Exhibit G – Operational Statement

OPERATIONAL STATEMENT

December 28, 2021

APPLICANT: Moe Assad

PROPERTY OWNER: Moe Assad

REPRESENTATIVE: **Orlando Ramirez**

PROJECT LOCATION: NWC of E. McKinley and N. Fine Avenues (APN# 494-291-05).

REQUEST

The applicant is requesting the development of a drive-through carwash facility on property located at NWC of E. McKinley and N. Fine Avenues.

SITE LAYOUT

The Project site is located on an approximate .7-acre parcel that is situated directly on the north side of McKinley west of Fine Avenue in front of an existing large-scale industrial office development. The proposed mechanical carwash facility has an overall building area of approximately 5,962 s.f. that is inclusive of a 95-foot-long washing tunnel and various office, storage, vacuum canopy, and staff areas. The site also includes self-service vehicle vacuum areas with associated parking. The Project is accessible from Fine Avenue on the east and the existing approach on the west.

PARKING

Development of the site will provide 16 vacuum/parking stalls. The stalls will be attached to vacuum stations and can also be utilized for employee parking. When completed, the adjacent development and the proposed project will maintain 49 stalls, which exceeds required ratios.

HOURS OF OPERATIONS

The facility will operate Monday through Sunday from 7am to 9pm.

EMPLOYEES

It is estimated that the facility would require up to 15-20 employees in varying shifts with approximately 3 employees at any given time.

LIGHTING

Parking-lot and exterior lighting will be provided as necessary for public safety purposes and will meet the Lighting Standards provided by the City of Fresno. Lighting fixtures will be architecturally integrated with the character of the main structure and surrounding area. Site lighting will also be appropriately shielded including cut-off lenses that avoid light spillage and glare onto any existing commercial/residential properties and the public right-of-way. Overall, development of the site and any required on-site lighting will comply with City of Fresno Municipal Code.

NOISE ABATEMENT

The drive-through carwash facility is expected to generate noise from its operations. The primary sources of noise generated would likely be from the washing and drying systems of the facility. Additional non-significant noise sources can be attributed to the vacuum system area. Although noise generation is inevitable from a facility such as this, with its location and proximity of the facility to existing development, the expected noise levels would not be negatively impactful to the public. The Project site is located within commercial and industrial designated properties with development that is compatible with the proposed facility. Additionally, the facility is directly adjacent to McKinley Avenue, which is identified as a primary source of existing noise in the City's General Plan. The City's general plan also identifies noise-sensitive land uses including the neighboring airport, industrial uses, railroad, commercial, etc. which are not adversely affected by the Project. Moreover, the site will be designed in accordance to the City's development standards inclusive of building setbacks and landscaping to provide additional barriers/ separation.

The Project is located on the northwest corner of McKinley and Fine Avenues and is bound by commercial and industrial developed properties on three sides (north, west, and east) and McKinley Avenue (4-lanes), an approximate 100-foot canal, and railroad tracks on the south. The Project is generally located in the center of a greater commercial and Industrial corridor that runs from Chestnut Avenue on the west to Peach Avenue on the east. The nearest residential property is located to the south approximately 255 feet away from the Project site. The building's orientation was carefully considered so that the wash system's air blowers would orient away from the north (Industrial office development), minimizing any potential noise concerns from area tenants. Lastly, mechanical carwashes create a decibel noise rating of 78. 5 and 78.5 respectively, at a distance of 40 feet. The proposed additional distance proposed from the rear and the over 100-foot plus setback from the Industrial Office development on the north, further minimizes and/or negates any noise concerns. Aggregately, these factors are significant in considering the project exempt from any potential noise studies and analysis. Based on these factors, the Project would not cause substantial noise impacts, therefore exempting the Project subject to CEQA Code Section 15332.

TRAFFIC

Carwash facilities experience the most traffic on Saturdays and peak periods can vary between 10:00 AM to 1:00 PM and 3:00 PM to 5:00 PM, respectively. Generally, service demand rates at these specific carwash facilities are 20 percent higher on Saturdays than on a typical weekday. Peak hour demand rate on Saturday is generally 20% higher than on weekdays. Based on a peak rate number of 14.2 peak trips per 1,000 sf gross floor area (4,400 sf. building), anticipated peak trips will not exceed 62 vehicle peak hour demand rate and is anticipated to generally occur between 3:00 and 4:15 pm. Trip generation rates for the proposed project was gathered through analysis of the 10th Edition Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Subsequently, the project includes site improvements to the one-acre commercial parcel that upon full buildout, the carwash is anticipated to be used at most by 300-400 vehicles per day.

The carwash design includes two (2) pay aisles that provide adequate storage capacity that exceeds typical queuing demand during the busiest day of week. With a storage capacity for 8-vehicles prior to the tunnel, the potential impacts to the current tenants would be minimized if not eliminated.

Lastly, the area has existing bus stops that provide an additional means of transportation for employees. The two transit stops are located at Chestnut and Peach Avenues.

CONCLUSION

Thank you for your recent comments on the proposed project. We have addressed all concerns and comments and we are now ready for final review and consideration of approval of the proposed use.