

Super Star Car Wash

Use Permit Narrative

**East of the Southeast Corner of 166th
Avenue and Indian School Road
Goodyear, AZ**



VICINITY MAP N.T.S. 

Case No: P25-00109
Submitted: April 25, 2025
Resubmitted: July 25, 2025

I. Introduction

Super Star Car Wash (“Super Star”) seeks to develop this approximately 1.26-acre site (the “Site”) as an express car wash. An Aerial is attached as **Exhibit 1**. The Site is proposed to contain an approximately 4,000 square foot wash building with a state-of-the-art and high-efficiency full-service express conveyor car wash tunnel system, 3 point-of-sale express pay stations, and 17 self-served vacuum stations. See **Exhibit 2**, Site Plan. This location is anticipated to be open from 7 a.m. to 7 p.m. and have approximately three employees on Site at any one time.

As is described below, the proposal is consistent with the General Plan and surrounding area and will be an asset to the City while making good use of this underutilized Site.

II. Site, Surrounding Area, Existing Zoning & General Plan Conformance

The Site is currently vacant and is zoned PAD/C-2 (General Commercial). The Site is surrounded by vacant land to the east and RV parking to the southwest. The adjacent vacant land to the east was approved for a Filberto’s drive-through, immediately to the east of that will be a QuikTrip convenience store and gas station. To the north, across Indian School Road, is a UPS Hub Facility.

This Site is oddly shaped, constrained, and has few realistic development options. The Site is already small at 1.29 gross acres. Existing 30-foot easements along two out of three of the property lines leave a very limited developable area. Super Star is an ideal use for this small Site with their relatively small building footprint.

This proposed use is appropriate for the area, surrounding uses, and freeway proximity. The Site is designated as Business & Commerce on the General Plan. The Business & Commerce designation is designed to include community-level retail and service-oriented businesses. This proposed QT complies with the General Plan designation and is supported by the following goals and policies of the General Plan.

- **Goal GD-2.** Effectively managed and well-distributed growth that meets or exceeds the quality of existing development and addresses the needs of existing and future residents and businesses.
- **Goal ED-1.** A resilient and diversified economy.
- **Objective ED-1-1.** Encourage development to attract businesses to Goodyear that offer good wages and benefits and positively contribute to the community and economy.

This proposed Super Star will make good use of a vacant site and provide jobs and necessary services in an appropriate location that will benefit the community. A Super Star Car Wash will benefit this area and is a sustainable solution for this vacant site.

III. Use Permit Criteria

Super Star requests a Use Permit to allow their car wash. Super Star will be a compatible development in this area that meets and exceeds the requirements for a Use Permit found in Section 1-3-2 of the Goodyear Zoning Ordinance as follows.

1. The proposed Super Star will not be materially detrimental to persons residing or working in the vicinity adjacent to the property, to the neighborhood, or to the public welfare.

This proposed Super Star will be beneficial to the area and is fitting with the adjacent freeway and surrounding uses (both existing and future). Super Star will be well designed, attractive and appropriate for this commercial Site and will have no negative impacts on residential uses. The nearest home is over 500 feet from the edge of the Site and is separated by a large RV parking area. Super Star will not cause any traffic to travel through the nearby neighborhood. A Super Star is well suited for this area and will have no negative impacts to the area or public welfare. Rather, it will be an asset to the area, is less intensive than many surrounding uses, and will provide necessary services in an appropriate area.

Regarding traffic, car washes are relatively low traffic-generating use compared to other C-2 permitted uses. A large amount of car wash trips are “pass by” in nature, meaning most of the traffic visiting Super Star is already on the road. Overall, this proposed Super Star will generate approximately 49 new trips in the morning peak hour and 39 trips in the evening peak hour. A Traffic Impact Analysis is included at **Exhibit 3**.

Noise has also been considered to ensure there are no negative impacts on neighbors. Super Star has mitigated noise with site design, screening, and by locating noise producing equipment in enclosed buildings. The wash tunnel was intentionally positioned east/west (parallel to Indian School Road) and as far as possible from the nearest homes. The exit of the wash (the most noise generating portion) will be over 650 feet from the nearest home. A Noise Study has been prepared and is attached as **Exhibit 4**. The Noise Study considers that this area is impacted by the Loop 303 freeway noise, the noise of hundreds of heavy trucks from the adjacent UPS Hub, and periodic F35 jet activity from Luke Airforce Base, meaning there is already ambient noise in the area. The noise study found minimal to no changes in noise levels as a result of this proposal. Super Star studied noise at several receptor points. The points at the nearest homes and the pickleball courts to the southeast are found to have *no change in noise levels* when comparing existing ambient conditions to anticipated noise levels. Importantly, this noise study was prepared utilizing “worst-case noise level projections” meaning that every vacuum and the tunnel operating simultaneously, when in actuality the noise will be intermittent and even lower in noise level.

Overall, this proposed Super Star will be a benefit to the area, is located on an appropriate Site, and will make good use of this vacant commercial site.

2. The proposed Super Star is compatible with the uses permitted in the surrounding area.

The Site and surrounding area are zoned PAD. Super Star’s proposed use is less intense than the industrial uses north of Indian School Road, is compatible with the future commercial uses (including QuikTrip) to the east of the Site, and is compatible with the RV storage southeast of the Site. This proposed Super Star is well-designed, attractive, and will not have any negative impacts on nearby existing or future developments. Rather, Super Star’s proposed development is the exact type of development that is appropriate for this location when considering surrounding zoning, surrounding uses (future and existing), and freeway proximity.

IV. **Building and Site Design**

Super Star’s proposed development is designed as a high quality and attractive commercial development that will create employment opportunities and will be in harmony with the area. The car wash building will be approximately 4,000 square feet and has been designed with a variety of

colors and materials as well as various building heights and articulations to create an attractive presence and break up building monotony. See elevations and perspectives at **Exhibit 5**.

The Site will also be designed with ample landscaping. The large landscape setbacks on the north (along Indian School Road) and on the southeast boundary (adjacent to RV storage) will screen the site and help create an attractive presence. This proposed Super Star will be amply and attractively landscaped and will meet and/or exceed all City landscaping requirements.

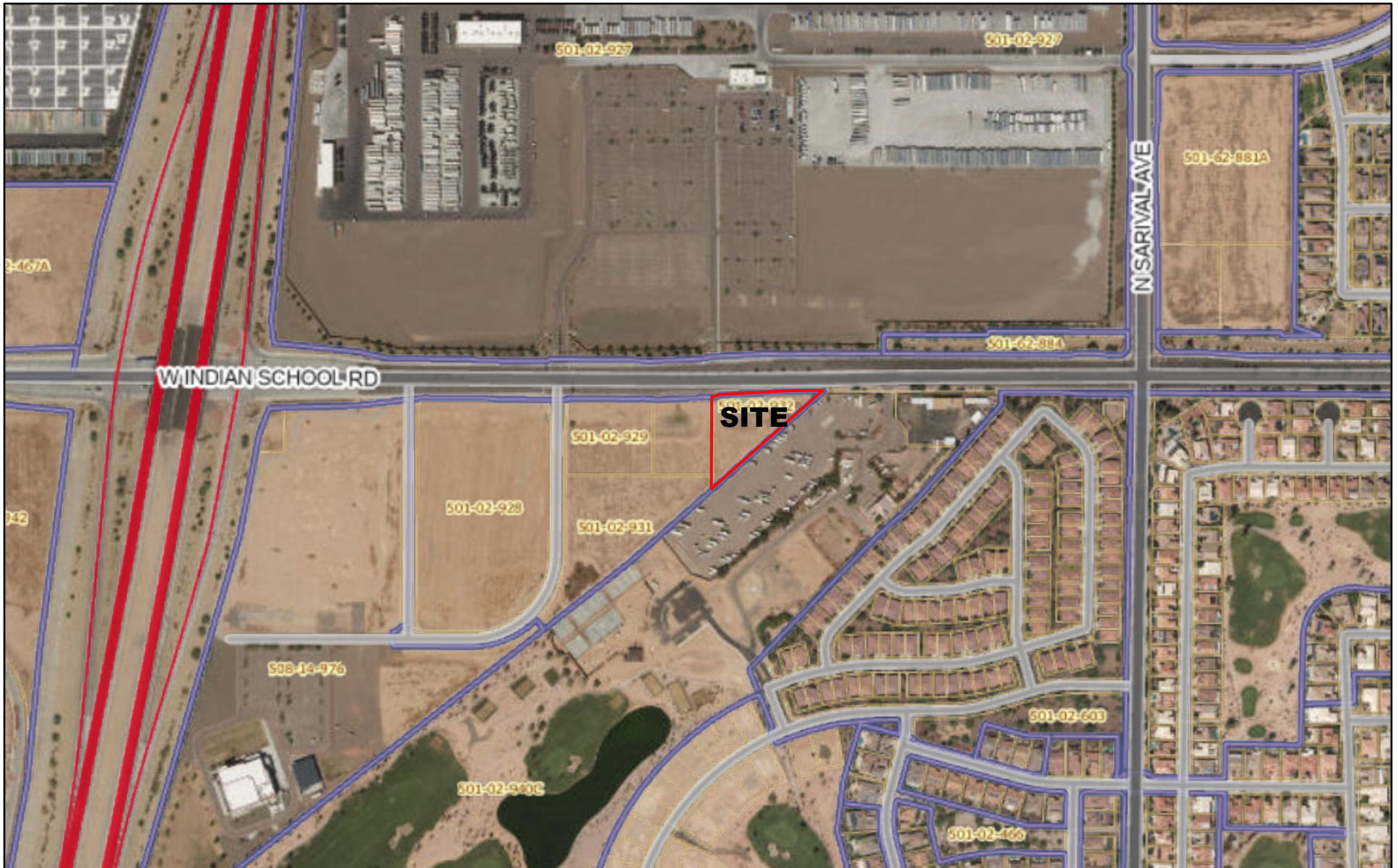
Access will be provided via a shared drive off of Indian School Road in accordance with the previously approved site plan for the Triangle (attached at **Exhibit 6**).

V. Conclusion

Super Stars's proposed development will be high-quality and suitable for the area while providing jobs and necessary goods and services. Super Star will make good use of this challenging Site and will benefit the area. We request your approval.

EXHIBIT 1

Aerial



September 25, 2024

 Override 1

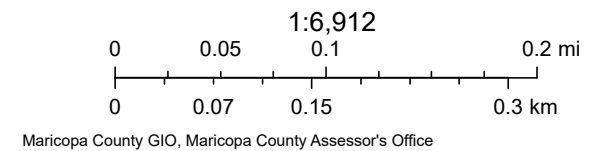
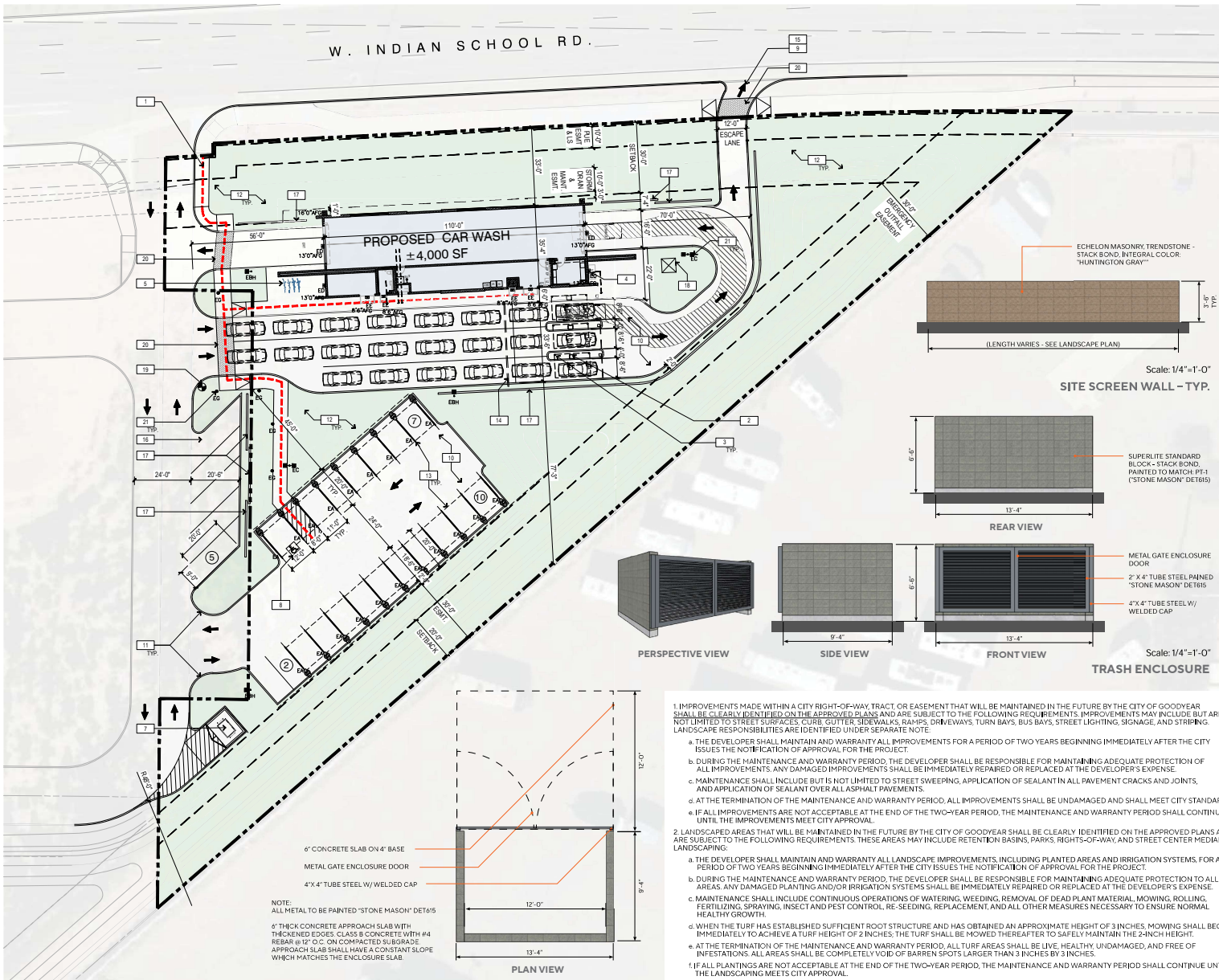


EXHIBIT 2



VICINITY MAP N.T.S.

SITE DATA TABLE	
GENERAL	
ADDRESS	SEC LOOP 303 & W. INDIAN SCHOOL ROAD, GOODYEAR AZ 85395
ZONING	PAD PLANNED AREA DEVELOPMENT) W/ APPLIED C-2 (GENERAL COMMERCIAL DISTRICT)
PROPOSED USE	AUTOMATED EXPRESS, FULL-SERVICE CAR WASH (110' CARWASH BAY / TUNNEL)
HOURS OF OPERATION	7AM - 7PM (12 HOURS)
ASSESSOR PARCEL NO.	501-02-032
SITE GROSS AREA	SELECTED PORTION ± 16,180 SF ± 1.20 AC
BUILDING GROSS AREA	± 4,000 SF
CONSTRUCTION TYPE	1A-B: FULLY SPRINKLERED
OCCUPANCY	B - BUSINESS
REQUIRED / ALLOWED	
MAX. FLOOR AREA RATIO	0.071:1 (± 4,000 SF)
MAX. LOT COVERAGE	MAX. 50%
LANDSCAPE COVERAGE	7.12% (± 4,000 SF)
MAX. STORIES	SEE LANDSCAPE PLAN
MAX. BUILDING HEIGHT	16'-0"
MIN. FRONT YARD SETBACK	30'-0"
MIN. SIDE SETBACK	30'-0"
MIN. REAR SETBACK	30'-0"
PARKING CALCULATIONS	
PARKING SPACES PROVIDED	1 SPACE (INCLUDES 1'-4" OVERHANG)
2120' REGULAR PARKING	1 SPACE (INCLUDES 1'-4" OVERHANG)
1720' ADA ACCESSIBLE VACUUM BAYS (1 VAC ACCESSIBLE)	16 SPACES (INCLUDES 1'-4" OVERHANG)
1120' REGULAR VACUUM BAYS	16 SPACES (INCLUDES 1'-4" OVERHANG)
TOTAL VACUUM BAYS	17 SPACES
BICYCLE PARKING	
REQUIRED	PROVIDED
SEC. 6-42	4 SPACES
	4 SPACES

KEY NOTES:

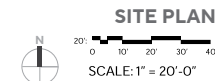
- PEDESTRIAN ACCESS (ADA COMPLIANT)
- THREE LANE QUEUE AND P.O.S. TERMINALS, TYP.
- CONCRETE PAD
- SERVICE ENTRANCE SECTION, FINAL LOCATION TO BE DETERMINED BY POWER.
- BICYCLE PARKING
- NOT USED.
- TRASH ENCLOSURE PER CITY STANDARDS
- ACCESSIBLE PARKING, SIGNAGE AND STRIPING PER CITY STANDARDS.
- VEHICLE ESCAPE LANE
- CONCRETE PAVING
- 6" CURB & GUTTER
- LANDSCAPING
- 12'-0" VACUUM STATIONS
- LPR ARCH
- RIGHT-OUT ONLY
- PROPOSED 5 DEGREE PARKING
- 3'-4" HIGH SCREEN WALL (SEE LANDSCAPE PLAN)
- TRANSFORMER
- (N) FIRE HYDRANT
- STAMPED CONCRETE OR PAVERS (SEE LANDSCAPE PLAN)
- SITE LIGHTING (SEE PHOTOMETRICS PLAN)

PREPARED BY	
AO	
144 N. ORANGE STREET, ORANGE, CA 92866	
714.639.9860	
DATE PREPARED	
2025-07-24	
JOB#	
2024-0392	
SCALE	
1" = 20'	



LOOP 303 & INDIAN SCHOOL

SEC LOOP 303 & W. INDIAN SCHOOL ROAD | GOODYEAR - AZ 85395



A1.0

Scale 1" = 20'-0"
Job No. 2024-0392
Date 2025-07-24

EXHIBIT 3



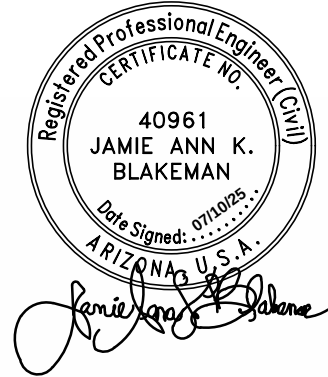
To: Chelsea Austin
Superstar Car Wash

From: Jamie Ann K. Blakeman, PE, PTOE

Job Number: 24.5727

RE: Superstar Car Wash Loop 303 & Indian School
Traffic Impact Statement

Date: July 10, 2025



INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Traffic Impact Statement for the Superstar Car Wash located on the south side of Indian School Road approximately 530 feet east of 166th Avenue in Goodyear, Arizona. See **Figure 1** for the vicinity map.

The proposed car wash development will include one (1) automated car wash tunnel with self-serve vacuum stations. Three (3) vehicle drive lanes will be provided prior to entering the car wash tunnel, totaling approximately 450 feet of on-site queuing storage. See **Attachment A** and **Figure 2** for the site plan.



Figure 1 - Vicinity Map

The objective of this Traffic Statement is to analyze the proposed development's traffic related impacts to the adjacent street network.





EXISTING CONDITIONS

The proposed site occupies parcel APN 501-92-932, zoned as Planed Area Development (PAD). See **Attachment B** for Maricopa County Assessor's parcel information.

The proposed development is bordered by Indian School Road to the north, Pebble Creek residential development and a golf course to the south and east, and vacant land to the west.

Indian School Road is an east-west roadway that provides three (3) lanes in each direction of travel separated by a raised landscape median. According to the 2035 *City of Goodyear Transportation Master Plan*, Indian School Road is classified as a major arterial – road of regional significance. According to the *City of Goodyear 2019 Arterial Traffic Count Map*, Indian School Road had an ADT of 5,475 vehicles per hour (vph) and 6,318 vph in the eastbound and westbound direction, respectively, totaling 11,793 vpd in 2019. There is a posted speed limit of 45 miles per hour.

166th Avenue is a north-south private driveway south of Indian School Road. Approximately 750 feet south of Indian School, it makes a 90 degree turn to the west and becomes Piccadilly Road. It provides one (1) lane in each direction of travel. There is a posted speed limit of 35 miles per hour.

PROPOSED DEVELOPMENT

The proposed car wash development will include one (1) automated car wash tunnel and 17 self-serve vacuum stations. Three (3) drive lanes will be provided prior to entering the car wash tunnel, totaling approximately 450 feet of on-site queuing storage.

The site will be directly accessible via two (2) access points, both along Indian School Road, located approximately 530 feet and 770 feet east of 166th Avenue, respectively.

The westmost access point will be a shared right-in right-out driveway with the property to the west of the site. It currently provides an eastbound 150-foot right turn deceleration lane along the westbound Indian School Road.

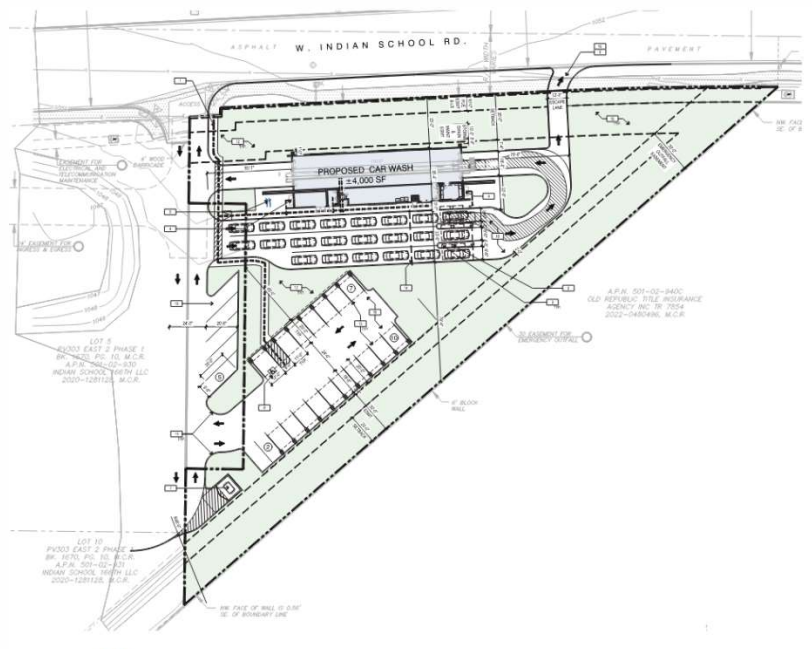


Figure 2 – Site Plan



The eastmost access will be a right-out exit only access enforced through ‘No Entry,’ ‘Exit Only,’ or equivalent signing.

Additionally, the site is accessible via two (2) full access points along 166th Avenue, approximately 320 and 620 feet south of Indian School Road, respectively. These access points are shared within The Triangle PV303 master site via cross access agreements. See **Attachment C** for the master site plan.

TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation*, 11th Edition. The ITE trip generation rates and fitted curve equations are based on studies that measure trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is the standard for the transportation engineering profession.

ITE Land Use 948 – Automated Carwash is a facility that allows for the mechanical cleaning of the exterior of vehicles. This most closely represents the proposed development. The data provided in Land Use 948 is limited to PM peak hour trip rates and formulas. AM and weekday trip rates and formulas are not provided for this land use.

ITE Land Use 949 – Car Wash and Detail Center, which is a similar land use, provides percentages of daily traffic that occurs at 15-minute intervals throughout an average weekday. Therefore, the calculated PM peak hour (using ITE Land Use 948) was correlated with the highest hourly percentages between 7:30 and 8:30 am between 4:00 and 5:00 pm (using ITE Land Use 949). This calculation was used to ultimately calculate the proposed development’s weekday and AM peak hour trips.

The total trip generation calculations are shown in **Table 1**. See **Attachment D** for detailed trip generation calculations.

Table 1 – Trip Generation

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automated Car Wash	948/949	1	Car Wash Tunnels	897*	49*	25*	24*	78	39	39

*ITE Land Use 949 – Car Wash and Detail Center Percent of Daily Traffic data utilized to determine trips

AM Peak Hour - 7:30-8:30

PM Peak Hour 4:00-5:00



The proposed development is anticipated to generate 897 weekday trips, with 49 trips occurring during the AM peak hour and 78 trips occurring during the PM peak hour.

SUMMARY

The proposed car wash development will include one (1) automated car wash tunnel and 17 self-serve vacuum stations. Three (3) drive lanes will be provided prior to entering the car wash tunnel, totaling approximately 450 feet of on-site queuing storage.

The proposed development is anticipated to generate 897 weekday trips, with 49 trips occurring during the AM peak hour and 78 trips occurring during the PM peak hour. The site will be accessible via two (2) access points, both along Indian School Road, located approximately 530 feet and 770 feet east of 166th Avenue, respectively. The westmost access point will be a shared right-in right-out driveway with the property to the west of the site. It currently provides an eastbound 150-foot right turn deceleration lane along Indian School Road. The eastmost access will be a right-out exit only access enforced through 'No Entry,' 'Exit Only,' or equivalent signing. Additionally, the site will be accessible via two (2) full access points along 166th Avenue, within The Triangle PV303 master site via cross access agreements.

As previously mentioned, the 2019 ADT along Indian School Road was 11,793 vpd. The future 897 daily trips generated by this site would represent an approximate 7.61% increase in average weekday traffic along Indian School Road is expected.

In conclusion, the additional traffic generated by the proposed development is anticipated to result in minimal traffic-related impacts to the existing roadway network and the surrounding area.



ATTACHMENT A – PROPOSED SITE PLAN

VICINITY MAP N.T.S. 

SITE DATA TABLE		
GENERAL		
ADDRESS	SEC LOOP 303 & W. INDIAN SCHOOL ROAD, GOODYEAR AZ 85395	
ZONING	PAD (PLANNED AREA DEVELOPMENT) W/ ALLOWED C-2 (GENERAL COMMERCIAL DISTRICT)	
PROPOSED USE	AUTOMATED EXPRESS, FULL-SERVICE CAR WASH (110' CARWASH BAY / TUNNEL)	
HOURS OF OPERATION	7AM - 7PM (12 HOURS)	
ASSESSOR PARCEL NO.	501-02-932	
SITE GROSS AREA	SELECTED PORTION = ± 56,185 SF / ± 1.29 AC	
BUILDING GROSS AREA	± 4,000 SF	
CONSTRUCTION TYPE	V-B / FULLY-SPRINKLERED	
OCCUPANCY	B - BUSINESS	
	REQUIRED / ALLOWED	PROVIDED
MAX. FLOOR AREA RATIO	-	0.071 : 1 (± 4,000 SF)
MAX. LOT COVERAGE	MAX. 50%	7.12% (± 4,000 SF)
LANDSCAPE COVERAGE	-	SEE LANDSCAPE PLAN
MAX. STORIES	-	1
MAX. BUILDING HEIGHT	56'-0"	30'-0"
MIN. FRONT YARD SETBACK	30'-0"	31'-0"
MIN. SIDE SETBACK	-	-
MIN. REAR SETBACK	-	-
PARKING CALCULATIONS		
PARKING SPACES PROVIDED		
9'X20' REGULAR PARKING	-	
12'X20' ADA ACCESSIBLE VACUUM BAYS (1 VAN ACCESSIBLE)	1 SPACE (INCLUDES 1'-6" OVERHANG)	
11'X20' REGULAR VACUUM BAYS	16 SPACES (INCLUDES 1'-6" OVERHANG)	
TOTAL VACUUM BAYS	17 SPACES	
PARKING	REQUIRED	PROVIDED
SEC. 6-4-2	2 SPACES	2 SPACES

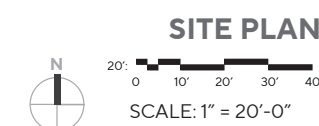
KEY NOTES:

- | | |
|----|---|
| 1 | PEDESTRIAN ACCESS (ADA COMPLIANT) |
| 2 | THREE LANE QUEUE AND P.O.S. TERMINALS, TYP. |
| 3 | CONCRETE PAD |
| 4 | SERVICE ENTRANCE SECTION, OPTION LOCATIONS WITH FINAL LOCATION TO BE DETERMINED BY POWER. |
| 5 | BICYCLE PARKING |
| 6 | NOT USED. |
| 7 | TRASH ENCLOSURE PER CITY STANDARDS |
| 8 | ACCESSIBLE PARKING, SIGNAGE AND STRIPING PER CITY STANDARDS. |
| 9 | VEHICLE ESCAPE LANE |
| 10 | CONCRETE PAVING |
| 11 | 6" CURB & GUTTER |
| 12 | LANDSCAPING |
| 13 | 12"x20" VACUUM STATIONS |
| 14 | LPR ARCH |
| 15 | RIGHT-OUT ONLY |
| 16 | PROPOSED 45 DEGREE PARKING |



LOOP 303 & INDIAN SCHOOL

SEC LOOP 303 & W. INDIAN SCHOOL ROAD | GOODYEAR - AZ 85395



A1.0

Scale 1" = 20'-0"
Job No. 2024-0392
Date 2025-03-20



ATTACHMENT B – MARICOPA COUNTY ASSESSOR

501-02-932

Land Parcel

This is a Land parcel The current owner is INDIAN SCHOOL 166TH LLC. It is located in the PV303 EAST 2 PHASE 1 subdivision, and MCR [137010](#). It was last sold on 08/01/2020 for \$2,500,000. Its current year full cash value is \$550,800.

 MAPS

 PICTOMETRY

 VIEW/PAY TAX BILL

 DEED

 OWNER

 VALUATIONS

 ADDITIONAL INFO

 MAP FERRET

 REGISTER RENTAL

 PRINT DETAILS

PROPERTY INFORMATION



MCR #	137010
Description	PV303 EAST 2 PHASE 1 MCR 1370-10 PARCEL 7
Lat/Long	
Lot Size	62,663 sq ft.
Lot #	7
High School District	AGUA FRIA UNION #216
Elementary School District	LITCHFIELD ELEMENTARY SCHOOL DISTRICT
Local Jurisdiction	GOODYEAR
S/T/R ⓘ	25 2N 2W
Market	09/018
Area/Neighborhood	
Subdivision (7 Parcels)	PV303 EAST 2 PHASE 1

OWNER INFORMATION



INDIAN SCHOOL 166TH LLC

Mailing Address	7209 E MCDONALD DR UNIT 47, SCOTTSDALE, AZ 85250
Deed Number	20201281128
Last Deed Date	12/28/2020
Sale Date	08/01/2020
Sale Price	\$2,500,000

VALUATION INFORMATION



We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our [data sales](#).

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)



Tax Year	2025	2024	2023	2022	2021
Full Cash Value ?	\$550,800	\$550,800	\$381,500	\$294,600	\$294,600
Limited Value ?	\$306,711	\$292,106	\$278,196	\$264,949	\$252,332
Legal Class	2.R	2.R	2.R	2.R	2.R
Description	AG / VACANT LAND / NON-PROFIT R/P	AG / VACANT LAND / NON-PROFIT R/P	AG / VACANT LAND / NON-PROFIT R/P	AG / VACANT LAND / NON-PROFIT R/P	AG / VACANT LAND / NON-PROFIT R/P
Assessment Ratio	15%	15%	15%	15%	15%
Assessed LPV	\$46,007	\$43,816	\$41,729	\$39,742	\$37,850
Property Use Code	0022	0022	0022	0022	0022
PU Description	Vacant Land	Vacant Land	Vacant Land	Vacant Land	Vacant Land
Tax Area Code	790809	790809	790809	790809	790809
Valuation Source	Notice	Notice	Notice	Notice	Notice

ADDITIONAL PROPERTY INFORMATION



Additional property data.

Construction Year

Weighted Construction
Year

Improvement Quality ()

Pool

Living Area

Patio(s) Covered: | Uncovered:

Exterior Wall Type

Roof Type

Bath Fixtures

Garage Stalls

Carport Stalls

MAP FERRET MAPS



Mapferret maps, also known as MapId maps, pdf maps, or output maps are now available here without having to search.

▶ [Parcel Maps \(2\)](#)

▶ [Subdivision Maps \(2\)](#)

▶ [MCR Maps \(2\)](#)

▶ [Book/Map Maps \(37\)](#)

CAUTION! USERS SHOULD INDEPENDENTLY RESEARCH AND VERIFY INFORMATION ON THIS WEBSITE BEFORE RELYING ON IT.

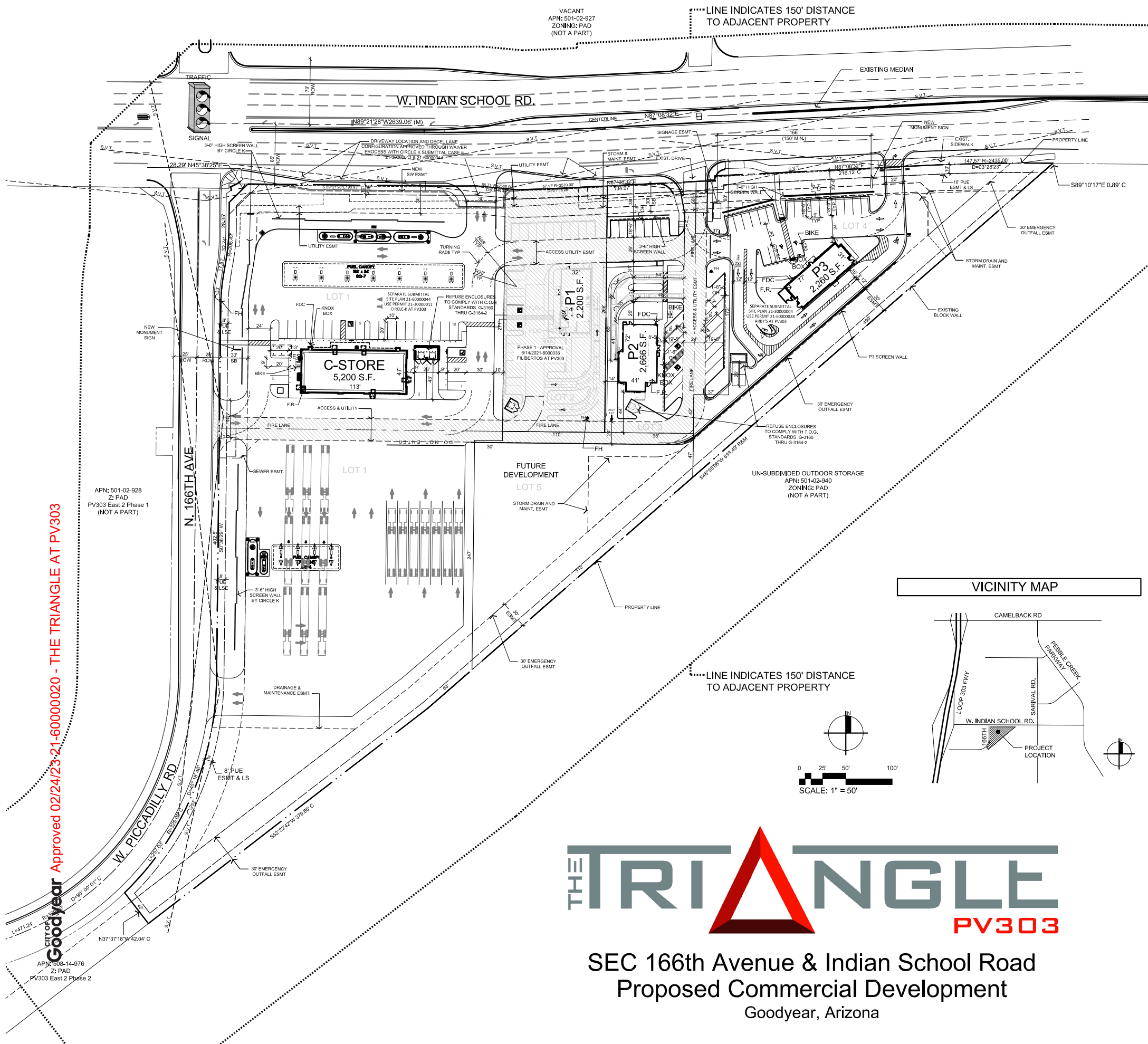
The Assessor's Office has compiled information on this website that it uses to identify, classify, and value real and personal property. Please contact the Maricopa County S.T.A.R. Center at (602) 506-3406 if you believe any information is incomplete, out of date, or incorrect so that appropriate corrections can be addressed. Please note that a statutory process is also available to correct errors pursuant to Arizona Revised Statutes 42-16254.

The Assessor does not guarantee that any information provided on this website is accurate, complete, or current. In many instances, the Assessor has gathered information from independent sources and made it available on this site, and the original information may have contained errors and omissions. Errors and omissions may also have occurred in the process of gathering, interpreting, and reporting the information. Information on the website is not updated in "real time". In addition, users are cautioned that the process used on this site to illustrate the boundaries of the adjacent parcels is not always consistent with the recorded documents for such parcels. The parcel boundaries depicted on this site are for illustrative purposes only, and the exact relationship of adjacent parcels should be independently researched and verified. The information provided on this site is not the equivalent of a title report or a real estate survey. Users should independently research, investigate and verify all information before relying on it or in the preparation of legal documents.

By using this website, you acknowledge having read the above and waive any right you may have to claim against Maricopa County, its officers, employees, and contractors arising out of my reliance on or the use of the information provided on this website.



ATTACHMENT C – MASTER SITE PLAN



CITY OF GOODYEAR SITE PLAN NOTES (EDS&PM 8.1.1.C)

- IMPROVEMENTS MADE WITHIN A CITY RIGHT-OF-WAY, TRACT, OR EASEMENT THAT WILL BE MAINTAINED IN THE FUTURE BY THE CITY OF GOODYEAR SHALL BE CLEARLY IDENTIFIED ON THE APPROVED PLANS AND ARE SUBJECT TO THE FOLLOWING REQUIREMENTS, IMPROVEMENTS MAY INCLUDE BUT ARE NOT LIMITED TO STREET SURFACES, CURB, GUTTER, SIDEWALKS, RAMP, DRIVEWAYS, TURN BAYS, BUS BAYS, STREET LIGHTING, SIGNAGE, AND STRIPING. LANDSCAPE RESPONSIBILITIES ARE IDENTIFIED UNDER SEPARATE NOTE.
- THE DEVELOPER SHALL MAINTAIN AND WARRANTY ALL IMPROVEMENTS FOR A PERIOD OF TWO YEARS BEGINNING IMMEDIATELY AFTER THE CITY ISSUES THE NOTIFICATION OF APPROVAL FOR THE PROJECT.
- DURING THE MAINTENANCE AND WARRANTY PERIOD, THE DEVELOPER SHALL BE RESPONSIBLE FOR MAINTAINING ADEQUATE PROTECTION OF ALL IMPROVEMENTS, ANY DAMAGED IMPROVEMENTS SHALL BE IMMEDIATELY REPAIRED OR REPLACED AT THE DEVELOPER'S EXPENSE.
- MAINTENANCE SHALL INCLUDE BUT IS NOT LIMITED TO STREET SWEEPING, APPLICATION OF SEALANT IN ALL PAVEMENT CRACKS AND JOINTS, AND APPLICATION OF SEALANT OVER ALL ASPHALT PAVEMENTS.
- AT THE TERMINATION OF THE MAINTENANCE AND WARRANTY PERIOD, ALL IMPROVEMENTS SHALL BE UNDAMAGED AND SHALL MEET CITY STANDARDS.
- IF ALL IMPROVEMENTS ARE NOT ACCEPTABLE AT THE END OF THE TWO-YEAR PERIOD, THE MAINTENANCE AND WARRANTY PERIOD SHALL CONTINUE UNTIL THE IMPROVEMENTS MEET CITY APPROVAL.
- LANDSCAPED AREAS THAT WILL BE MAINTAINED IN THE FUTURE BY THE CITY OF GOODYEAR SHALL BE CLEARLY IDENTIFIED ON THE APPROVED PLANS AND ARE SUBJECT TO THE FOLLOWING REQUIREMENTS, THESE AREAS MAY INCLUDE RETENTION BASINS, PARKS, RIGHTS-OF-WAY, AND STREET CENTER MEDIAN LANDSCAPING: City of Goodyear, Arizona Engineering Design Standards and Policies Manual Chapter 8 - Site Development 2017 Page 3 of 11
- THE DEVELOPER SHALL MAINTAIN AND WARRANTY ALL LANDSCAPE IMPROVEMENTS, INCLUDING PLANTED AREAS AND IRRIGATION SYSTEMS, FOR A PERIOD OF TWO YEARS BEGINNING IMMEDIATELY AFTER THE CITY ISSUES THE NOTIFICATION OF APPROVAL FOR THE PROJECT.
- DURING THE MAINTENANCE AND WARRANTY PERIOD, THE DEVELOPER SHALL BE RESPONSIBLE FOR MAINTAINING ADEQUATE PROTECTION TO ALL AREAS, ANY DAMAGED PLANTING AND/OR IRRIGATION SYSTEMS SHALL BE IMMEDIATELY REPAIRED OR REPLACED AT THE DEVELOPER'S EXPENSE.
- MAINTENANCE SHALL INCLUDE CONTINUOUS OPERATIONS OF WATERING, WEEDING, REMOVAL OF DEAD PLANT MATERIAL, MOWING, ROLLING, FERTILIZING, SPRAYING, INSECT AND PEST CONTROL, RE-SEEDING, REPLACEMENT, AND ALL OTHER MEASURES NECESSARY TO ENSURE NORMAL HEALTHY GROWTH.
- WHEN THE TURF HAS ESTABLISHED SUFFICIENT ROOT STRUCTURE AND HAS OBTAINED AN APPROXIMATE HEIGHT OF 3 INCHES, MOWING SHALL BEGIN IMMEDIATELY TO ACHIEVE A TURF HEIGHT OF 2 INCHES; THE TURF SHALL BE MOWED THEREAFTER TO SAFELY MAINTAIN THE 2-INCH HEIGHT.
- AT THE TERMINATION OF THE MAINTENANCE AND WARRANTY PERIOD, ALL TURF AREAS SHALL BE LIVE, HEALTHY, UNDAMAGED, AND FREE OF INFESTATIONS, ALL AREAS SHALL BE COMPLETELY VOID OF BARREN SPOTS LARGER THAN 3 INCHES BY 3 INCHES.
- IF ALL PLANTINGS ARE NOT ACCEPTABLE AT THE END OF THE TWO-YEAR PERIOD, THE MAINTENANCE AND WARRANTY PERIOD SHALL CONTINUE UNTIL THE LANDSCAPING MEETS CITY APPROVAL.

SITE PLAN GENERAL NOTES

- ALL DRIVE-THRU USERS WILL REQUIRE A SEPARATE USE PERMIT APPROVAL.
- THE TRIANGLE IS LOCATED WITHIN LIGHTING ZONE 2.
- THE MINIMUM FIRE HYDRANT FLOW REQUIREMENTS FOR THIS PROPOSED PROJECT WILL BE THREE THOUSAND FIVE HUNDRED (3,500) GPM FOR TWO (2) HOURS. THE WATER SUPPLY SERVING THIS AREA WILL BE REQUIRED TO SUPPORT THIS AMOUNT, PLUS THE FIRE SPRINKLER AND STANDPIPE SYSTEM DEMAND, AND BE PART OF A LOOPED SYSTEM. THE AMOUNT CAN BE INCREASED BASED ON FINAL BUILDING SIZE, STORAGE METHODS, COMMODITIES, ETC. FLOW TESTING WILL BE REQUIRED TO DEMONSTRATE MEETING THIS REQUIREMENT.
- WHEN THE SIZE OF A SINGLE BUILDING OR THE TOTAL SQUARE FOOTAGE OF MULTIPLE BUILDINGS EXCEED SIXTY-TWO THOUSAND (62,000) SQUARE FEET, A SECOND, SUFFICIENTLY SEPARATED ACCESS ROAD FOR THE DEVELOPMENT IS REQUIRED. THE ACCESS ROADS NEED TO BE SEPARATED BY A DISTANCE OF AT LEAST 1/2 OF THE DIAGONAL DISTANCE OF THE AREA SERVED. OSBORN ROAD WILL NEED TO BE COMPLETED BEFORE A CERTIFICATE OF OCCUPANCY CAN BE ISSUED ON THE BUILDING.
- FIRE HYDRANTS ARE REQUIRED TO BE PLACED SO THAT ALL EXTERIOR PORTIONS OF THE STRUCTURES ARE WITHIN FOUR HUNDRED (400) FEET HOSE LAY DISTANCE TO A FIRE HYDRANT. THE MAXIMUM DISTANCE BETWEEN HYDRANTS IS TO BE THREE HUNDRED (300) FEET. FIRE HYDRANTS WILL NEED TO BE SHOWN ON THE SITE PLAN FOR EVALUATION.
- DRIVE AISLES WHERE FIRE HYDRANTS ARE LOCATED ARE REQUIRED TO BE A MINIMUM OF TWENTY-SIX (26) FEET WIDE. PROVIDE DIMENSIONS ON THE SITE PLAN IN ORDER TO VERIFY MEETING THIS REQUIREMENT.
- FIRE APPARATUS MOVEMENT IS TO BE SHOWN ON THE SITE PLAN TO SHOW THAT FIRE APPARATUS WILL NOT IMPACT PARKED VEHICLES OR CURBING WHILE MANEUVERING. THE TURNING RADIUS IS TWENTY-EIGHT (28) FOOT INSIDE AND FORTY-EIGHT (48) FOOT OUTSIDE.
- FIRE LANES ARE REQUIRED TO BE IDENTIFIED AND PROPERLY MARKED. THE SITE PLAN WILL NEED TO IDENTIFY THE FIRE LANES AND HOW THEY ARE TO BE MARKED USING SIGNAGE OR, IF APPROVED, RED PAINTED CURBING WITH WHITE LETTERING. SIGNAGE IS TO BE INSTALLED AT THE BEGINNING AND END OF EACH FIRE LANE WITH SIGNS SPACE NOT MORE THAN ONE HUNDRED (100) FEET APART.
- ANY GATES INSTALLED ACROSS A FIRE APPARATUS ACCESS ROAD WILL REQUIRE A SEPARATE SUBMITTAL AND PERMIT. PROVIDE A NOTE ON THE SITE PLAN FOR ANY GATES. THAT SEPARATE PERMITS ARE REQUIRED. AUTOMATIC GATES WILL REQUIRE A TRAFFIC PRE-EMPTION DEVICE (OPTICON) AND A KNOX KEY SWITCH FOR EMERGENCY OPERATION AT EACH LOCATION. THE TRAFFIC PRE-EMPTION DEVICE IS TO BE LOCATED SO THAT IT CAN "SEE" THE APPROACHING FIRE APPARATUS AND SIGNAL THE GATE TO OPEN. THE KNOX KEY SWITCH IS TO BE MOUNTED ON A PEDESTAL, APPROXIMATELY SIXTY-SIX (66) INCHES ABOVE GRADE, A MINIMUM OF TEN (10) FEET FROM THE GATE, AND ON THE DRIVER'S SIDE IN ORDER FOR THE DRIVER TO OPERATE THE SWITCH WITHOUT DISMOUNTING THE FIRE APPARATUS.
- AN ELEVATION PLAN FOR THE STRUCTURE IS TO SHOW THE PROPOSED LOCATION OF THE BUILDING ADDRESS ON THE APPROACH SIDE OF THE BUILDING, ALONG WITH THE SIZE OF THE NUMBERS FOR EVALUATION. THE MINIMUM SIZE NUMBERS ARE TO BE TWELVE (12) INCHES HIGH WITH A TWO (2) INCH STROKE, MUST BE OF A CONTRASTING COLOR, AND MOUNTED HIGH ON THE BUILDING TO BE VISIBLE FROM THE STREET. BUILDINGS LOCATED FURTHER THAN SEVENTY-FIVE (75) FEET FROM STREET WILL REQUIRE LARGER NUMBERS. MULTIPLE ADDRESS LOCATIONS MAY BE REQUIRED ON SOME BUILDINGS.
- ALL BUILDINGS WILL BE REQUIRED TO HAVE AN AUTOMATIC FIRE SPRINKLER SYSTEM INSTALLED. NOTE THE FIRE SPRINKLER RISER LOCATIONS ON THE SITE PLAN IN ORDER TO EVALUATE ACCESS.
- THE SITE PLAN IS TO SHOW THE LOCATION OF THE FIRE DEPARTMENT CONNECTIONS (FDC) FOR EVALUATION. THE FDC IS TO BE LOCATED ON THE APPROACH SIDE OF THE BUILDING AND WITHIN ONE HUNDRED FIFTY (150) FEET OF A FIRE HYDRANT.
- KNOX BOXES ARE REQUIRED AT THE FRONT ENTRANCE OF ALL BUILDINGS AND AT ANY FIRE SPRINKLER RISER ROOM. KNOX BOXES WILL ALSO BE REQUIRED AT ANY DOOR TO AN INTERIOR ROOF ACCESS, ELECTRICAL ROOM, OR HAZARDOUS AREA. ADDITIONAL KNOX BOXES WILL BE REQUIRED FOR LARGE OR COMPLEX BUILDINGS.
- ALL BUILDINGS ARE REQUIRED TO BE EVALUATED FOR EMERGENCY RESPONDER RADIO COVERAGE (ERRC) INSIDE THE BUILDING. AN ERRC SYSTEM MAY BE REQUIRED FOR BUILDINGS THAT DO NOT PROVIDE MINIMUM COVERAGE, AS SHOWN BY CERTIFIED TESTING. PROVIDE A NOTE ON THE SITE PLAN THAT AN ERRC SYSTEM MAY BE REQUIRED FOR THE BUILDING AND THAT ON-SITE, CERTIFIED TESTING IS REQUIRED WHEN CONSTRUCTION HAS BEEN COMPLETED BEFORE FINAL APPROVAL FOR A CERTIFICATE OF OCCUPANCY CAN BE PROVIDED. SHOULD TESTING SHOW THAT AN ERRC IS REQUIRED, FINAL APPROVAL FOR THE CERTIFICATE OF OCCUPANCY WILL NOT BE PROVIDED UNTIL THE SYSTEM IS INSTALLED, TESTED, AND APPROVED. SEPARATE SUBMITTALS AND PERMITTING IS REQUIRED FOR AN ERRC SYSTEM.
- WHERE BUILDINGS ARE TOO LARGE TO MAINTAIN THE ONE HUNDRED FIFTY (150) FOOT HOSE LAY REQUIREMENT INSIDE A BUILDING, A CLASS 1 WET STANDPIPE SYSTEM MAY BE REQUIRED INSIDE THE BUILDING TO SUPPLEMENT INTERIOR COVERAGE TO SUPPORT SEARCH/RESCUE AND SUPPRESSION OPERATIONS. THE STANDPIPE SYSTEM IS TO BE PART OF THE AUTOMATIC FIRE SPRINKLER SYSTEM DESIGN. PROVIDE A NOTE ON THE SITE PLAN THAT CLASS 1 STANDPIPES, THAT ARE PART OF THE AUTOMATIC FIRE SPRINKLER SYSTEM, MAY BE REQUIRED TO BE INSTALLED INSIDE THE BUILDING.

PROJECT DATA

PROJECT TEAM		ARCHITECT:
DEVELOPER:	INDIAN SCHOOL 166TH LLC, 7209 E. McDONALD DR., UNIT 47, SCOTTSDALE, ARIZONA 85250, PH: 602-390-6838, CONTACT: T.A. SHOVER, EMAIL: Tashover@cox.net	BUTLER DESIGN GROUP, 5017 E WASHINGTON ST., SUITE 107, PHOENIX, AZ 85034, PH: 602-957-1800, CONTACT: RICK BUTLER, E-MAIL: RButler@butlerdesigngroup.com
LANDSCAPE:	ASSOCIATES 67 E. WELDON AVE., SUITE 230, PHOENIX, ARIZONA 85012, PH: (602) 840-7771, CONTACT: HARDY LASKIN, E-MAIL: Laskin@laskindesign.com	CIVIL: ATWELL, LLC, 4700 E. SOUTHERN AVENUE, MESA, ARIZONA 85205, PH: 480-218-8831, CONTACT: CASEY PENNINGTON, E-MAIL: cpennington@atwell-group.com

QUARTER SECTIONS:
A PORTION OF THE NORTH HALF OF SECTION 25, TOWNSHIP 2 NORTH, RANGE 2 WEST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN CITY OF GOODYEAR, MARICOPA COUNTY, ARIZONA.

BENCHMARK
CITY OF GOODYEAR BRASS CAP, IN MANHOLE LOCATED AT THE INTERSECTION OF SARIVAL AVENUE AND CAMELBACK ROAD, ALSO BEING THE NORTHEAST CORNER OF SECTION 24, T2N, R2W, CITY OF GOODYEAR BM63703, ELEVATION= 1062.85 FEET NAVD 88 DATUM (HEI), ELEVATION= 1061.12 FEET NAVD 29 DATUM (HEI), SECONDARY BENCHMARK: CITY OF GOODYEAR BRASS CAP IN MANHOLE LOCATED AT THE INTERSECTION OF INDIAN SCHOOL ROAD AND COTTON LANE, ALSO BEING THE NORTHEAST CORNER OF SECTION 24, T2N, R2W, CITY OF GOODYEAR BM63704, ELEVATION= 1066.99 FEET NAVD 88 DATUM

SITE DATA		PV 303 PAD
ZONING:	501-02-929, 501-02-930, 501-02-931, 501-02-932	0022
APN(s):		25
PUC:		2W
SECTION:		2
TOWNSHIP:		2
RANGE:		2
LIGHTING ZONE:		2
TOTAL NET SITE AREA:		341,879 S.F. (7.8 AC.)

BUILDING DATA		16,934 S.F.
TOTAL BUILDING AREA:		16,934 S.F. / 341,879 S.F. = 5%
COVERAGE (50% MAX):		56'-0" FT
MAX. BUILDING HEIGHT:		

PARKING DATA		17 SPACES
RETAIL (C-STORE): 1 SPACE PER 300 SF (5,200/300)		17 SPACES
RESTAURANT: 1 PER 50 SF/INDOOR DINING, (7,126/35/50)		49 SPACES
RESTAURANT: 1 PER 150 SF/KITCHEN/SERV., (7,126/155/150)		31 SPACES

TOTAL PARKING REQUIRED:	97 SPACES
TOTAL PARKING PROVIDED:	98 SPACES

ADA PARKING REQUIRED:	4 SPACES
ADA PARKING PROVIDED:	9 SPACES
BICYCLE PARKING REQUIRED:	11 SPACES
BICYCLE PARKING PROVIDED:	11 SPACES

SITE ABBREVIATIONS		SITE LEGEND	
AC = ACRE		FH = FIRE HYDRANT	
AVG. = AVERAGE		FDC = FIRE DEPARTMENT CONNECTION	
BIKE = BIKE PARKING			
CONC. = CONCRETE			
DO = DECOMPOSED GRANITE			
D.L.D. = DRIVE IN DOOR			
DS = DOWN SPOUT			
D.W. = DRIVE WAY			
FDC = FIRE DEPARTMENT CONNECTION			
FS = FIRE HYDRANT			
FS = FIRE LANE SIGNAGE 100' MAX			
H. = HIGH			
LN. = LINE			
LS = LANDSCAPE			
LS / RTN. = LANDSCAPE AND RETENTION			
O.H. = OVERHANG (PARKING)			
O.H.D. = OVERHEAD DOOR			
MIN. = MINIMUM			
ROW = RIGHT OF WAY			
RTN. = RETENTION			
S.F. = SQUARE FEET			
SP = SPACE			
SW = SIDEWALK			
TYP. = TYPICAL			
V.T. = VISIBILITY TRIANGLE			
W. = WITH			
W.L. = WATER LINE			
W.L.E. = WATER LINE EASEMENT			
WP = WALL PACK			
XFRM = TRANSFORMER			

SITE LEGEND	
---	PROPERTY / RIGHT OF WAY (ROW) LINE
---	PUE EASEMENT
---	DEVELOPMENT EASEMENTS
---	LANDSCAPE SETBACK
---	ROAD CENTERLINE
---	150' ADJACENT PROPERTY DISTANCE
---	PHASE 1 - APPROVAL
---	6/14/2021 - 6/000036 FILBERTOS AT PV303
---	SEPARATE SUBMITTALS:
---	• SITE PLAN 21-6000044
---	• USE PERMIT 21-3000011 CIRCLE-K AT PV303
---	• SEPARATE SUBMITTAL- SITE PLAN 21-3000004
---	• USE PERMIT 21-6000028 ARBY'S AT PV303

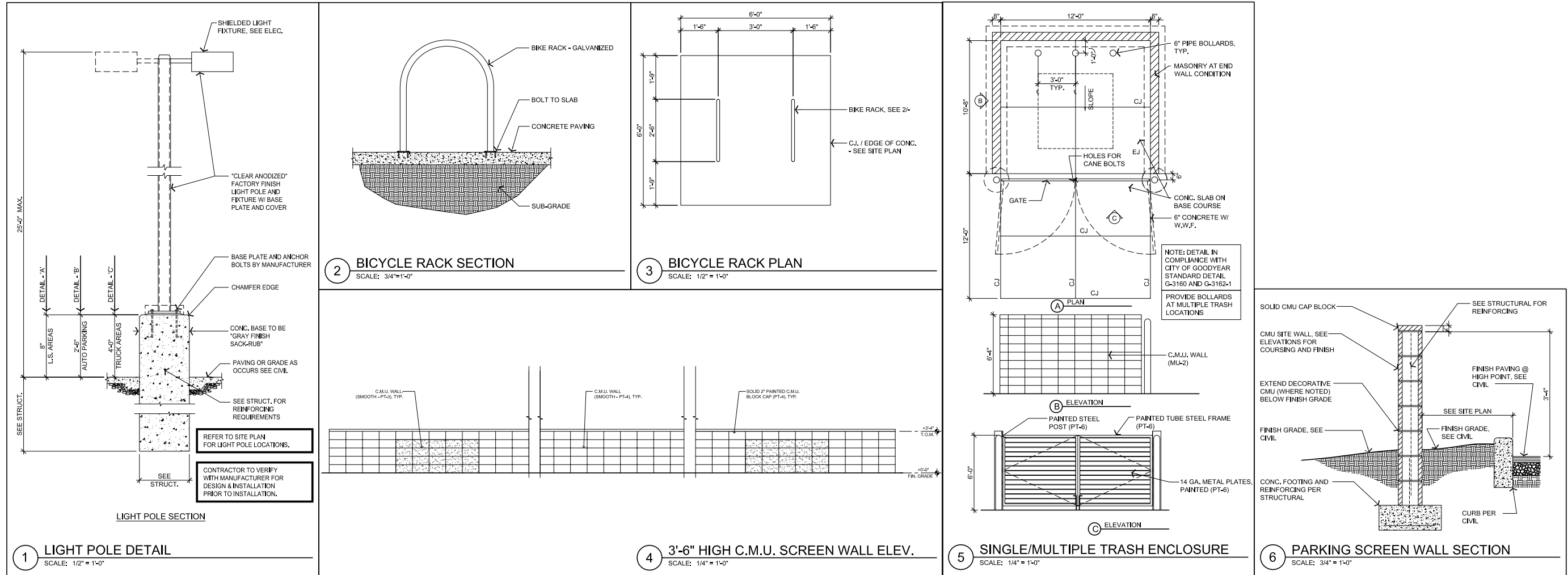
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19123-ST20	



Butler Design Group, Inc.
architects & planners



SEC 166th Avenue & Indian School Road
Proposed Commercial Development
Goodyear, Arizona



THE TRIANGLE
PV303
SEC 166th Avenue & Indian School Road
Proposed Commercial Development
Goodyear, Arizona



ATTACHMENT D – TRIP GENERATION



Trip Generation Calculations (11th Edition)

948Automated Car Wash																					
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Automated Car Wash	948	1	Car Wash Tunnels	N/A	N/A	N/A	N/A	N/A	N/A	77.50	50%	50%	N/A	N/A	N/A	N/A	N/A	N/A	78	39	39
Automated Car Wash	948	1	Car Wash Tunnels	N/A	N/A	N/A	N/A	N/A	N/A	50.00	50%	50%	N/A	N/A	N/A	N/A	N/A	N/A	50	25	25
Automated Car Wash	948	1	Car Wash Tunnels	N/A	N/A	N/A	N/A	N/A	N/A	104.50	50%	50%	N/A	N/A	N/A	N/A	N/A	N/A	105	53	52
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Automated Car Wash	948	1	Car Wash Tunnels	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Average

Minimum

Maximum

Equation

Automated Car Wash	Standard Deviation		N/A		N/A		33.07	
	Number of Studies		N/A		N/A		3	
	Average Size		N/A		N/A		1	
	R ²		N/A		N/A		N/A	

ITE Trip Generation Manual (11th Edition)										
Appendix A										
ITE Land Use 949			ITE Land Use 949			ITE Land Use 949				
PM Time	Percent		AM Time	Percent		PM Time	Percent			
Percent of Daily Traffic During 60-Minute Period Beginning at Displayed Time	4:00	8.7	7:00	3.3		4:00	8.7			
	4:15	7.8	7:15	4.2		4:15	7.8			
	4:30	7.9	7:30	5.2		4:30	7.9			
	4:45	7.2	7:45	5.5		4:45	7.2			
	5:00	7.2	8:00	5.5		5:00	7.2			
	5:15	7.6	8:15	5.4		5:15	7.6			
	5:30	8.1	8:30	5.6		5:30	8.1			
	5:45	8.6	8:45	6.1		5:45	8.6			
	MAX		8.7%	MAX		6.10%				
Weekday			AM Peak Hour			PM Peak Hour				
Total	In	Out	Total	In	Out	Total	In	Out		
Proposed Development	897	449	448	49	25	24	78	39	39	Average
	575	288	287	32	16	16	50	25	25	Minimum
	1207	604	603	66	33	33	105	53	52	Maximum

EXHIBIT 4

April 24, 2025

Ms. Chelsea Austin
SSCW Companies
960 W. Behrend Drive, Suite 1
Phoenix, AZ 85027

**Subject: SuperStar Express Car Wash at Loop 303 & Indian School – Noise Impact Study –
City of Goodyear, AZ**

Dear Ms. Austin:

MD Acoustics, LLC (MD) has completed a noise assessment for the proposed SuperStar Express Car Wash located near the southeast corner of Arizona State Route 303 and Indian School Road in the City of Goodyear, AZ. This assessment reviews the projected car wash operational noise levels and compares them to the City's noise ordinance. The project proposes a 113-foot car wash tunnel with 17 covered vacuum bays. For your convenience, a noise fundamentals section is provided in Appendix A to explain noise-related terms.

1.0 Assessment Overview

This assessment evaluates the projections of operational noise and compares them to the City's noise ordinance for informational purposes. The project location map is located in Exhibit A. The site plan utilized for the project is indicated in Exhibit B. The project site is zoned as single family residential. Land uses surrounding the site include general commercial to the north, vacant land to the west and south, and single family residential to the southeast and east. The nearest residences are approximately 490 feet to the southwest of the site.

2.0 Local Acoustical Requirements

The City of Goodyear provides its noise regulations within Chapters 9 and 11 of the Municipal Code. The General Plan states in Standard 42 that land uses that create significant noise shall not extend beyond property lines.

Article 9-1 FREEWAY DEVELOPMENT OVERLAY DISTRICT

9-1-2 Applicability.

All residential development and other noise sensitive land uses located within five hundred (500) feet of Freeway alignments shall comply with the provisions of this Overlay District. Noise sensitive land uses shall include schools, places of worship, childcare facilities, hospitals, nursing homes, libraries, and similar facilities, as determined by the Zoning Administrator, or his or her designee. Abatement measures are generally not required for new commercial and industrial developments. Abatement measures are generally required only with respect to structures designed for human occupancy within the specified distance from the Freeway right-of-way boundaries.

9-1-3 Sound Attenuation Plan.

A. 2. The sound attenuation plan shall include the proposed attenuation measures needed to reasonably predict that the projected exterior noise levels on the property at ground level shall not exceed the (Leq) sixty-seven (67) dBA noise level.

These regulations do not apply to the project but can be used as a point of reference for noise-sensitive uses and their limits.

Chapter 11 OFFENSES

11-1-8 Noise.

Operation of construction or landscaping equipment. It shall be unlawful for any person to operate equipment or perform any outside construction, landscaping, or repair work on residences, buildings, structures, or projects or to operate any pile driver, power shovel, electric-, battery-, or gasoline-powered blower, hedge, or tree trimming equipment, pneumatic hammer, derrick, power hoist or any other construction or landscaping type device within a residential zoning district, or within 500 feet of a residential zoning district, except within the time periods specified herein, unless a permit has been obtained beforehand from the City Manager or his or her authorized representative.

(E) Construction and landscaping start/stop times.

(1) Concrete. From April 15th to October 15th inclusive, concrete may be poured each day between the hours of 5:00 a.m. and 7:00 p.m. or at such times as authorized by permit. From October 16th to April 14th inclusive, concrete may be poured each day between the hours of 6:00 a.m. to 7:00 p.m. or at such times as authorized by permit.

(2) All other construction, landscaping, or repair work activities in residential zoning districts or within 500 feet of a residential zoning district. . From April 15th to October 15th inclusive, construction, landscaping, or repair work shall not begin prior to 6:00 a.m. and must stop by 7:00 p.m. each day in or within 500 feet of a residential zoning district or at such times as authorized by permit. From October 16th to April 14th inclusive, all other construction, landscaping, or repair work shall not begin prior to 7:00 a.m. and must stop by 7:00 p.m. each day in or within 500 feet of a residential zoning district or at such times as authorized by permit.

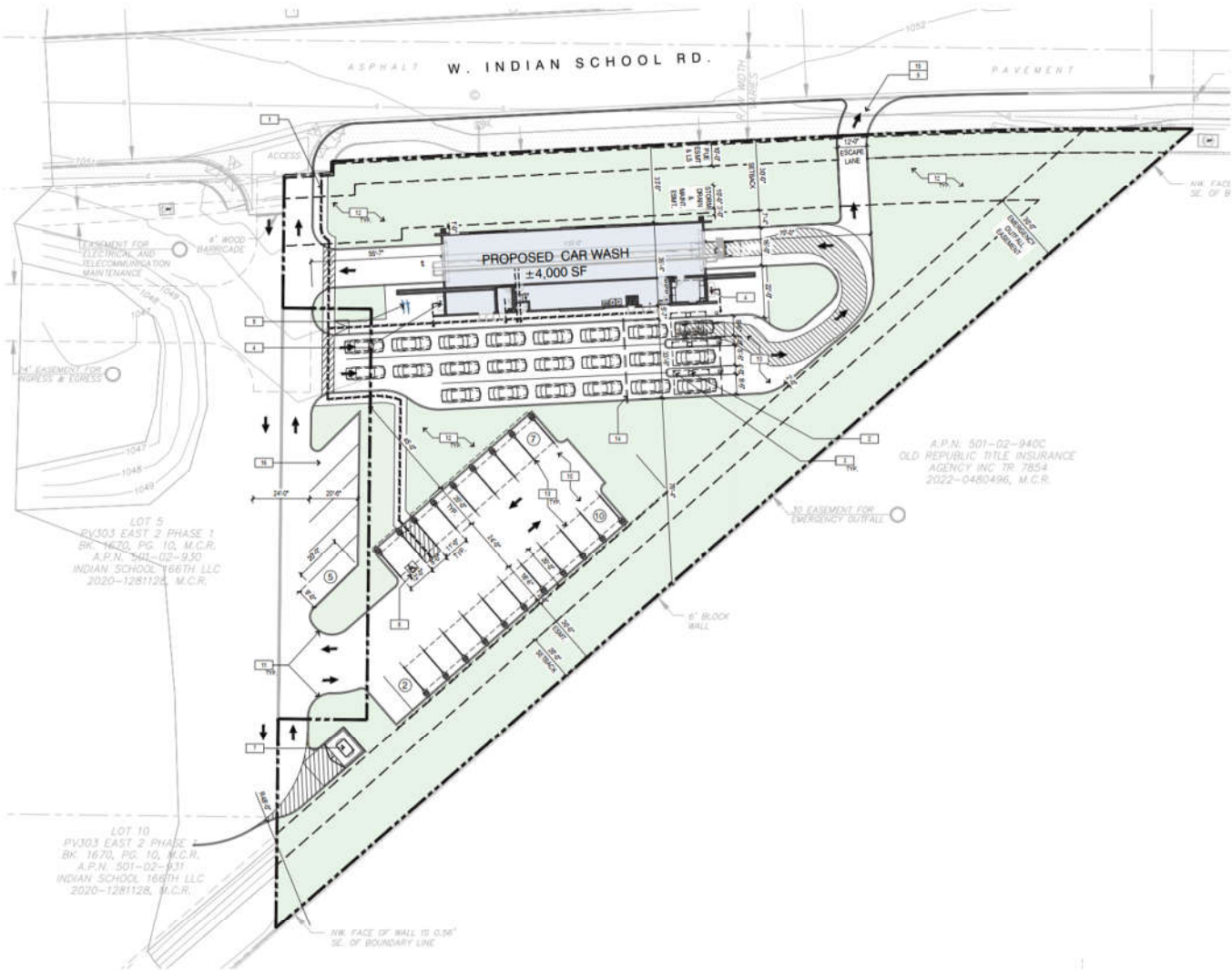
(3) Commercial and industrial zoning districts. Construction and repair work in commercial and industrial zoning districts not within 500 feet of a residential zoning district may be conducted seven days a week, 24 hours a day at any time of the year.

(F) Weekends and holidays. Notwithstanding the foregoing, construction, landscaping, or repair work within a residential zoning district, or within 500 feet of a residential zoning district, shall not begin prior to 7:00 a.m. and must stop by 7:00 p.m. on any Saturday, Sunday or a legally recognized city holiday, unless such other times are authorized by permit.

Exhibit A
Location Map



Exhibit B
Site Plan

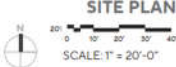


SITE DATA TABLE		
GENERAL		
ADDRESS	SEC LOOP 303 & W. INDIAN SCHOOL ROAD, GOODYEAR, AZ 85395	
ZONING	P40 (PLANNED AREA DEVELOPMENT) (H) APPLICABLE (H) (GENERAL COMMERCIAL DISTRICT)	
PROPOSED USE	AUTOMATED EXPRESS FULL SERVICE CAR WASH (STY CARWASH NOT PLANNED)	
PRELIMINARY DEVELOPER	1001 TRISTE (H) (H) (H)	
ADJACENT PARCEL NO.	881 00 000	
SITE CROSS AREA	SULFATED PORTION ± 0.36 AC (STY 1.39 AC)	
BUILDING CROSS AREA	± 4,000 SF	
CONSTRUCTION TYPE	S & T FULLY SPRINKLERED	
OCCUPANCY	B - BUSINESS	
REQUIRED/ALLOWED		
DATA FLOOR AREA RATIO	-	PROVIDED
DATA LOT COVERAGE	DATA 80%	LEFT 11.8 AC (STY 11.8 AC)
LANDSCAPE COVERAGE	-	11.8 AC (STY 11.8 AC)
DATA STORES	-	1
DATA BUILDING HEIGHT	30'0"	30'0"
DATA FRONT YARD SETBACK	30'0"	30'0"
DATA SIDE SETBACK	-	-
DATA REAR SETBACK	-	-
PARKING CALCULATIONS		
PARKING SPACES PROVIDED	-	1 SPACE (INCLUDES 1"4" OVERHANG)
EXISTING REGULAR PARKING	-	1 SPACE (INCLUDES 1"4" OVERHANG)
TOTAL REGULAR PARKING	-	1 SPACE (INCLUDES 1"4" OVERHANG)
TOTAL REGULAR PARKING	-	1 SPACE (INCLUDES 1"4" OVERHANG)
TOTAL REGULAR PARKING	-	1 SPACE (INCLUDES 1"4" OVERHANG)
PARKING	REQUIRED	PROVIDED
SEC. 8-4	2 SPACES	2 SPACES

- KEY NOTES:
- 1. PEDESTRIAN ACCESS (ADA COMPLIANT)
 - 2. THREE LANE QUEUE AND P.O.S. TERMINALS, TYP.
 - 3. CONCRETE PAD
 - 4. SERVICE ENTRANCE SECTION, OPTION LOCATIONS WITH FINAL LOCATION TO BE DETERMINED BY POWER.
 - 5. BICYCLE PARKING
 - 6. NOT USED.
 - 7. TRASH ENCLOSURE PER CITY STANDARDS
 - 8. ACCESSIBLE PARKING, SIGNAGE AND STRIPING PER CITY STANDARDS
 - 9. VEHICLE ESCAPE LANE
 - 10. CONCRETE PAVING
 - 11. 6" CURB & GUTTER
 - 12. LANDSCAPING
 - 13. 12"00" VACUUM STATIONS
 - 14. LPR ARCH
 - 15. RIGHT-OUT ONLY
 - 16. PROPOSED AS DEGREE PARKING



LOOP 303 & INDIAN SCHOOL
SEC LOOP 303 & W. INDIAN SCHOOL ROAD | GOODYEAR - AZ 85395



A1.0

3.0 Study Method and Procedure

SoundPLAN Acoustic Model

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP is capable of evaluating multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (vacuums, vacuum turbine motors, and car wash blowers at the exit). The model assumes that the car wash tunnel and equipment building is approximately 4,000 square feet. The tunnel is approximately 113 feet long with a 12-foot-tall by 16-foot-wide exit and entrance opening.

The blowers (an IDC Black Widow blower system or equivalent) were modeled at 10 feet high as point sources. The blowers will be located approximately 5 to 10 feet inside the exit of the tunnel. The reference equipment sound level data is provided in Appendix C.

The SP model assumes a total of 17 vacuums and the dryer system are operating simultaneously (worst-case scenario) when in actuality the noise will be intermittent and lower in noise level. The reference vacuum equipment sound level data is provided in Appendix C.

All other noise-producing equipment (e.g., compressors, pumps) will be housed within mechanical equipment rooms.

4.0 Findings and Recommendations

Existing Exterior Noise

Three (3) 15-minute ambient noise measurements were conducted at the project site on November 5th, 2024. The sound level meter measured the 15-minute Leq, Lmin, Lmax, and other statistical data (e.g., L2, L8...). The noise measurement was taken to determine the existing ambient noise levels. Noise data indicates that traffic along Indian School Road is the primary source of noise impacting the site and the adjacent uses. This assessment utilizes the ambient noise data as a basis and compares project operational levels to said data.

The results of the short-term noise data are presented in Table 1.

Table 1: Short-Term Noise Measurement Data (dBA)¹

Location	Start Time	Stop Time	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
NM1	1:34 PM	1:49 PM	55.1	59.7	49.2	58.6	57.5	56.1	54.7	51.6
NM2	1:52 PM	2:07 PM	68.9	86.6	46.8	78.9	73.5	64.4	58.9	50.8
NM3	2:12 PM	2:27 PM	61.6	81.5	51.0	66.8	63.0	60.2	57.2	53.5
Notes:										
1. Short-term noise monitoring locations are illustrated in Appendix B.										

Noise data indicates the ambient noise level is at 55 to 69 dBA Leq near the project site and surrounding area. Additional field notes and photographs are provided in Appendix B.

For this evaluation, MD has compared the project's projected noise levels to the minimum existing ambient level near the residential properties.

Future Exterior Noise

Sensitive receptors affected by the project operational noise include residences to the southeast and east. A total of three (3) receptors were modeled to accurately evaluate the future operational noise levels at the sensitive receptors. A yellow dot denotes a receptor. R1, R2, and R3 represent the noise level at the residential uses to the southeast of the project site. R4 and R5 represent the future commercial properties.

Table 2 presents the measured ambient noise level, the project's noise level, and the combined project plus ambient noise level condition. Ambient noise levels were determined by noise measurement. See Appendix D for SoundPLAN inputs and outputs.

Table 2: Worst-Case Predicted Operational Noise Levels (dBA)¹

Receptor ¹	Existing Ambient Noise Level (dBA, Leq) ²	Project Noise Level (dBA, Leq) ³	Total Combined Noise Level (dBA, Leq)	Change in Noise Level as Result of Project
1	55	37	55	0
2	55	34	55	0
3	55	34	55	0
4	62	65	67	5
5	62	57	63	1
Notes: ¹ Receptors 1 and 2 represent residential properties. Receptor 3 represents a pickleball court. Receptor 4 represents the future commercial property line. Receptor 5 represents the future drive thru. ² See Appendix B for the ambient noise measurement. ³ See Exhibit C for the operational noise level projections at said receptors.				

Exhibit C shows the future noise level projections and contours based on the proposed project design. The model indicates that the project-only noise level will be up to 37 dBA Leq at the residential receptors. The project plus ambient noise level is projected to be up to 55 dBA Leq at the residential receptors. The project will not increase the existing ambient noise level at the residential uses. The adjacent commercial properties will be up to 65 dBA Leq.

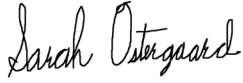
The noise code doesn't have a specific standard for residential uses, but the traffic noise standard of 67 dBA Leq will be used as a guide. The combined noise level at the residential receptor is below this benchmark and, thus, will not be significant.

Increasing the height of the existing property line wall will not have a significant effect on the overall noise levels. See Appendix D.

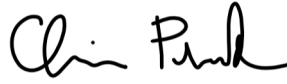
5.0 Conclusions

MD is pleased to provide this noise review for the SuperStar Express Car Wash project. If you have any questions regarding this analysis, please call our office at (602) 774-1950.

Sincerely,
MD Acoustics, LLC

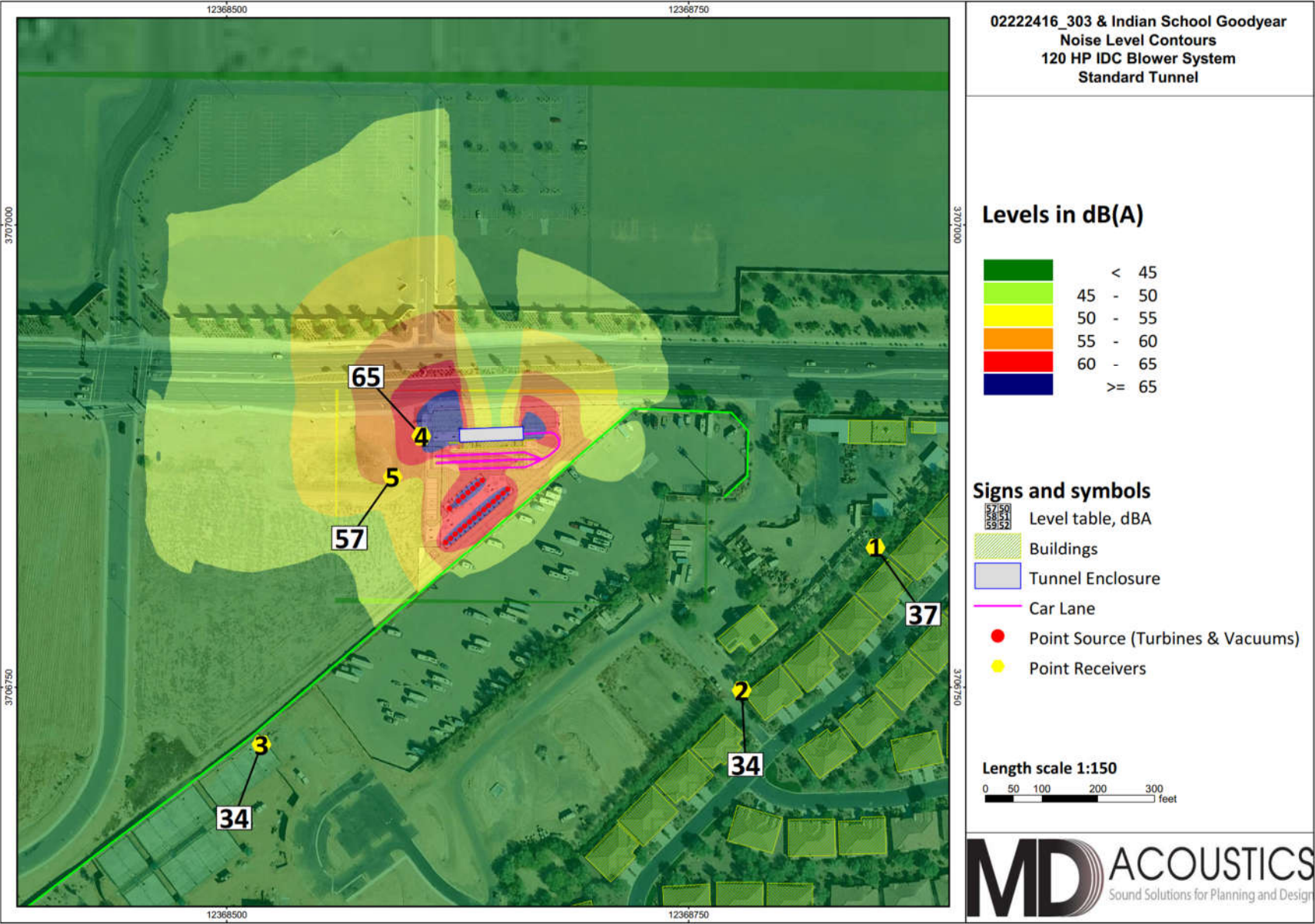


Sarah Ostergaard, INCE-USA
Acoustical Consultant



Claire Pincock, INCE-USA
Sr. Acoustical Consultant

Exhibit C
Operational Noise Levels



Appendix A

Fundamentals of Noise

1 Sound, Noise and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic, or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

2 Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

3 Sound Pressure Levels and Decibels

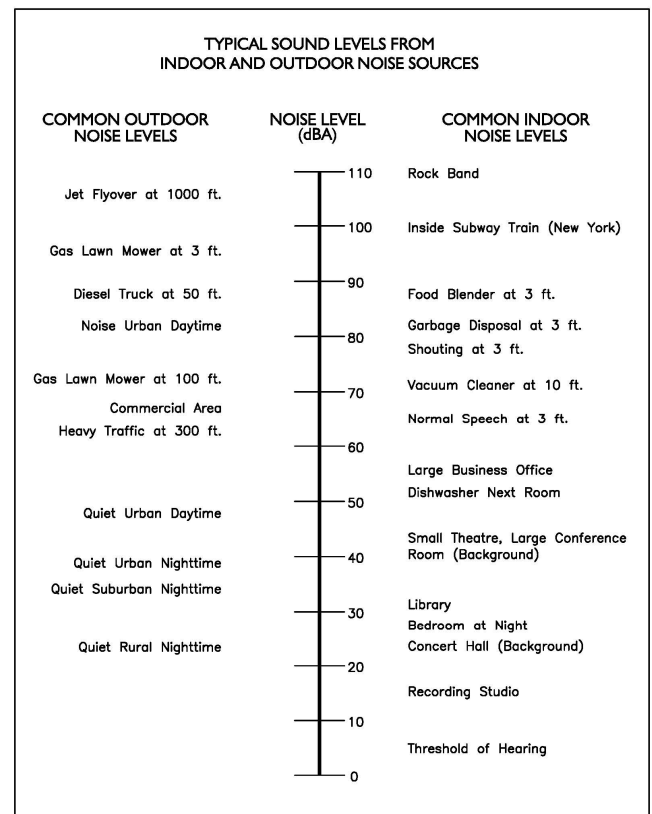
The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m²), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB. Exhibit C illustrates reference sound levels for different noise sources.

4 Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

5 Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.



6 Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly L50, L90 and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

7 Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity and turbulence can further impact how far sound can travel.

Appendix B
Field Sheet

15-Minute Continuous Noise Measurement Datasheet - NM-1, NM-2, NM-3

Project Name: 303 & Indian School
Project: #/Name: 0222-2024-016
Site Address/Location: Loop 303 & Indian School Rd
Date: 11/05/2024
Field Tech/Engineer:

Site Observations:

Measurement one was taken approximately 140 feet from the pickleball courts and 47 feet from the road. Pickleball playing could be heard at this location. Location 2 is approximately 116 feet from W Indian School Road. Several Jets flew over during the measurement. Location 3 was taken 124 feet from W Indian School Rd. Indian school road was the main source of noise.

Sound Meter: XL2, NTI **SN:** A2A-16164-E0
Settings: A-weighted, slow, 1-sec, 15-minute interval
Site Id: NM-1, NM-2, NM-3



15-Minute Continuous Noise Measurement Datasheet - Cont. - NM-1, NM-2, NM-3

Project Name: 303 & Indian School

Calibrator:

Site Address/Location: Loop 303 & Indian School Rd

Cal Check: Pre-test:

Post Test:

Site Id: NM-1, NM-2, NM-3

Figure 1: NM-1



Figure 2: NM-2



Figure 3: NM-3

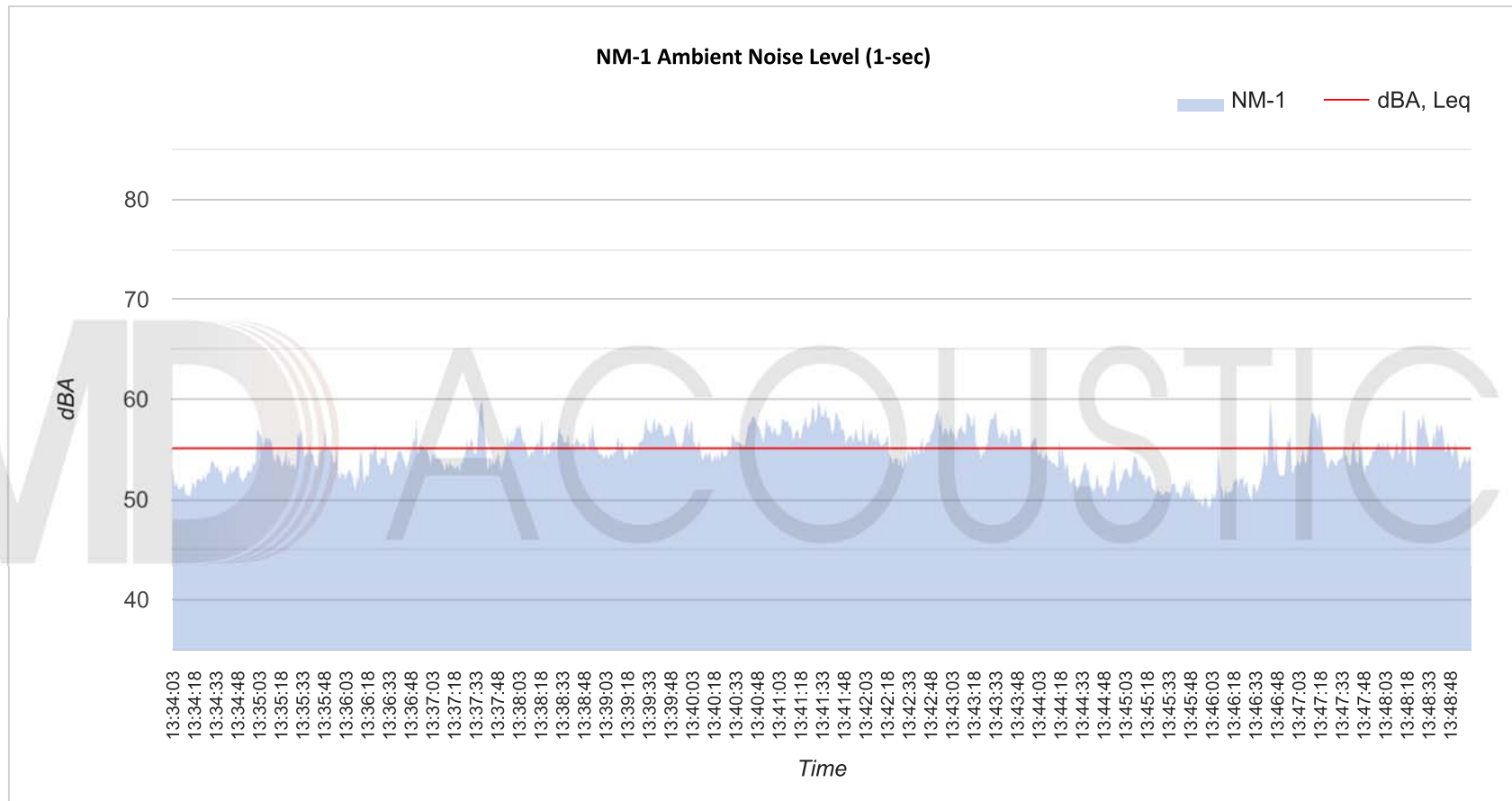


Table 1: Baseline Noise Measurement Summary

Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
NM-1	1:34 PM	1:49 PM	55.1	59.7	49.2	58.6	57.5	56.1	54.7	51.6
NM-2	1:52 PM	2:07 PM	68.9	86.6	46.8	78.9	73.5	64.4	58.9	50.8
NM-3	2:12 PM	2:27 PM	61.6	81.5	51.0	66.8	63	60.2	57.2	53.5

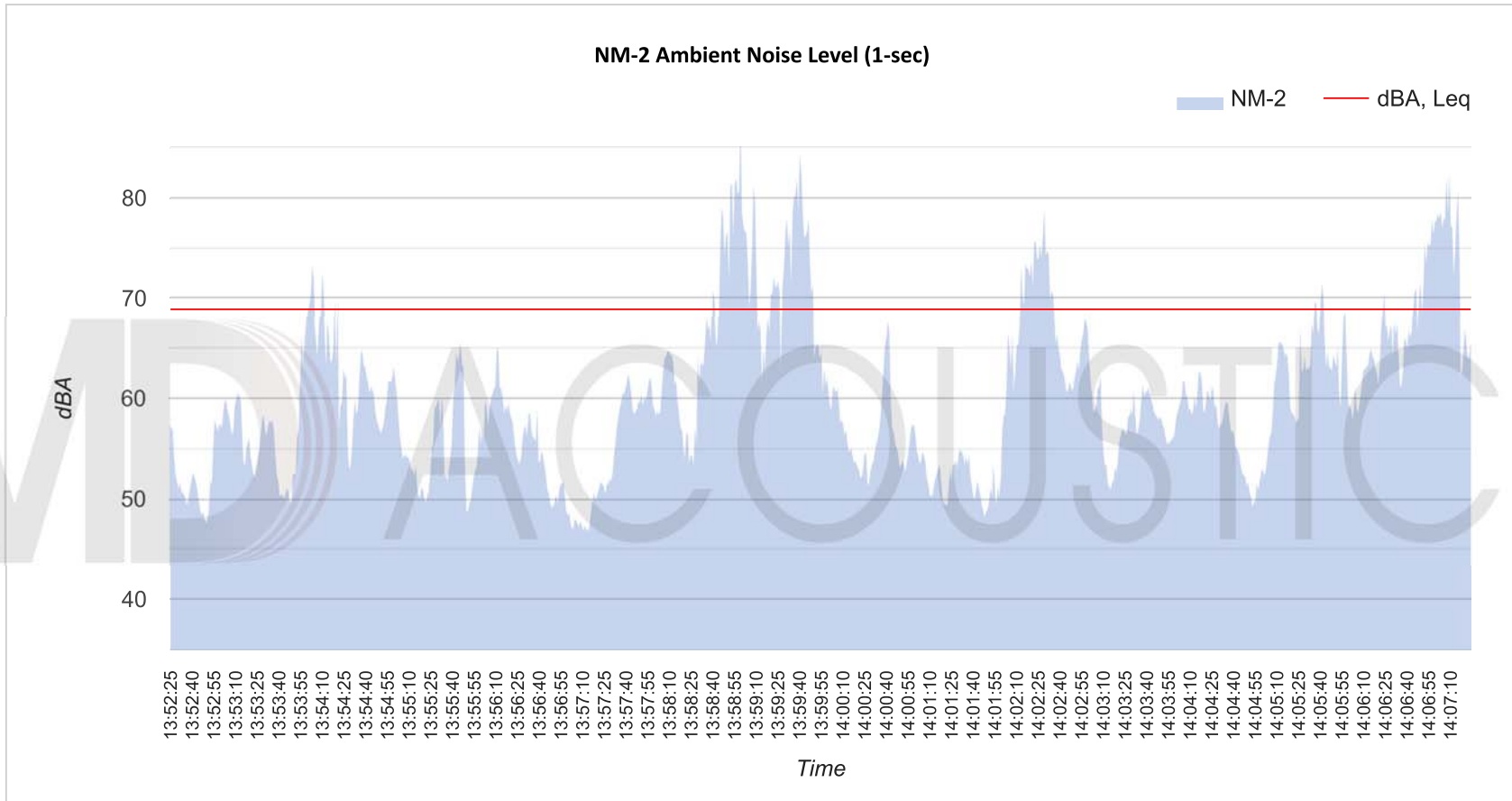
15-Minute Continuous Noise Measurement Datasheet - Cont. - NM-1

Project Name:	303 & Indian School	Site Topo:	Flat	Noise Source(s) w/ Distance:
Site Address/Location:	Loop 303 & Indian School Rd	Meteorological Cond.:	Clear Skies, 80degrees	Approximately 140feet from Pickleball Courts
Site Id:	NM-1	Ground Type:	soft	



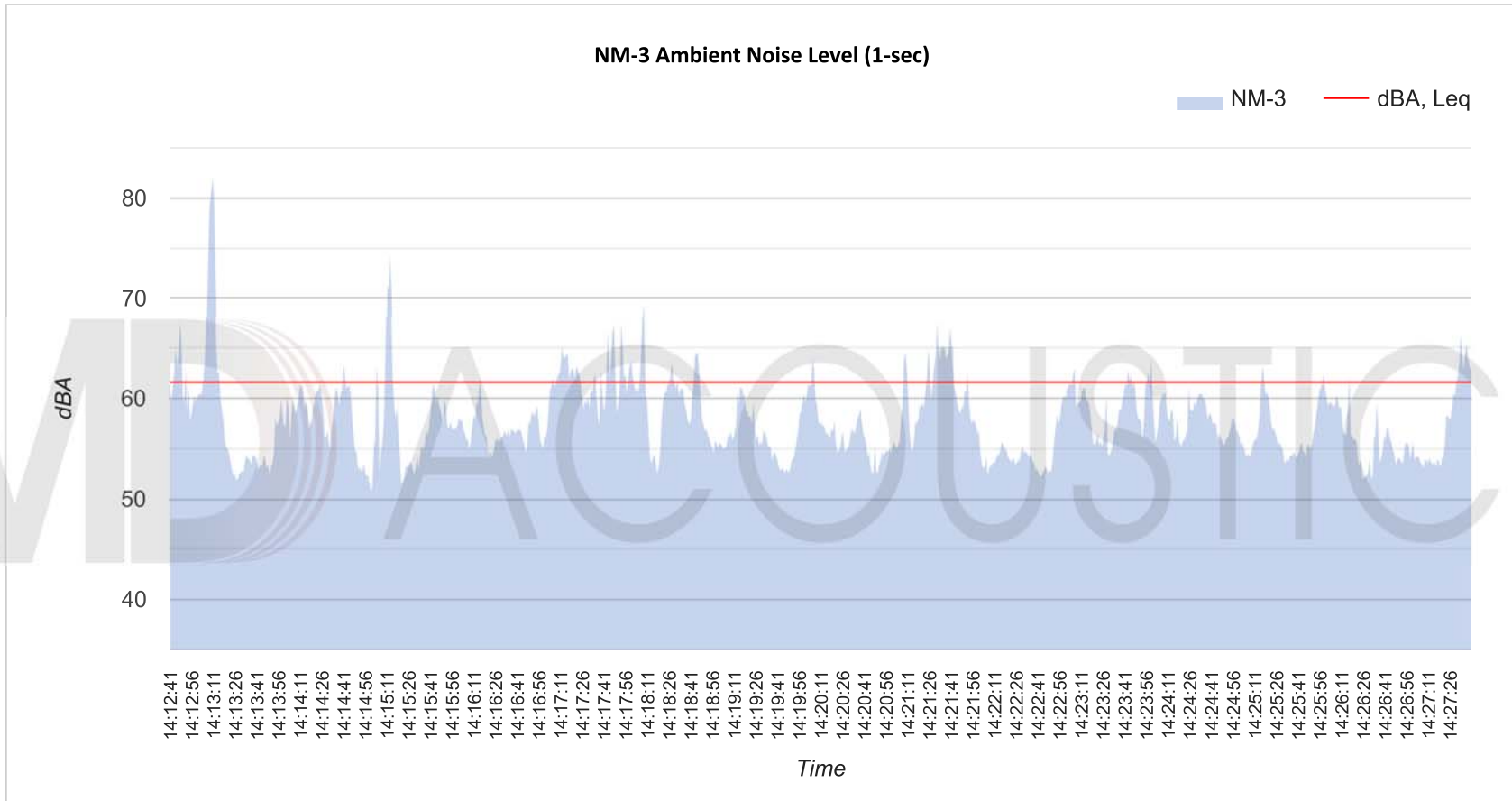
15-Minute Continuous Noise Measurement Datasheet - Cont. - NM-2

Project Name:	303 & Indian School	Site Topo:	Flat	Noise Source(s) w/ Distance:
Site Address/Location:	Loop 303 & Indian School Rd	Meteorological Cond.:	Clear Skies, 80 degrees	
Site Id:	NM-2	Ground Type:	soft	

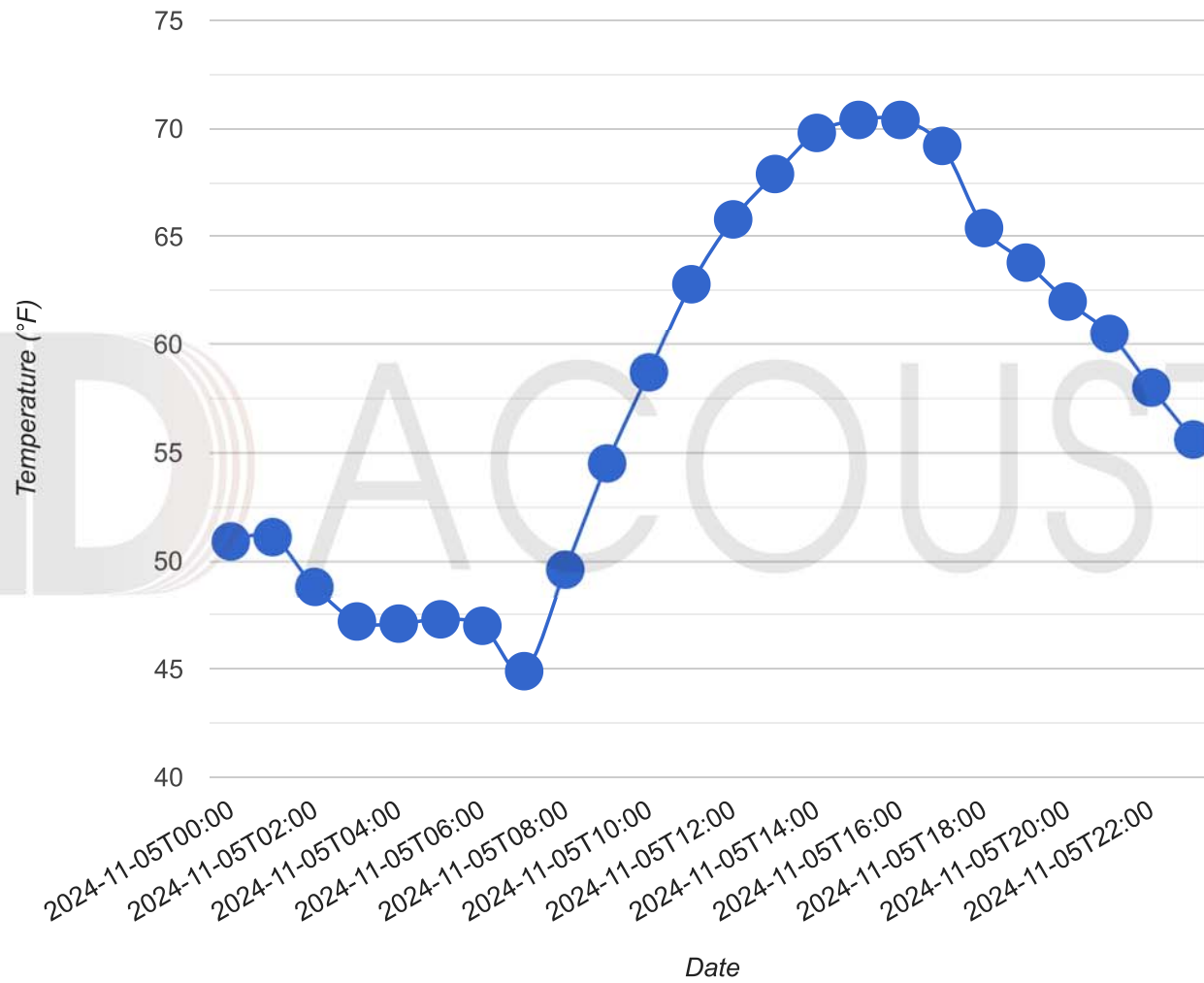


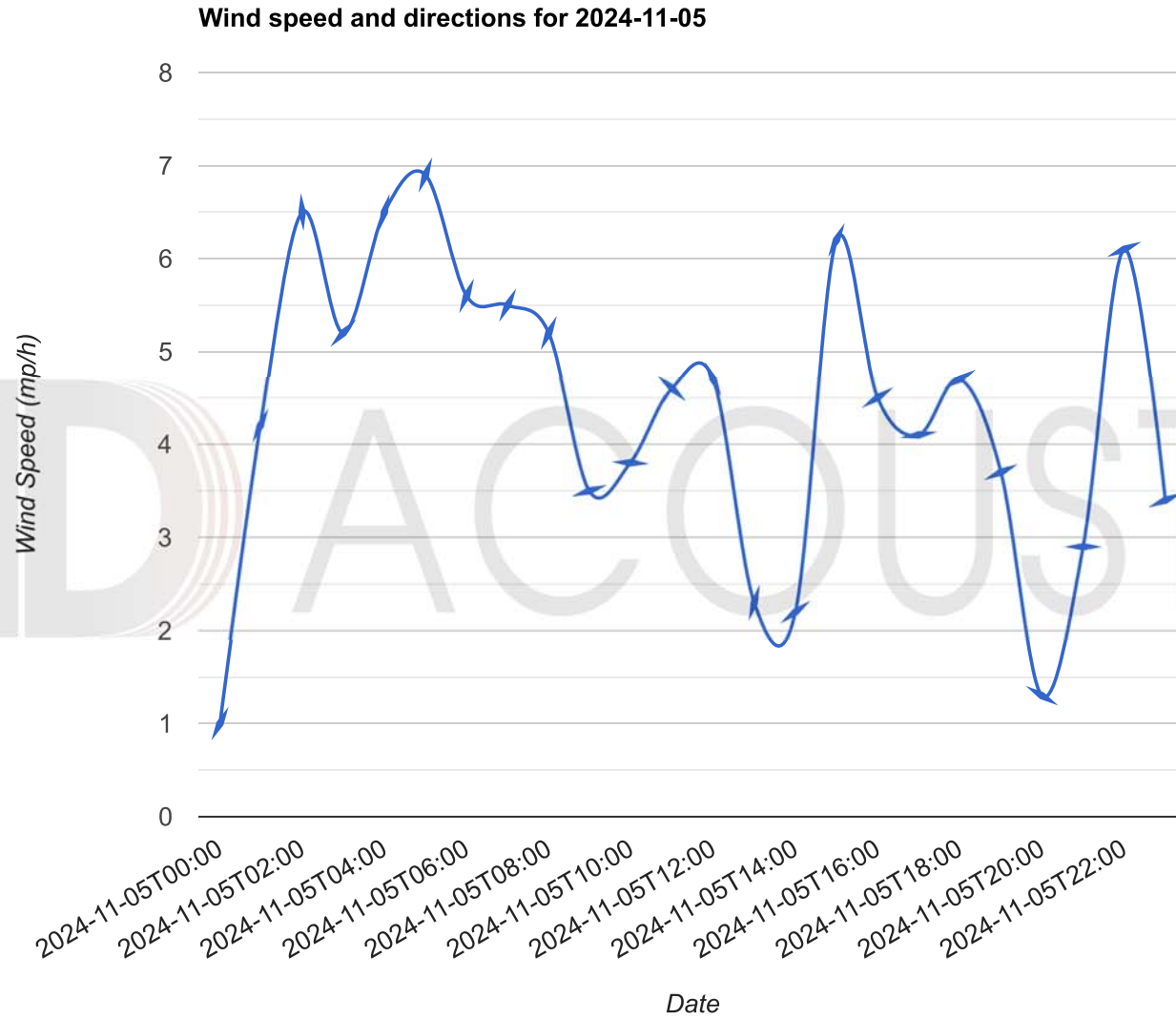
15-Minute Continuous Noise Measurement Datasheet - Cont. - NM-3

Project Name:	303 & Indian School	Site Topo:	Flat	Noise Source(s) w/ Distance:
Site Address/Location:	Loop 303 & Indian School Rd	Meteorological Cond.:	Clear Skies, 80 degrees	
Site Id:	NM-3	Ground Type:	Soft	



Weather forecast for 2024-11-05





Source: Global Forecast System (GFS) weather forecast model

Appendix C

Sound Reference Data



STEALTH PREDATOR DRYING SYSTEM



THE FIRST "ULTRA QUIET" DRYING SYSTEM

- ✓Patent pending Reverse flow technology
- ✓Producers constructed from 304 surgical stainless steel
- ✓Over 11,000 cubic feet per minute (CFM) per 10HP motor
- ✓Meets or exceeds most U.S. and International sound regulations
- ✓Sound & Performance studies done in reverberant sound room ISO 3741:2010, 3747:2010



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Stealth Predator Ultra-Quiet Drying System Specifications

30HP System - Total Sound 60Hz

80HP System - Total Sound 60Hz

Q = sound source

65 dBA at Q=1, 30 feet

61.8 dBA at Q=1, 45 feet

60.2 dBA at Q=1, 55 feet

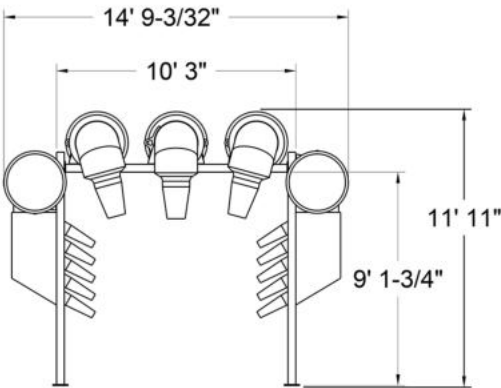
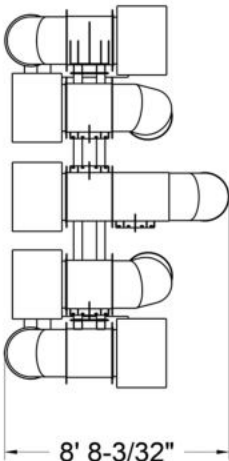
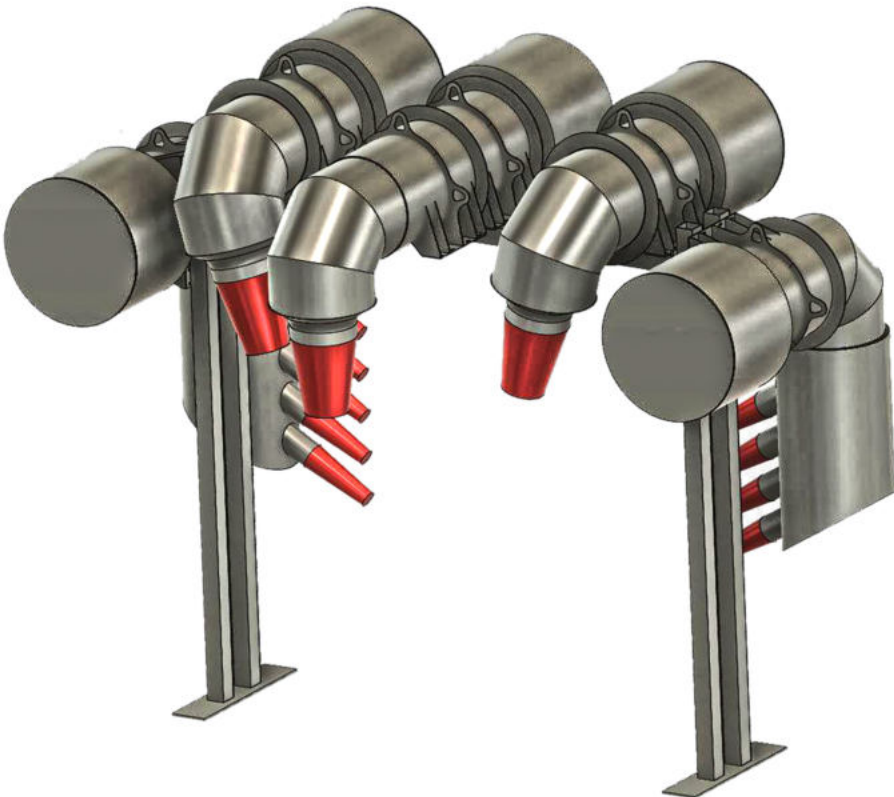
69.4 dBA at Q=1, 30 feet

66.5 dBA at Q=1, 45 feet

64.9 dBA at Q=1, 55 feet

Meets OSHA Sound Exposure Requirements

✓ The Stealth Predator features patent pending "Reverse flow air technology" which creates the first "Ultra-Quiet Dryer" and is the most powerful Ultra Quiet Dryer ever designed.



SPECIFICATIONS

15' 2" Bay Width
12' 0" Ceiling Height
96" Standard Clearance

Closed cell foam nozzles available in red, blue, black

Ducts-Stainless Steel
Molded Aluminum Impellers
Stainless Steel Motor Housings

Slotted flanges for adjustability of air outlet and air intake direction

Project: SuperStar Car Wash Chula Vista
Site Location: 1555 W Warner Rd, Gilbert, AZ 85233
Date: 4/5/2018
Field Tech/Engineer: Robert Pearson
Source/System: Vacutec System

Site Observations:

Clear sky, measurements were performed within 1.5ft of source. Measurements were performed while the vacuum was positioned at three (3) different positions. Holstered, unholstered and inside a car. This data is utilized for acoustic modeling purposes and represents an average sound level at a vacuum station.

Location: Vac Bay 1
Sound Meter: NTi XL2 **SN:** A2A-05967-E0
Settings: A-weighted, slow, 1-sec, 10-sec duration
Meteorological Cond.: 80 degrees F, 2 mph wind

Table 1: Summary Measurement Data

Source	System	Overall dB(A)	3rd Octave Band Data (dBA)																			
			20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K
Vacutec (Holstered)	Vacuum	63.3	9	17	22	29	31	35	40	41	44	43	46	48	47	49	51	51	51	52	53	52
Vacutec (Unholstered)	Vacuum	80.7	6	19	22	28	34	37	40	43	47	46	48	48	49	54	55	58	58	62	65	68
Vacutec (Inside Car)	Vacuum	69.6	16	28	31	38	42	45	49	51	52	55	60	61	57	55	59	53	55	56	54	57
Average Level*	Vacuum	76.3	13	24	28	34	38	41	45	47	49	51	56	57	53	52	56	54	56	59	61	64

* Refers to the logarithmic average of all measurements. This measurement represents an average of the multiple vacuum positions.

Figure 1: Example Measurement Position

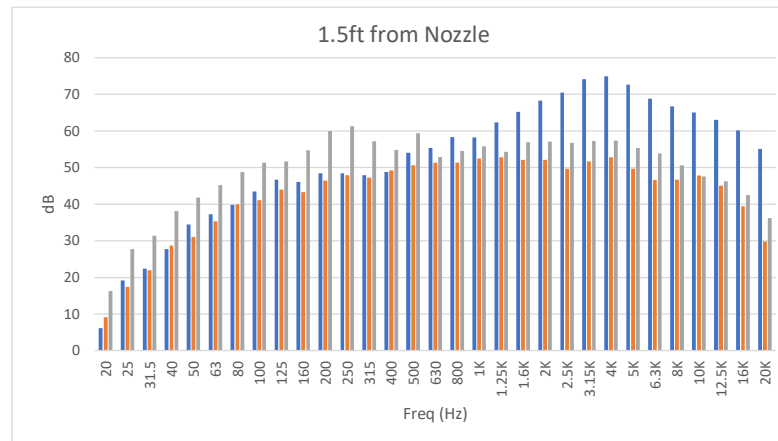
Figure 1: Holstered



Figure 2: Unholstered



Figure 3: Inside Car





SOUND LEVEL METER READINGS

MODEL: FT-DD-T340HP4 (40hp VACSTAR TURBINE VACUUM PRODUCER)

READING ONE: 43 DB-A, 3 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING TWO: 36 DB-A, 10 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING THREE: 24 DB-A, 20 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING FOUR: 12 DB-A, 30 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

NOTE: THESE READINGS WERE TAKEN OUTSIDE OF 8'x10'x8' CINDER BLOCK ENCLOSURE WITH CONCRETE SLAB AND WOOD JOIST ROOF.

SOUND LEVEL METER USED:

SIMPSON MODEL #40003 – MSHA APPROVED.
MEETS OSHA & WALSH-HEALY REQUIREMENTS FOR NOISE CONTROL.
CONFORMS TO ANSI S1.4-1983, IEC 651 SPECS FOR METER TYPE.

Vacutech
1350 Hi-Tech Drive, Sheridan WY, 82801
PHONE: (800) 917-9444 FAX: (303) 675-1988
EMAIL: info@vacutechllc
WEB SITE: vacutechllc.com

Appendix D
SoundPLAN Inputs/Outputs

303 & Indian School Goodyear

Octave spectra of the sources in dB(A) - 002 - 140 HP IDC - Standard: Outdoor SP

3

Name	Source type	l or A m,m²	Li dB(A)	Rw dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	DO-Wall dB	Emission spectrum	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	
001 - Black Widow IDC - Stndard Tunnel-Facade 01	Area	206.01	87.1	57.0	37.2	60.4	0.0	0.0	3	1990_Facade 01_	50.2	47.4	57.8	54.8	42.1	35.4	25.0	15.6	
001 - Black Widow IDC - Stndard Tunnel-Facade 02	Area	26.85	81.6	57.0	33.4	47.6	0.0	0.0	3	1992_Facade 02	35.7	32.4	46.0	41.0	22.3	6.4	-14.6		
001 - Black Widow IDC - Stndard Tunnel-Facade 03	Area	206.01	87.1	57.0	37.2	60.4	0.0	0.0	3	1994_Facade 03_	50.2	47.4	57.8	54.8	42.1	35.4	25.0	15.7	
001 - Black Widow IDC - Stndard Tunnel-Facade 04	Area	33.17	89.5	57.0	39.1	54.3	0.0	0.0	3	1996_Facade 04_	44.2	41.6	51.4	49.1	37.1	30.7	20.4	11.6	
001 - Black Widow IDC - Stndard Tunnel-Roof 01	Area	242.96	87.1	57.0	37.1	61.0	0.0	0.0	0	1984_Roof 01_	50.7	47.9	58.4	55.5	42.7	36.0	25.7	16.3	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	Area	9.29	90.1	0.0	90.1	99.8	0.0	0.0	3	1997_Transmissive area 01	69.1	80.5	92.6	96.1	93.1	90.9	83.9	73.5	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	Area	15.61	81.5	0.0	81.5	93.4	0.0	0.0	3	1993_Transmissive area 02	63.0	73.6	89.6	90.6	80.9	68.7	51.0	37.2	
Car Lane	Line	94.10			62.8	82.5	0.0	0.0	0	Drive-Thru - Idling Car @ 6ft	66.2	67.7	70.5	75.5	76.0	77.3	73.8	65.8	
Car Lane	Line	57.61			62.8	80.4	0.0	0.0	0	Drive-Thru - Idling Car @ 6ft	64.1	65.6	68.4	73.3	73.9	75.2	71.7	63.7	
Car Lane	Line	46.00			62.8	79.4	0.0	0.0	0	Drive-Thru - Idling Car @ 6ft	63.1	64.6	67.4	72.3	72.9	74.2	70.7	62.7	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
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Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	

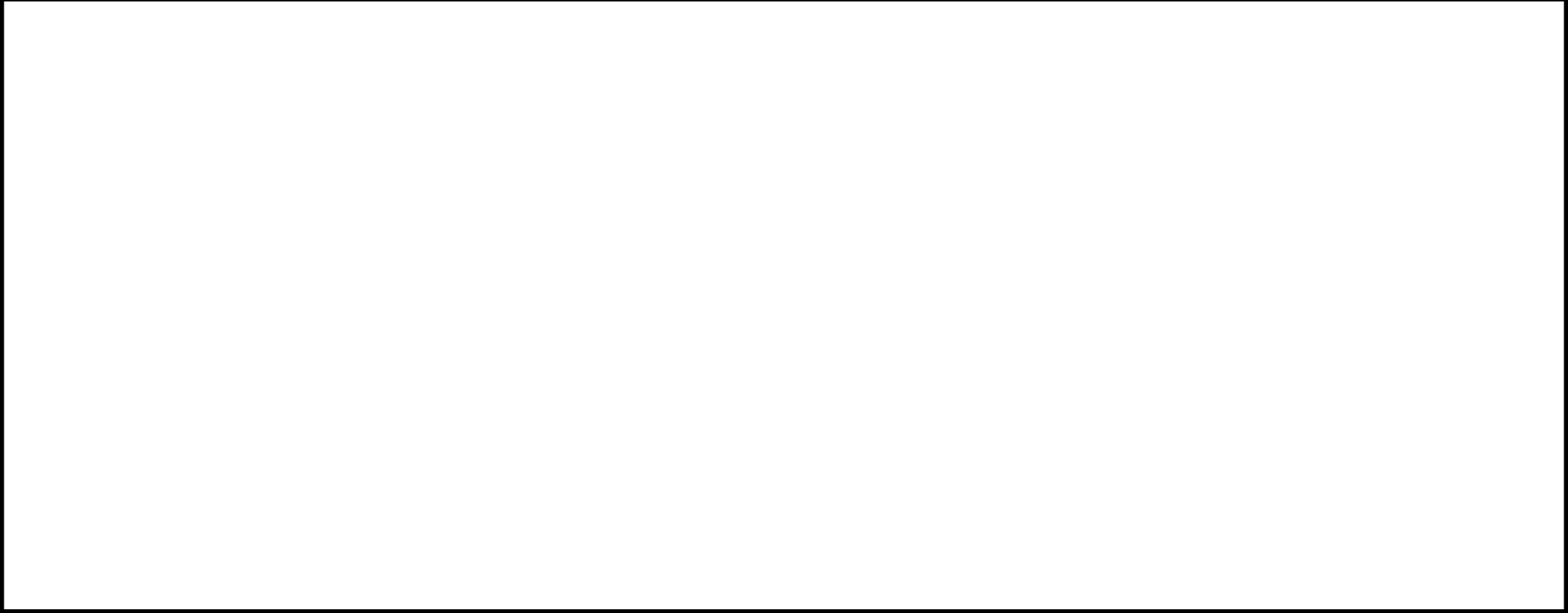
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303 & Indian School Goodyear
Octave spectra of the sources in dB(A) - 002 - 140 HP IDC - Standard: Outdoor SP

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Name	Source type	I or A	Li	Rw	L'w	Lw	KI	KT	DO-Wall	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Vac	Point				81.0	81.0	0.0	0.0	0	Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	



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303 & Indian School Goodyear

Contribution spectra - 002 - 140 HP IDC - Standard: Outdoor SP

Source	Sum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Receiver R1	FI G	Lr,lim	dB(A)	Leq,d	36.7 dB(A)	Sigma(Leq,d)	0.0 dB(A)	
001 - Black Widow IDC - Stndard Tunnel-Facade 01	-0.4	-6.9	-14.4	-3.2	-7.6	-20.9	-29.1	
001 - Black Widow IDC - Stndard Tunnel-Facade 02	-9.5	-18.8	-26.1	-11.5	-15.8			
001 - Black Widow IDC - Stndard Tunnel-Facade 03	-8.2	-11.6	-20.9	-12.2	-18.4			
001 - Black Widow IDC - Stndard Tunnel-Facade 04	-14.3	-17.3	-26.8	-18.9	-24.4			
001 - Black Widow IDC - Stndard Tunnel-Roof 01	0.5	-8.8	-14.6	-2.0	-5.2	-17.5	-24.7	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	22.8	5.2	8.0	17.3	18.0	16.1	13.8	0.8
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	35.2	8.2	14.6	31.1	32.4	23.6	11.3	-11.5
Car Lane	20.6	9.2	6.0	9.0	12.0	14.6	16.2	8.2
Car Lane	18.8	6.9	3.7	5.5	9.8	13.1	14.9	6.8
Car Lane	16.6	6.1	2.9	4.7	8.1	10.5	12.1	3.7
Vac	16.4	5.0	6.7	12.6	8.0	5.9	7.6	0.1
Vac	16.3	4.9	6.6	12.5	7.9	5.8	7.5	0.0
Vac	16.2	4.8	6.5	12.4	7.8	5.7	7.5	-0.1
Vac	16.5	5.0	6.8	12.7	8.1	5.9	7.7	0.2
Vac	16.7	5.3	7.1	13.0	8.4	6.1	7.8	0.5
Vac	16.6	5.2	7.0	12.9	8.3	6.0	7.8	0.4
Vac	16.5	5.1	6.9	12.8	8.2	6.0	7.7	0.3
Vac	17.7	5.1	7.2	12.2	7.6	9.1	12.0	5.5
Vac	17.7	5.2	7.3	12.3	7.7	9.1	11.9	5.4
Vac	17.8	5.2	7.4	12.4	7.7	9.2	11.9	5.5
Vac	17.6	5.0	7.1	12.1	7.5	9.0	11.9	5.4
Vac	17.3	4.7	6.7	11.8	7.1	8.7	11.7	5.1
Vac	17.4	4.8	6.9	12.0	7.3	8.9	11.8	5.2
Vac	17.5	4.9	7.0	12.0	7.4	8.9	11.9	5.3
Vac	15.9	4.6	6.3	12.1	7.5	5.6	7.1	-0.4
Vac	16.0	4.6	6.4	12.2	7.6	5.6	7.3	-0.3
Vac	16.1	4.7	6.4	12.3	7.7	5.7	7.4	-0.2
Vac	15.8	4.5	6.2	12.1	7.4	5.5	7.0	-0.5
Vac	15.6	4.2	5.9	11.8	7.1	5.3	6.9	-0.7
Vac	15.6	4.3	6.0	11.9	7.2	5.4	7.0	-0.6
Vac	15.7	4.4	6.1	12.0	7.3	5.4	6.9	-0.6
Receiver R2	FI G	Lr,lim	dB(A)	Leq,d	34.2 dB(A)	Sigma(Leq,d)	0.0 dB(A)	
001 - Black Widow IDC - Stndard Tunnel-Facade 01	-0.1	-5.0	-12.5	-3.5	-8.1	-21.7		
001 - Black Widow IDC - Stndard Tunnel-Facade 02	-10.7	-17.2	-25.0	-13.0	-19.0			
001 - Black Widow IDC - Stndard Tunnel-Facade 03	-5.1	-7.4	-16.9	-10.7	-17.1			
001 - Black Widow IDC - Stndard Tunnel-Facade 04	-12.9	-15.6	-24.3	-18.1	-23.7			
001 - Black Widow IDC - Stndard Tunnel-Roof 01	1.9	-5.5	-11.3	-1.0	-4.1	-16.4	-23.8	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	22.5	7.1	10.8	17.7	17.7	14.5	11.9	0.0
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	28.6	8.8	13.6	25.8	24.7	13.4	-2.5	-26.0
Car Lane	21.6	12.0	10.0	10.0	12.9	15.2	16.7	9.7
Car Lane	20.2	9.1	6.8	8.0	11.1	13.9	15.8	9.0
Car Lane	18.8	8.4	5.7	6.5	10.4	12.6	14.0	7.2
Vac	18.2	6.3	8.2	12.7	7.6	8.7	12.5	6.7
Vac	18.2	6.3	8.2	12.7	7.5	8.9	12.5	6.7
Vac	17.7	6.2	8.1	12.6	7.5	6.3	11.9	6.2
Vac	16.5	6.4	8.3	12.8	7.6	4.0	7.1	0.6
Vac	16.4	6.5	8.4	12.9	7.7	4.1	4.8	2.0
Vac	16.5	6.4	8.4	12.8	7.7	4.1	5.9	1.9
Vac	16.6	6.4	8.3	12.8	7.7	4.1	7.1	1.9
Vac	19.6	6.5	8.8	12.4	9.6	11.6	14.8	9.2
Vac	19.8	6.5	8.9	12.5	10.2	11.7	14.8	9.9
Vac	19.7	6.6	8.9	12.5	10.3	11.7	14.3	9.9

303 & Indian School Goodyear

Contribution spectra - 002 - 140 HP IDC - Standard: Outdoor SP

Source	Sum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Vac	19.6	6.5	8.8	12.4	9.5	11.5	14.7	9.1
Vac	18.8	6.3	8.6	12.2	7.4	11.2	13.4	7.8
Vac	19.4	6.4	8.7	12.3	7.6	12.1	14.6	9.0
Vac	19.4	6.4	8.8	12.4	7.6	11.7	14.7	9.1
Vac	16.1	6.1	8.0	12.5	7.3	4.1	5.7	-1.4
Vac	17.6	6.2	8.0	12.5	7.4	6.1	11.8	6.1
Vac	17.7	6.2	8.1	12.6	7.4	6.2	11.9	6.2
Vac	16.0	6.1	7.9	12.4	7.3	3.9	5.2	-1.7
Vac	17.5	5.9	7.7	12.2	7.0	8.2	11.5	5.8
Vac	17.8	5.9	7.8	12.3	7.1	9.6	11.7	6.0
Vac	17.9	6.0	7.8	12.3	7.2	9.7	11.9	6.1
Receiver R3 FI G Lr,lim dB(A) Leq,d 34.2 dB(A) Sigma(Leq,d) 0.0 dB(A)								
001 - Black Widow IDC - Stndard Tunnel-Facade 01	-2.6	-7.6	-15.1	-6.1	-10.5	-23.8		
001 - Black Widow IDC - Stndard Tunnel-Facade 02	-20.9	-24.6		-23.4				
001 - Black Widow IDC - Stndard Tunnel-Facade 03	-8.0	-10.5	-19.8	-13.1	-19.5			
001 - Black Widow IDC - Stndard Tunnel-Facade 04	-7.5	-12.1	-19.6	-11.4	-15.0	-27.8		
001 - Black Widow IDC - Stndard Tunnel-Roof 01	-1.0	-8.4	-14.3	-4.0	-7.1	-19.4	-26.7	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	28.6	10.2	15.2	24.2	24.8	19.3	13.4	0.6
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	16.9	0.5	3.5	14.7	11.7	1.7	-10.5	
Car Lane	19.2	9.0	6.0	5.5	8.4	12.7	15.4	8.7
Car Lane	18.1	7.7	4.8	4.3	7.1	11.5	14.2	7.8
Car Lane	16.9	6.7	3.8	3.2	6.1	10.5	12.9	6.2
Vac	18.6	6.8	9.4	12.6	7.3	9.7	12.7	8.4
Vac	18.8	7.0	9.5	12.8	7.5	9.9	12.9	8.6
Vac	19.0	7.2	9.7	13.0	7.7	10.1	13.0	8.8
Vac	18.4	6.7	9.2	12.4	7.1	9.6	12.6	8.2
Vac	17.9	6.3	8.7	11.9	6.6	9.1	12.0	7.5
Vac	18.1	6.4	8.8	12.1	6.8	9.2	12.2	7.7
Vac	18.3	6.6	9.0	12.3	7.0	9.5	12.5	8.0
Vac	18.7	6.8	9.3	12.6	7.3	9.7	13.0	8.7
Vac	18.5	6.7	9.1	12.4	7.1	9.5	12.8	8.5
Vac	18.3	6.5	9.0	12.2	6.9	9.4	12.7	8.3
Vac	18.9	7.0	9.5	12.7	7.4	9.9	13.2	8.9
Vac	19.5	7.5	10.2	13.5	8.2	10.6	13.6	9.7
Vac	19.2	7.3	9.9	13.1	7.8	10.2	13.5	9.4
Vac	19.1	7.1	9.7	12.9	7.6	10.1	13.3	9.2
Vac	19.5	7.6	10.3	13.6	8.3	10.6	13.5	9.4
Vac	19.3	7.5	10.1	13.4	8.1	10.4	13.4	9.2
Vac	19.1	7.3	9.9	13.2	7.9	10.2	13.2	9.0
Vac	19.7	7.8	10.5	13.8	8.5	10.7	13.6	9.5
Vac	20.2	8.3	11.1	14.4	9.2	11.3	14.1	10.0
Vac	20.0	8.1	10.9	14.2	9.0	11.1	13.9	9.8
Vac	19.8	8.0	10.7	14.0	8.7	10.9	13.7	9.7
Receiver R4 FI G Lr,lim dB(A) Leq,d 65.2 dB(A) Sigma(Leq,d) 0.0 dB(A)								
001 - Black Widow IDC - Stndard Tunnel-Facade 01	7.3	4.0	-4.0	2.9	-3.3	-17.8	-26.1	
001 - Black Widow IDC - Stndard Tunnel-Facade 02	-9.6	-12.8	-22.7	-13.5	-21.1			
001 - Black Widow IDC - Stndard Tunnel-Facade 03	15.8	10.6	4.5	12.0	8.8	-3.6	-11.5	-24.2
001 - Black Widow IDC - Stndard Tunnel-Facade 04	19.8	12.7	7.8	16.0	14.4	3.6	-1.9	-12.7
001 - Black Widow IDC - Stndard Tunnel-Roof 01	13.8	7.9	1.5	10.6	6.6	-6.6	-14.6	-27.1
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	65.1	37.7	47.0	56.5	60.7	59.4	57.5	50.0
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	29.2	12.1	16.1	26.1	25.1	15.5	2.7	-16.8
Car Lane	39.8	26.6	25.9	25.7	30.1	33.2	35.5	31.8
Car Lane	39.1	25.9	25.3	24.7	28.9	32.4	34.9	31.1

303 & Indian School Goodyear

Contribution spectra - 002 - 140 HP IDC - Standard: Outdoor SP

Source	Sum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Car Lane	35.2	21.9	21.2	19.8	23.7	28.2	31.5	27.5
Vac	33.7	15.8	20.2	25.7	21.2	22.7	28.5	28.2
Vac	33.8	15.8	20.2	25.8	21.2	22.9	28.8	28.3
Vac	33.9	15.8	20.2	25.7	21.2	23.0	29.2	28.3
Vac	33.4	15.7	20.1	25.7	21.1	22.5	28.2	27.9
Vac	32.5	15.4	19.7	25.2	20.6	21.8	27.4	26.2
Vac	32.8	15.5	19.9	25.4	20.8	22.1	27.7	26.8
Vac	33.2	15.6	20.0	25.5	21.0	22.3	28.0	27.5
Vac	34.9	17.8	22.5	28.2	24.6	24.0	28.5	28.9
Vac	36.5	18.0	22.9	28.8	24.5	27.5	31.4	30.2
Vac	36.3	17.9	22.8	28.6	24.3	27.3	31.0	30.0
Vac	35.3	17.8	22.5	28.3	24.7	24.2	28.9	29.7
Vac	35.0	17.4	22.1	27.9	24.0	24.0	28.6	29.6
Vac	35.5	17.7	22.4	28.2	24.5	24.5	29.4	30.1
Vac	35.5	17.8	22.5	28.3	24.6	24.4	29.3	30.1
Vac	33.9	15.6	20.0	25.4	20.9	23.2	29.6	28.0
Vac	33.9	15.7	20.1	25.6	21.0	23.1	29.4	28.2
Vac	33.9	15.8	20.2	25.7	21.1	23.1	29.3	28.2
Vac	33.6	15.5	19.8	25.2	20.6	22.7	29.0	27.9
Vac	32.7	15.0	19.2	24.4	19.8	21.8	27.9	27.3
Vac	33.0	15.2	19.5	24.7	20.1	22.1	28.3	27.5
Vac	33.3	15.4	19.7	25.0	20.4	22.4	28.7	27.7
Receiver R5 FI G Lr,lim dB(A) Leq,d 56.7 dB(A) Sigma(Leq,d) 0.0 dB(A)								
001 - Black Widow IDC - Stndard Tunnel-Facade 01	8.9	3.6	-3.2	5.6	1.0	-12.7	-21.3	
001 - Black Widow IDC - Stndard Tunnel-Facade 02	-12.1	-15.7	-25.3	-15.6	-23.5			
001 - Black Widow IDC - Stndard Tunnel-Facade 03	6.5	3.4	-4.3	1.5	-3.2	-16.7	-25.5	
001 - Black Widow IDC - Stndard Tunnel-Facade 04	10.6	4.0	-1.2	6.6	5.2	-5.4	-11.8	-23.2
001 - Black Widow IDC - Stndard Tunnel-Roof 01	9.8	3.5	-2.8	6.9	2.8	-10.7	-19.3	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	56.0	27.7	37.1	46.9	51.4	50.6	48.9	41.0
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	26.1	9.4	13.3	23.3	21.7	12.1	-0.5	-20.2
Car Lane	36.6	21.6	20.8	21.0	25.0	29.1	33.2	29.5
Car Lane	35.7	21.1	20.5	20.5	24.8	28.4	32.0	28.6
Car Lane	32.3	16.1	15.2	16.8	21.1	24.1	29.0	25.9
Vac	33.8	15.5	19.9	25.3	20.7	23.1	29.6	28.0
Vac	34.1	15.7	20.2	25.6	21.1	23.4	29.8	28.3
Vac	34.4	15.9	20.4	26.0	21.4	23.6	30.0	28.5
Vac	33.6	15.3	19.6	24.9	20.3	22.9	29.3	27.7
Vac	32.6	14.6	18.8	23.6	19.0	21.2	28.6	26.8
Vac	32.9	14.9	19.1	24.1	19.4	21.6	28.8	27.1
Vac	33.2	15.1	19.4	24.5	19.8	22.6	29.1	27.4
Vac	34.8	16.9	21.6	27.5	23.3	23.9	29.3	29.3
Vac	34.4	16.5	21.2	27.0	22.6	23.4	28.9	28.8
Vac	33.9	16.2	20.8	26.5	22.0	23.0	28.5	28.4
Vac	35.3	17.3	22.0	27.9	23.9	24.3	29.6	29.7
Vac	36.7	18.8	23.5	29.3	26.1	25.5	30.5	31.2
Vac	36.1	18.2	22.9	28.7	25.1	25.0	30.4	30.6
Vac	35.7	17.8	22.5	28.3	24.6	24.6	29.8	30.2
Vac	34.9	16.4	21.0	26.8	22.3	24.1	30.3	29.1
Vac	34.8	16.2	20.8	26.6	22.1	23.9	30.2	28.9
Vac	34.6	16.1	20.6	26.3	21.8	23.8	30.1	28.7
Vac	35.0	16.5	21.1	27.0	22.5	24.1	30.3	29.2
Vac	35.0	16.6	21.2	27.1	22.8	24.1	30.0	29.4
Vac	35.1	16.6	21.2	27.1	22.7	24.1	30.2	29.4

303 & Indian School Goodyear
Contribution spectra - 002 - 140 HP IDC - Standard: Outdoor SP

Source	Sum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Vac	35.0	16.5	21.2	27.1	22.7	24.2	30.3	29.3

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303 & Indian School Goodyear
Assessed contribution level - 002 - 140 HP IDC - Standard:

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Source				Source type	Leq,d dB(A)	
Receiver R1	FI G	Lr,lim dB(A)	Leq,d 36.7 dB(A)	Sigma(Leq,d) 0.0 dB(A)		
	001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02			Area	35.2	
	001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01			Area	22.8	
				Car Lane	20.6	
				Car Lane	18.9	
				Vac	17.8	
				Vac	17.7	
				Vac	17.7	
				Vac	17.6	
				Vac	17.5	
				Vac	17.4	
				Vac	17.3	
				Vac	16.7	
				Vac	16.6	
				Car Lane	16.6	
				Vac	16.5	
				Vac	16.5	
				Vac	16.4	
				Vac	16.3	
				Vac	16.2	
				Vac	16.1	
				Vac	16.0	
				Vac	15.9	
				Vac	15.8	
				Vac	15.7	
				Vac	15.6	
				Vac	15.6	
	001 - Black Widow IDC - Stndard Tunnel-Roof 01			Area	0.5	
	001 - Black Widow IDC - Stndard Tunnel-Facade 01			Area	-0.4	
	001 - Black Widow IDC - Stndard Tunnel-Facade 03			Area	-8.1	
	001 - Black Widow IDC - Stndard Tunnel-Facade 02			Area	-9.4	
	001 - Black Widow IDC - Stndard Tunnel-Facade 04			Area	-14.3	
Receiver R2	FI G	Lr,lim dB(A)	Leq,d 34.2 dB(A)	Sigma(Leq,d) 0.0 dB(A)		
	001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02			Area	28.6	
	001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01			Area	22.5	
				Car Lane	21.6	
				Car Lane	20.2	
				Vac	19.8	
				Vac	19.7	
				Vac	19.6	
				Vac	19.6	
				Vac	19.4	
				Vac	19.4	
				Car Lane	18.8	

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Assessed contribution level - 002 - 140 HP IDC - Standard:

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Source	Source type	Leq,d dB(A)	
	Vac Point	18.8	
	Vac Point	18.2	
	Vac Point	18.2	
	Vac Point	17.9	
	Vac Point	17.8	
	Vac Point	17.7	
	Vac Point	17.7	
	Vac Point	17.6	
	Vac Point	17.5	
	Vac Point	16.6	
	Vac Point	16.5	
	Vac Point	16.5	
	Vac Point	16.4	
	Vac Point	16.1	
	Vac Point	16.0	
001 - Black Widow IDC - Stndard Tunnel-Roof 01	Area	1.9	
001 - Black Widow IDC - Stndard Tunnel-Facade 01	Area	-0.1	
001 - Black Widow IDC - Stndard Tunnel-Facade 03	Area	-5.1	
001 - Black Widow IDC - Stndard Tunnel-Facade 02	Area	-10.7	
001 - Black Widow IDC - Stndard Tunnel-Facade 04	Area	-12.9	
Receiver R3 FI G Lr,lim dB(A) Leq,d 34.2 dB(A) Sigma(Leq,d) 0.0 dB(A)			
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	Area	28.6	
	Vac Point	20.2	
	Vac Point	20.0	
	Vac Point	19.8	
	Vac Point	19.7	
	Vac Point	19.5	
	Vac Point	19.5	
	Vac Point	19.3	
Car Lane	Line	19.2	
	Vac Point	19.2	
	Vac Point	19.1	
	Vac Point	19.1	
	Vac Point	19.0	
	Vac Point	18.9	
	Vac Point	18.8	
	Vac Point	18.7	
	Vac Point	18.6	
	Vac Point	18.5	
	Vac Point	18.4	
	Vac Point	18.3	
	Vac Point	18.3	
	Vac Point	18.1	
Car Lane	Line	18.1	
	Vac Point	17.9	

MD Acoustics LLC 4960 S Gilbert Rd Chandler AZ 85249 USA

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303 & Indian School Goodyear
Assessed contribution level - 002 - 140 HP IDC - Standard:

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Source	Source type	Leq,d dB(A)	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	Area	16.9	
Car Lane	Line	16.9	
001 - Black Widow IDC - Stndard Tunnel-Roof 01	Area	-1.0	
001 - Black Widow IDC - Stndard Tunnel-Facade 01	Area	-2.6	
001 - Black Widow IDC - Stndard Tunnel-Facade 04	Area	-7.5	
001 - Black Widow IDC - Stndard Tunnel-Facade 03	Area	-8.0	
001 - Black Widow IDC - Stndard Tunnel-Facade 02	Area	-20.4	
Receiver R4 FI G Lr,lim dB(A) Leq,d 65.2 dB(A) Sigma(Leq,d) 0.0 dB(A)			
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	Area	65.1	
Car Lane	Line	39.8	
Car Lane	Line	39.1	
Vac	Point	36.5	
Vac	Point	36.3	
Vac	Point	35.5	
Vac	Point	35.5	
Vac	Point	35.3	
Car Lane	Line	35.2	
Vac	Point	35.0	
Vac	Point	34.9	
Vac	Point	33.9	
Vac	Point	33.9	
Vac	Point	33.9	
Vac	Point	33.9	
Vac	Point	33.8	
Vac	Point	33.7	
Vac	Point	33.6	
Vac	Point	33.4	
Vac	Point	33.3	
Vac	Point	33.2	
Vac	Point	33.0	
Vac	Point	32.8	
Vac	Point	32.7	
Vac	Point	32.5	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	Area	29.2	
001 - Black Widow IDC - Stndard Tunnel-Facade 04	Area	19.8	
001 - Black Widow IDC - Stndard Tunnel-Facade 03	Area	15.8	
001 - Black Widow IDC - Stndard Tunnel-Roof 01	Area	13.8	
001 - Black Widow IDC - Stndard Tunnel-Facade 01	Area	7.3	
001 - Black Widow IDC - Stndard Tunnel-Facade 02	Area	-9.6	
Receiver R5 FI G Lr,lim dB(A) Leq,d 56.7 dB(A) Sigma(Leq,d) 0.0 dB(A)			
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 01	Area	56.0	
Vac	Point	36.7	
Car Lane	Line	36.6	
Vac	Point	36.1	

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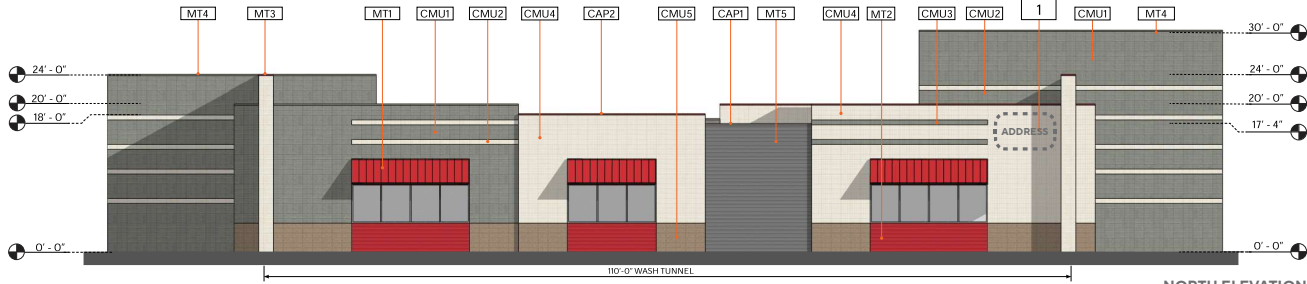
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303 & Indian School Goodyear
Assessed contribution level - 002 - 140 HP IDC - Standard:

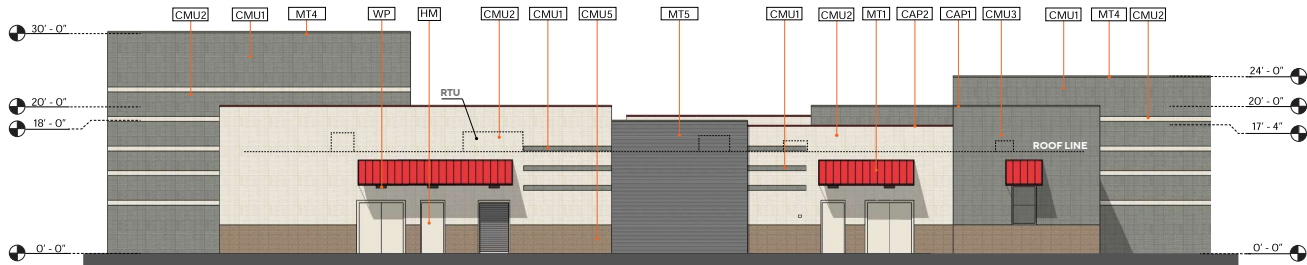
9

Source	Source type	Leq,d dB(A)	
	Car Lane Line	35.7	
	Vac Point	35.7	
	Vac Point	35.3	
	Vac Point	35.1	
	Vac Point	35.0	
	Vac Point	35.0	
	Vac Point	35.0	
	Vac Point	34.9	
	Vac Point	34.8	
	Vac Point	34.8	
	Vac Point	34.6	
	Vac Point	34.4	
	Vac Point	34.4	
	Vac Point	34.1	
	Vac Point	33.9	
	Vac Point	33.8	
	Vac Point	33.6	
	Vac Point	33.2	
	Vac Point	32.9	
	Vac Point	32.6	
	Car Lane Line	32.3	
001 - Black Widow IDC - Stndard Tunnel-Transmissive area 02	Area	26.1	
001 - Black Widow IDC - Stndard Tunnel-Facade 04	Area	10.6	
001 - Black Widow IDC - Stndard Tunnel-Roof 01	Area	9.8	
001 - Black Widow IDC - Stndard Tunnel-Facade 01	Area	8.9	
001 - Black Widow IDC - Stndard Tunnel-Facade 03	Area	6.5	
001 - Black Widow IDC - Stndard Tunnel-Facade 02	Area	-12.1	

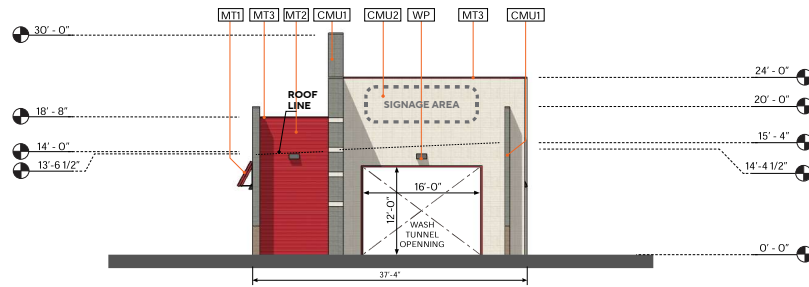
EXHIBIT 5



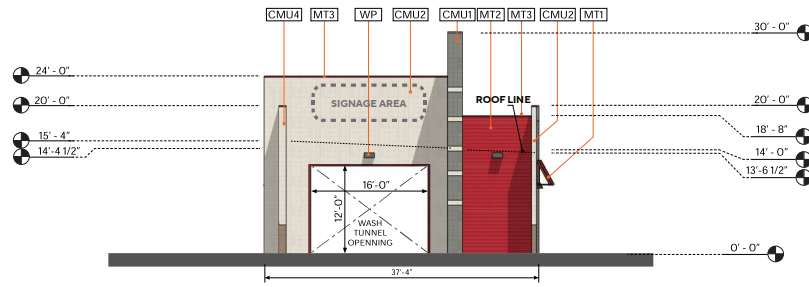
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



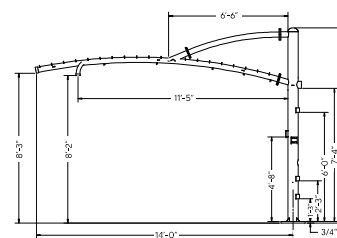
WEST ELEVATION

KEYNOTES

- 1 ADDRESS LOCATION TO INCLUDE SIZE (12 INCHES) AND STROKE (3 INCHES) NUMBERS

NOTES:

- * ROOFTOP EQUIPMENT SHALL BE FULLY CONCEALED BY A PARAPET THAT IS AT LEAST AS TALL AS THE EQUIPMENT ITSELF, AS TO SCREEN THE EQUIPMENT FROM VIEW OF SURROUNDING PROPERTIES, INCLUDING ROADWAYS.
- * ROOF ACCESS LADDERS SHALL BE INTERNALIZED WITHIN THE BUILDING.
- * ROOF DRAINS/DOWNSPOUTS SHALL BE INTERNALIZED WITHIN THE BUILDING.
- * S.E.S. PAINTED TO MATCH BUILDING.



KEY	DESCRIPTION
MASONRY	
CMU-1	8" X 8" X 16" - MANUFACTURE: SUPERLITE TYPE: STANDARD BLOCK - PATTERN: STACK BOND PAINTED TO MATCH PT-1 (STONE MASON DET615)
CMU-2	8" X 8" X 16" - MANUFACTURE: SUPERLITE TYPE: STANDARD BLOCK - PATTERN: STACK BOND PAINTED TO MATCH PT-2 (HISTORIC WHITE DET653)
CMU-3	12" X 8" X 16" (8"X8") - MANUFACTURE: SUPERLITE TYPE: STANDARD BLOCK - PATTERN: STACK BOND - RAKED FINISH PAINTED TO MATCH PT-1 (STONE MASON DET615)
CMU-4	12" X 8" X 16" (8"X8") - MANUFACTURE: SUPERLITE TYPE: STANDARD BLOCK - PATTERN: STACK BOND - RAKED FINISH PAINTED TO MATCH PT-2 (HISTORIC WHITE DET653)
CMU-5	12" X 8" X 16" (8"X8") - MANUFACTURE: ECHELON MASONRY TYPE: TRENDSTONE - PATTERN: STACK BOND INTEGRAL COLOR "HUNTINGTON GRAY"
METAL	
MT-1	METAL CANOPY - COLOR TO MATCH PT-3
MT-2	RIBBED METAL PANELS WALL SIDING BY RIVERSIDE SHEET METAL - COLOR "CARDINAL RED"
MT-3	METAL FLASHING - COLOR TO MATCH PT-3
MT-4	METAL FLASHING - COLOR TO MATCH PT-4
MT-5	RIBBED METAL PANELS WALL SIDING BY RIVERSIDE SHEET METAL - COLOR "MUSKET GRAY"
MISC	
CAP-1	2" CMU CAP - COLOR TO MATCH PT-4
CAP-2	2" CMU CAP - COLOR TO MATCH PT-3
CT	CANOPY TUBE - ARCHES AND COLUMNS COLOR: PT-2
FA	FABRIC SHADE COVER, MANU: GALE PACIFIC USA INC. - COLOR: CHERRY RED
HM	HOLLOW METAL DOORS / FRAMES PAINTED COLOR: DOOR TO MATCH WALL COLOR
WP	WALL PACK LIGHTING
PAINT	
PT-1	DUNN EDWARDS - STONE MASON DET615
PT-2	DUNN EDWARDS - HISTORIC WHITE DET653
PT-3	COLOR TO MATCH "CARDINAL RED"
PT-4	DUNN EDWARDS - DRIFTING - DEC770
OTHER	
S	SIGNAGE LOCATION, UNDER A SEPARATE PERMIT



LOOP 303 & INDIAN SCHOOL

SEC LOOP 303 & W. INDIAN SCHOOL ROAD | GOODYEAR - AZ 85395

EXTERIOR ELEVATIONS (COLOR)



Scale: N.T.S.

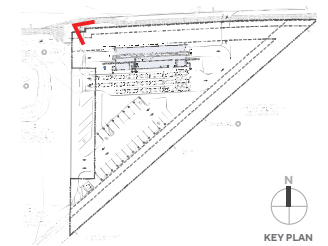
PAY STATIONS

A4.0

Scale 1/8" = 1'-0"
Job No. 2024-0392
Date 2025-07-24



*NOTE: ALL EXTERIOR SIGNAGE UNDER A SEPARATE PERMIT
LANDSCAPING DEPICTED IS FOR ILLUSTRATIVE PURPOSES ONLY; REFER TO LANDSCAPE PLAN.



LOOP 303 & INDIAN SCHOOL
SEC LOOP 303 & W. INDIAN SCHOOL ROAD | GOODYEAR - AZ 85395

PERSPECTIVE 1

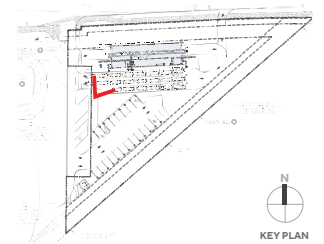


A6.0

Scale
Job No. 2024-0392
Date 2025-07-24



*NOTE: ALL EXTERIOR SIGNAGE UNDER A SEPARATE PERMIT
LANDSCAPING DEPICTED IS FOR ILLUSTRATIVE PURPOSES ONLY; REFER TO LANDSCAPE PLAN.



LOOP 303 & INDIAN SCHOOL
SEC LOOP 303 & W. INDIAN SCHOOL ROAD | GOODYEAR - AZ 85395

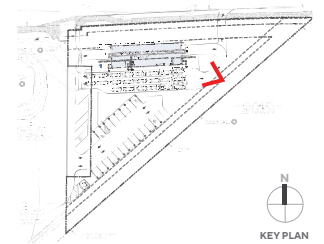
PERSPECTIVE 2



A7.0
Scale
Job No. 2024-0392
Date 2025-07-24



*NOTE: ALL EXTERIOR SIGNAGE UNDER A SEPARATE PERMIT
LANDSCAPING DEPICTED IS FOR ILLUSTRATIVE PURPOSES ONLY; REFER TO LANDSCAPE PLAN.



LOOP 303 & INDIAN SCHOOL
SEC LOOP 303 & W. INDIAN SCHOOL ROAD | GOODYEAR - AZ 85395

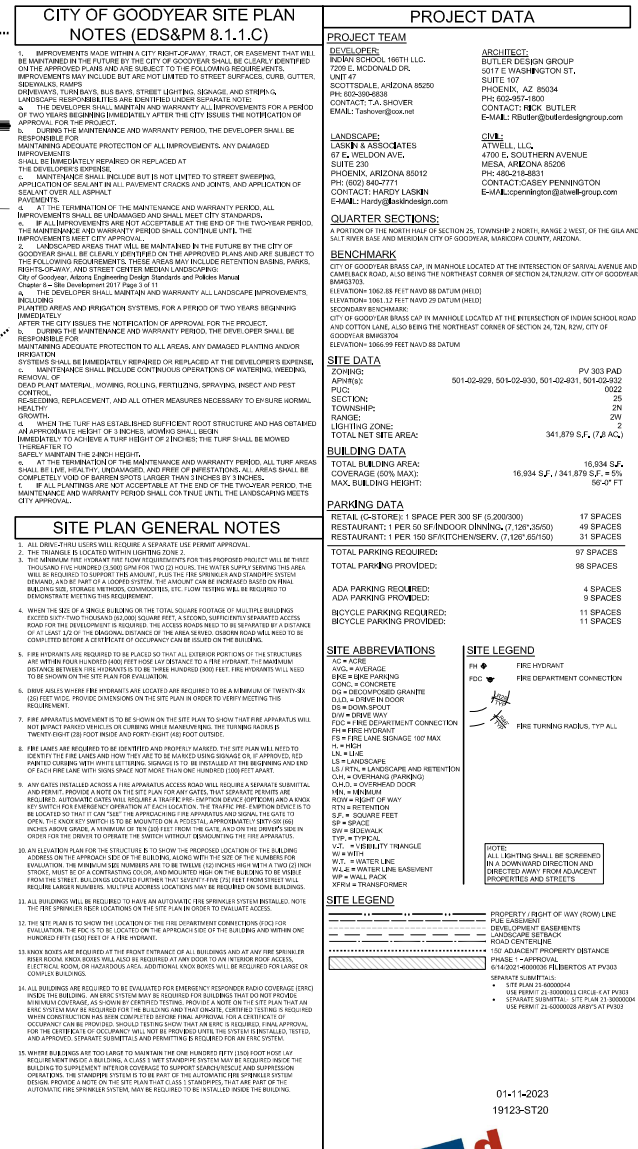
PERSPECTIVE 3



A8.0

Scale
Job No. 2024-0392
Date 2025-07-24

EXHIBIT 6



01-11-2023
19123-ST20