section lengths. Independent and continuous rows available.

For independent luminaires add 1/4" for each endcap for overall length.  
Example: 4' = 4'-1/2"



Example: 8' = 8'-1/2"

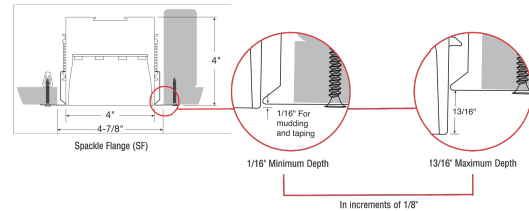


Example: 24' = 24'-1"

Above drawing is not to scale.

### SPACKLE FLANGE DEPTH OPTIONS

Spackle Flange can be specified to various depths to accommodate different building materials and thicknesses. The minimum depth is 1/16" and can be specified in 1/16" increments up to a maximum depth of 13/16".



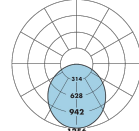
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# FINELITE

## High Performance 4" Wet Location (HP-4 WL) Recessed

### PHOTOMETRY - Recessed

Very High Output - 4' Luminaire  
Efficacy (Lumen per watt): 94  
Total luminaire output: 3456 Lumens (864 lumens/foot)  
36.3 Watts (8.2 watts/foot)  
Peak Candela Value: 1256 @ 0°  
CCT: 3500K  
IHL LM79 Report 90390



CANDLERPOWER SUMMARY				
0	10	20	30	40
0	1256	1256	1256	1256
5	1250	1250	1249	1249
10	1195	1195	1195	1195
15	1107	1095	1103	1098
20	976	964	968	967
25	814	804	804	797
30	629	622	620	612
35	420	426	422	417
40	228	223	223	224
45	102	94	95	97
50	0	0	0	0

Total Light Output, 3500K, 80 CRI (Lumens) - 4' Luminaire			
S*	B*	H*	V**
1415	1779	2688	3456

Light Output, 3500K, 80 CRI (Lumens Per Foot)			
S*	B*	H*	V**
354	445	672	864

Power (Watts Per Foot)			
S*	B*	H*	V**
3.6	4.6	7.1	9.2

Efficacy, 3500K, 80 CRI (Lumens Per Watt)			
S*	B*	H*	V**
98	97	95	94

S - Standard Output, B - Boosted Standard Output, H - High Output, V - Very High Output  
\* Family Correlation based on 4' luminaire 3500K Very High Output (V) test - 120V.  
\*\* based on ILL report: 90390

**Lumen Adjustment Factors - 80 CRI**  
3000K 0.985  
3500K 1.000  
4000K 1.032

**Lumen Adjustment Factors - 90 CRI**  
3000K 0.746  
3500K 0.760  
4000K 0.789

Apply a lumen adjustment factor to calculate lumens for the desired CCT and CRI.

**SAMPLE LUMEN ADJUSTMENT CALCULATION**  
High Output (H), 4000K, 90 CRI  
Lumen Adjustment Factor = 0.789  
Total Light Output = 2688 lm x 0.789 = 2121 lm  
Total Light Output per Foot = 672 lm/ft x 0.789 = 530 lm/ft  
watts/foot = 7.1 W/ft  
Efficacy =  $\frac{530 \text{ lm/ft}}{7.1 \text{ W/ft}} = 75 \text{ lm/W}$

Finelite, Inc. • 30500 Whipple Road • Union City, CA 94587-1530 • (510) 441-1100 • Fax: (510) 441-1510 • www.finelite.com

# FINELITE

## High Performance 4" Wet Location (HP-4 WL) Recessed

### WET LOCATION: UL wet location listed and IP65 rated.

### IMPACT PROTECTION: IK10

### SPECIAL FEATURES: Integrated GORE® protective vent allows moisture to escape the fixture without letting water in and protects internal components from salts, corrosive liquids, and particulates.

### TEMPERATURE RATING: Rated for -20°C to 40°C

### CONSTRUCTION: Precision-cut 6061-T6 extruded aluminum body. Internal jointer system, plug-together wiring, standard.

### ENDCAPS: Flat disc aluminum endcaps add 1/4" to each end of luminaire. Each joint adds 1/4" to overall length.

### REFLECTORS: Die-formed 20-gauge cold-rolled steel reflectors finished in 96L6 High Reflectance white powder coat paint.

### DOWNLIGHT OPTION: Internal gaskets prevent moisture and debris. 8" maximum lens length. Flush front white strip-in impact resistant acrylic lens standard, 63% transmittance, 99% diffusion.

### SPECIFICATIONS

**LIGHT OUTPUT:** Four lumen packages available, Standard Output (S), Boosted Standard Output (B), High Output (H), and Very High Output (V). Light engines are replaceable.

**DRIVER:** Replaceable 120V/277V and 347V Constant Current Reduction dimming driver standard. Can be wired dimming or non-dimming. 0-10V dimming controls with a range of 10%-100%. Dimming to 1% available; consult factory. Driver is fully accessible from below the ceiling. Power Factor: >0.9. Total Harmonic Distortion (THD) <20%.

**ELECTRICAL:** Optional generator to generator, internal generator transfer switch, and nightlight wiring.

**MOUNTING:** Visible flange mounting offers a 3/8" visible flange integral to the extruded luminaire body. Spackle flange option also available. Not suitable for vertical mounting.

**FINISHES:** Finelite Signal White (SW) powder coat standard. Finelite Black (RAL 9005) with semi gloss fine texture (FB) and Satin Aluminum (SA) are available. Optional Address: 185 RAL colors\*.

**LENGTHS:** 2', 3', 4', 5', 6', 7', and 8' section lengths. Independent and continuous rows available.

**WEIGHT:** 3.60 lbs/ft.

**WARRANTY:** 5-year performance-based warranty on all standard components.

**LED DRIVERS:** Constant current electronic with a power factor of > 0.9 and a minimum operating temperature of -40°F/40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring between the driver and optical array. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50/60Hz (0 - 10V dimmable driver is standard. Driver has a minimum of 3kV internal surge protection. Luminaires supplied with 20KV surge protector for field accessible installation.)

**LED EMITTERS:** High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

**AMBER LED'S:** PCA (Phosphor Converted Amber) LED's utilize phosphors to create color output similar to PS lamps and have a slight output in the blue spectral bandwidth. TRA (True Amber) LED's utilize material that emits light in the amber spectral bandwidth only without the use of phosphors.

**FINISH:** Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

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## SOLID STATE AREA LIGHTING

### RAZAR WALLMOUNT-LED SPECIFICATIONS

**OPTICAL HOUSING:** Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance <±.003") to facilitate thermal transfer of heat to housing and cooling fins. The Optical Housing bolts to the Electrical Housing forming a unified assembly. The minimum wall thickness is .188".

**ELECTRICAL HOUSING:** Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly. Minimum wall thickness is .188". Fixture Mounting Plate attaches to mounting surface over a recessed J-box. Electrical Housing anchors on the top edge of the Mounting Plate and stainless steel recessed socket head screws tighten the Electrical Housing to the Mounting Plate from the bottom.

**PLED® OPTICAL MODULES:** Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. The asymmetric distributions, have a micro-reflector inside the refractor which reflects the house side emitter output towards the street side and functions as a house side shielding element. Reflectors are injection molded HD 12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are related by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce Type II, III and Type IV area distributions as well as other specialty asymmetric distributions. Panels are field replaceable and field rotatable in 90° increments.

**LED DRIVER(S):** Constant current electronic with a power factor of > 0.9 and a minimum operating temperature of -40°F/40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring between the driver and optical array. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50/60Hz (0 - 10V dimmable driver is standard. Driver has a minimum of 3kV internal surge protection. Luminaires supplied with 20KV surge protector for field accessible installation.)

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**FINISH:** Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

U.S. Architectural Lighting 400 West Avenue D, Redondo, CA 90581 Phone (949) 333-2800 Fax (949) 333-0201 www.uslight.com

### PROJECT NAME:

### PROJECT TYPE:



FIXTURE	A	B	C
RZR-W1	8.25"	12"	6.5"
RZR-W1-EM	11"	14"	6.5"



FIXTURE	A	B	C
RZR-W2	18"	12"	6.5"
RZR-W2-EM	18"	14"	6.5"



FIXTURE	A	B	C
RZR-W3	23"	12"	6.5"
RZR-W3-EM	23"	14"	6.5"



FIXTURE	A	B	C
RZR-W3	23"	12"	6.5"
RZR-W3-EM	23"	14"	6.5"

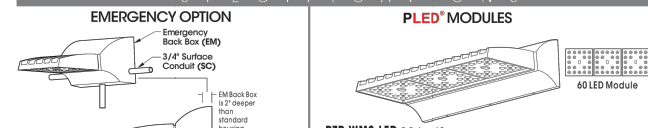


FIXTURE	A	B	C
RZR-W3	23"	12"	6.5"
RZR-W3-EM	23"	14"	6.5"



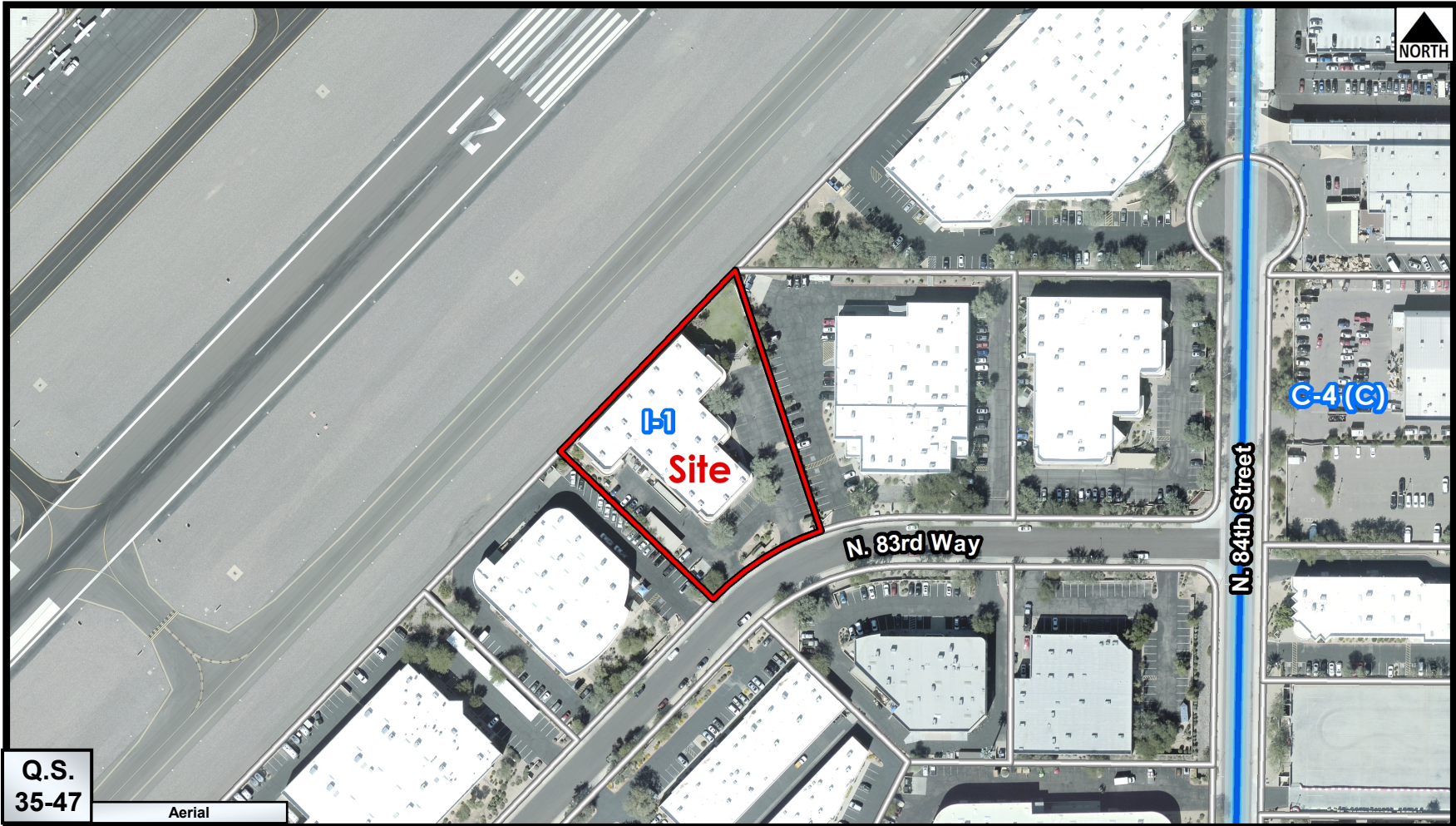
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## RAZAR WALLMOUNT SERIES-LED SPECIFICATIONS



MODEL	OPTICS	LED MODE	VOLTAGE	FINISH	OPTIONS
RZR-WM1	PLED-D	NO LED	120	STANDARD	HIGH/LOW DRAINING FOR EXTERNAL CONTROL - HSLW
RZR-WM2	PLED-H	NO LED	120	TEXTURED FINISH	HOUSE SIDE SHIELDING
RZR-WM3	PLED-F	NO LED	120	WHITE	PHOTO CELL - VOLTAGE (EXAMPLE: PC120V) - PC-V
RZR-WM4	PLED-W	NO LED	120	GREY	SINGLE ROW (120V & 277V) - SF
RZR-WM5	PLED-V	NO LED	120	DARK BRONZE	DOUBLE ROW (200V & 340V) - DF
RZR-WM6	PLED-I	NO LED	120	GREEN	STEP DIM MOTION SENSOR (PROGRAMMED 50/100) - MS-P211
RZR-WM7	PLED-O	NO LED	120	EMERGENCY BACKUP 1 (HOUSING ONLY) - EMH1	EMERGENCY BACKUP 2 - EM2
RZR-WM8	PLED-P	NO LED	120	EMERGENCY BACKUP 3 - EM3	EMERGENCY BACKUP 4 - EM4
RZR-WM9	PLED-Q	NO LED	120	EMERGENCY BACKUP 5 - EM5	EMERGENCY BACKUP 6 - EM6
RZR-WM10	PLED-R	NO LED	120	EMERGENCY BACKUP 7 - EM7	EMERGENCY BACKUP 8 - EM8
RZR-WM11	PLED-S	NO LED	120	EMERGENCY BACKUP 9 - EM9	EMERGENCY BACKUP 10 - EM10
RZR-WM12	PLED-T	NO LED	120	EMERGENCY BACKUP 11 - EM11	EMERGENCY BACKUP 12 - EM12
RZR-WM13	PLED-U	NO LED	120	EMERGENCY BACKUP 13 - EM13	EMERGENCY BACKUP 14 - EM14
RZR-WM14	PLED-V	NO LED	120	EMERGENCY BACKUP 15 - EM15	EMERGENCY BACKUP 16 - EM16
RZR-WM15	PLED-W	NO LED	120	EMERGENCY BACKUP 17 - EM17	EMERGENCY BACKUP 18 - EM18
RZR-WM16	PLED-X	NO LED	120	EMERGENCY BACKUP 19 - EM19	EMERGENCY BACKUP 20 - EM20
RZR-WM17	PLED-Y	NO LED	120	EMERGENCY BACKUP 21 - EM21	EMERGENCY BACKUP 22 - EM22
RZR-WM18	PLED-Z	NO LED	120	EMERGENCY BACKUP 23 - EM23	EMERGENCY BACKUP 24 - EM24
RZR-WM19	PLED-AA	NO LED	120	EMERGENCY BACKUP 25 - EM25	EMERGENCY BACKUP 26 - EM26
RZR-WM20	PLED-AB	NO LED	120	EMERGENCY BACKUP 27 - EM27	EMERGENCY BACKUP 28 - EM28
RZR-WM21	PLED-AC	NO LED	120	EMERGENCY BACKUP 29 - EM29	EMERGENCY BACKUP 30 - EM30
RZR-WM22	PLED-AD	NO LED	120	EMERGENCY BACKUP 31 - EM31	EMERGENCY BACKUP 32 - EM32
RZR-WM23	PLED-AE	NO LED	120	EMERGENCY BACKUP 33 - EM33	EMERGENCY BACKUP 34 - EM34
RZR-WM24	PLED-AF	NO LED	120	EMERGENCY BACKUP 35 - EM35	EMERGENCY BACKUP 36 - EM36
RZR-WM25	PLED-AG	NO LED	120	EMERGENCY BACKUP 37 - EM37	EMERGENCY BACKUP 38 - EM38
RZR-WM26	PLED-AH	NO LED	120	EMERGENCY BACKUP 39 - EM39	EMERGENCY BACKUP 40 - EM40
RZR-WM27	PLED-AI	NO LED	120	EMERGENCY BACKUP 41 - EM41	EMERGENCY BACKUP 42 - EM42
RZR-WM28	PLED-AJ	NO LED	120	EMERGENCY BACKUP 43 - EM43	EMERGENCY BACKUP 44 - EM44
RZR-WM29	PLED-AK	NO LED	120	EMERGENCY BACKUP 45 - EM45	EMERGENCY BACKUP 46 - EM46
RZR-WM30	PLED-AL	NO LED	120	EMERGENCY BACKUP 47 - EM47	EMERGENCY BACKUP 48 - EM48
RZR-WM31	PLED-AM	NO LED	120	EMERGENCY BACKUP 49 - EM49	EMERGENCY BACKUP 50 - EM50
RZR-WM32	PLED-AN	NO LED	120	EMERGENCY BACKUP 51 - EM51	EMERGENCY BACKUP 52 - EM52
RZR-WM33	PLED-AO	NO LED	120	EMERGENCY BACKUP 53 - EM53	EMERGENCY BACKUP 54 - EM54
RZR-WM34	PLED-AP	NO LED	120	EMERGENCY BACKUP 55 - EM55	EMERGENCY BACKUP 56 - EM56
RZR-WM35	PLED-AQ	NO LED	120	EMERGENCY BACKUP 57 - EM57	EMERGENCY BACKUP 58 - EM58
RZR-WM36	PLED-AR	NO LED	120	EMERGENCY BACKUP 59 - EM59	EMERGENCY BACKUP 60 - EM60
RZR-WM37	PLED-AS	NO LED	120	EMERGENCY BACKUP 61 - EM61	EMERGENCY BACKUP 62 - EM62
RZR-WM38	PLED-AT	NO LED	120	EMERGENCY BACKUP 63 - EM63	EMERGENCY BACKUP 64 - EM64
RZR-WM39	PLED-AU	NO LED	120	EMERGENCY BACKUP 65 - EM65	EMERGENCY BACKUP 66 - EM66
RZR-WM40	PLED-AV	NO LED	120	EMERGENCY BACKUP 67 - EM67	EMERGENCY BACKUP 68 - EM68
RZR-WM41	PLED-AW	NO LED	120	EMERGENCY BACKUP 69 - EM69	EMERGENCY BACKUP 70 - EM70
RZR-WM42	PLED-AX	NO LED	120	EMERGENCY BACKUP 71 - EM71	EMERGENCY BACKUP 72 - EM72
RZR-WM43	PLED-AY	NO LED	120	EMERGENCY BACKUP 73 - EM73	EMERGENCY BACKUP 74 - EM74
RZR-WM44	PLED-AZ	NO LED	120	EMERGENCY BACKUP 75 - EM75	EMERGENCY BACKUP 76 - EM76
RZR-WM45	PLED-BA	NO LED	120	EMERGENCY BACKUP 77 - EM77	EMERGENCY BACKUP 78 - EM78
RZR-WM46	PLED-BB	NO LED	120	EMERGENCY BACKUP 79 - EM79	EMERGENCY BACKUP 80 - EM80





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