James M Day, Architect

Email j-day@jmda-architects.com
Phone 623-271-7705
Fax 623-271-7707

Mailing Address
8194 W Deer Valley Rd
Suite 106-321
Peoria, AZ 85382

james m day & associates, ltd.
architecture

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PROJECT NARRATIVE – ULTRA CLEAN EXPRESS CAR WASH

The developer, ULTRA CLEAN, is proposing the redevelopment of 4450 E Brown Road, Mesa, Arizona. ULTRA CLEAN proposes to re-develop an existing Quick Service Restaurant (QSR) to an Express Car Wash.

The property is zoned Limited Commercial (LC). Per Section 11-6-2 of the MZO, the proposed development of a drive-thru car wash is only permitted within the LC district with a Special Use Permit (SUP) and additional requirements in Section 11-31-7 of the MZO for the automobile/vehicle washing use.

CURRENT CONDITIONS AND SCOPE

This Lot is part of Mountain View Plaza:

- The current zoning is Limited Commercial (LC).
- Parcel 141-33-125 is located at the Brown Road frontage.
- A landscape buffer is existing at Brown Road and the eastern auxiliary canal.
- The site will connect directly to the right of way with one existing driveway.
- The net site area is 53,121 square feet.
- The site currently is developed with a QSR that will be removed.

USE

Per Section 11-31-7 of the MZO, automobile/vehicle washing needs to comply with the following requirements:

a. The Automobile/Vehicle Washing, is a primary use, and has frontage on East Brown Road with one access driveway existing.
b. Building Setbacks at the east property line and south property line, adjacent to a residential zoning district exceed 20' as required. The designed setbacks are 70' and 103' respectively.
c. Drive-up Aisles and Queuing Areas. Drive-up aisles are provided at 11'-10" width. The aisles are separated from Brown Road by site circulation drives, parking, and landscaping, and are not adjacent to the street. The Queuing space does not encroach into required landscape areas or building setbacks. The wash tunnel provides for 4 pull-through racks and the Queuing is designed for 15 vehicles or 3.75 vehicles per rack.
d. Landscaping provided is as follows:

Net Site Area	53,121.00 sf
Landscape setback (25') at east property line	7,884.46 sf
Parking Landscape	673.19 sf
Foundation Base Landscape	1,012.63 sf
Additional on-site Landscape	8,480.06 sf
Total On-Site Landscape	18,050.34 sf
	33.98%
Off-site Landscape	4,978.16 sf

e. Litter is controlled by non-combustible trash receptacles. 14 parking spaces are provided with 17 trash receptacles.
f. Noise is controlled by the vehicle blowers (dryers) housed within the wash tunnel with a solid roof above. The blowers to be provided have been upgraded to the Predator 80 System due to the lower noise emissions. The vacuum turbines are enclosed within a masonry building with a solid roof above. The Noise Assessment Report, by CENSEO AV+Acoustics, Figure 7 Noise Contour Map indicates the following predicted dB levels:

South property line	50-55 dB
West property line	50-55 dB

North property line	60-70 dB 60% of the line
	45-60 dB 40% of the line
	56 dB at the closest building
East property line	60-65 dB 20% on site
	45-60 dB 80% on site
	40-55dB off site (east side of wall)

g. Additional Special Use Permit Criteria.

i This site appears to be the only Automobile related business within 600 feet of Greenfield and Brown Roads.

ii This site is not within a "U" designated area and does not have fuel related dispensers and canopies.

iii The development will comply with the development standards for the LC zoning district.

iv The proposed use as a carwash does conform with the General Plan Neighborhood Village Character area.

v The site design and paved parking surfaces have been reviewed, critiqued, and revised to provide the best possible on-site circulation that also works with the existing commercial center vehicular circulation. The site will not provide dust, fugitive light, glare, offensive smells or traffic impacts on the neighboring residential sites and developments. Noise impacts to the adjacent residential sites are limited, per the Noise Assessment Report, by CENSEO AV+Acoustics,
to 32-41 dB which is far less than the traffic noise from Brown Road at 68dB.

vi A "plan of operation" is provided, see attachment.

vii A "good neighbor policy" is provided, see the attachment.

viii The provided documentation includes specifications to meet the current City Development Standards, including, but not limited to, landscaping (as indicated above in d. at 33.98% of the site area), parking (at 125% of required parking), screen walls (existing 40" high and new 96" high screen walls), signage (by separate submittal and review), and design guidelines (as indicated on the site plan and building elevations). Note that the building elevations have been revised to provide no less than 3 finish materials and no more than 50% of any given material per elevation.

Per Section 11-31-18 of the MZO, drive thru facilities need to comply with the following requirements:

a. The car wash queuing area, pay stations and tunnel drive thru approach are separated by a raised landscape median ranging from 5' to 7' in width per the site plan sheet 201.
b. Foundation base landscaping is provided at 5 feet in width and 2 feet in width at the pay stations.
c. In this facility there are no pickup windows. A pay station is provided for each of the three lanes on a raise island. Each of the three pay stations are shaded with a shade stanchion structure.
d. The car wash queuing area, pay stations and tunnel drive-thru approach is not adjacent to or parallel to Brown Road. The site has an existing 40" high screen wall separating the parking from Brown Road.
e. In lieu of a pickup window and order speaker, there are three pay stations (without sound). Each pay station has 115 feet of vehicle stacking for a total of 345' of stacking and there is 115 feet from the pay station to the tunnel entrance, of which only 90 feet will be used for stacking.

SITE PLAN

The entrance to the pay station queuing begins at the north side of the site and circulates south to the three pay stations. After choosing the wash required the vehicle proceeds south and east (counterclockwise) to the wash tunnel entrance on the south end. This will provide three queues supporting 15 vehicles and 4 vehicles in the loading loop.

The entrance to the queuing and the tunnel exit has been shifted south to allow access and egress to be located on-site. As a result, the wash tunnel has been shortened to 95 feet in length.

The parking provided consists of 14 parking with vacuum service spaces. One van accessible space is provided with an access aisle. The 14 parking spaces with vacuum spaces are provided at 9' wide with a 36" buffer totaling 12' in

width. The combination shade and vacuum structure are provided with waste management.

The site is over-parked at 125% as the required parking is 11.23 spaces. Additional landscaping is provided for screening. We have also provided an 8’ high curved screen wall at the south end of the tunnel to assist in screening the tunnel entrance. We have upgraded the wall with “TRENWYTH ACOUSTI-WALL” masonry units, type IVRF. The sound absorption surface will face the wash tunnel entrance.

The vacuum turbine enclosure is relocated to the north end of the southwest property line. The 10-foot-high masonry enclosure is provided with a solid roof. This provides sound control for the vacuum turbines by containing the equipment. We have upgraded the enclosure with “TRENWYTH ACOUSTI-WALL” masonry units, type IVRF. The sound absorption surface will face the interior of the enclosure.

Fire Department vehicle access to the site is provided from the existing driveways of the Plaza, and at this site on Brown Road. The path is at least 22 feet wide and continues through the development of the existing preserved drives on site**.** An existing fire hydrant and new FDC are located on the fire access path.

OPERATIONS

The "express service car wash" model is a modern full-service style tunnel, adapted to self-service, to provide a quality exterior car wash. Customers remain in their vehicles through the pay and wash process and have the option of self-vacuuming their vehicles prior to or after the tunnel wash. This system allows for a fast, affordable, environmentally responsible, and customer friendly car wash process.

The traffic impact letter by LOKAHI GROUP projects a daily traffic increase of 169 vehicle trips. The site is over-parked due to the need for sufficient vacuum spaces. Delivery or loading areas are not required, as deliveries are handled easily by a standard pickup truck. Deliveries are minimal as compared to retail or food service facilities.

The car wash equipment and vacuum motors are all located within the building structure for maximum sound insulation. This reduces noise, vibration, dust

and odor concerns for exposed equipment. The exit of the wash tunnel is at the north end, facing on-site. The site will not be provided with a sound or music speaker system. Maximum operating hour length will likely occur in the summer months, potentially from 7 AM to 9 PM depending on demand. The facility will be manned by up to three (3) employees who will manage operations and maintain site cleanliness and appearance, daily. The staff are available during business hours to the customers or neighbors who may need help or have questions.

FACILITY DESIGN

This site will be fully developed. Site utilities as water, landscape water, sewer, electrical and telephone are provided to the site. On-site improvements shall meet City of Mesa Standards. Off-site improvements exist and expect to remain as is.

The site design will adhere to the City of Mesa Zoning requirements for this site. The structure is oriented perpendicular at a slight angle, with the wash tunnel entrance facing south towards Brown Road. Shaded parking and vacuum stalls are located to the west side and the south side of the site. The existing waste enclosures will be removed, and a new waste enclosure provided. The new enclosure will meet the City of Mesa design standards.

The car wash will be constructed with three 2000-gallon underground tanks. The tanks will serve as the sand and oil separator on facility start up. The three tanks will also provide the ability to re-claim water at a future date. The site's water treatment, reverse osmosis and soft water systems are designed to recycle 50% of water that is normally drained to the sewer system, resulting in a substantial positive environmental benefit. Typical Express Car Wash designs use only 59 gallons of water per car as opposed to the typical 120 gallons of water used by homeowners washing cars in driveways. Our car wash system has further improved water conservation and we are able to wash a car using less than 59 gallons of water per car. Finally, the car wash's cleaning products are all biodegradable and benefit from on-site contaminant interceptor tanks before moving into the sanitary sewer for treatment. On the other hand, harsher chemicals used by individual homeowners drain directly into the storm sewer system and eventually seeps into the

underground water table. Water re-claim infrastructure is provided for future use.

Architecturally, the building will be visually appealing. The building is designed on all sides using three building finish types, with no more than 50% of any finish type on an elevation. The building and site improvements are intended to fit in with the existing development architecture without clashing. The building's interior spaces include offices, accessible restrooms, an equipment room, a vacuum enclosure, and the wash tunnel.

The parking-vacuum canopies are sculptural in design, providing shade while customers vacuum their vehicles. Shade fabric and steel structure colors shall be coordinated with the Developments color scheme. The shade structures also contain the internal vacuum system and waste containers. Vacuum equipment is fully contained within a masonry structure with a solid roof. This vacuum system design layout allows for a "clean and uncluttered" look while reducing audible noise substantially.

The car wash queuing is proposed from the north. The customer has the option of vacuuming first or entering the queuing into the pay station lane, continuing to the pay stations. The customer will then continue to the left to the entrance at the south end of the wash tunnel. An emergency exit drive has been designed on this approach which allows emergency vehicles to exit the queue with a left turn onto site. Vehicles will exit the wash tunnel to the north. After receiving a car wash and leaving the tunnel the customer has the option to return to the vacuum areas.

Building and Site signage will be provided through a sign package as a separate submittal and permit process.

The existing solid waste enclosures and storage building are removed. A new single solid waste enclosure is provided to meet the City of Mesa Standard Detail. Car wash facilities do not create recyclable waste.

In summary, the proposed project provides an environmentally responsible cleaning opportunity to local vehicle owners, while also offering a high value and convenient alternative to the community.

CITIZEN PARTICIPATION RESPONSE

Following the Citizen Participation meeting we reviewed the comments and concerns of those residents present at the meeting. We have adjusted three improvements on the site to add in the reduction of noise levels on the site.

- The 8-foot-high screen wall will be constructed with a CMU block with sound reduction surface. It will be constructed with "Trenwyth ACOUSTA-WALL" 8X8X16 CMU. The CMU has sound absorption cavities on one face. This face will be directed towards the building with the finished side and ends facing the street. See sheet 202 for details.
- The vacuum building will also be constructed with "Trenwyth ACOUSTA-WALL" 8X8X16 CMU. The sound absorption cavities will be on the interior of the building to help reduce the noise.
- The vacuum building is shifted north and the parking shifted south of the vacuum building.

Please find included in the submittal materials the file "SOUND CONTROL MASONRY BINDER". The file contains images of a sound wall we have constructed on a site in Goodyear, Arizona and will be using in a larger format in Surprise, Arizona. The images are to show the applied material. However the finishes were for another site and not intended for Brown Road. We have also included in the file Product Information on the masonry block.

END