

# Regular Council Meeting

March 7, 2024

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CITY OF FRESNO  
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## FRESNO CITY COUNCIL



### Supplement Packet

ITEM(S)

**9:40 A.M. (ID 24-245)**

HEARING to Consider Plan Amendment and Rezone Application No. P21-01960, Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251, Planned Development Permit Application No. P21-03252 and related Final Environmental Impact Report (FEIR), State Clearinghouse (SCH) No. 2021100443 pertaining to ±22.4 acres of property located on the northeast corner of West Herndon Avenue and North Riverside Drive (Council District 2) - Planning & Development Department.

[TITLE TRUNCATED FOR SUPPLEMENTAL PACKET COVER PAGE]

**Contents of Supplement: Exhibit D-5 Errata to the Final EIR, Exhibit L Errata to the Conditions of Approval for the 7120 N. Riverside Dr. Costco Commercial Center.**

Item(s)

#### Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed. The Supplemental Packet is available for public inspection in the City Clerk's Office, 2600 Fresno Street, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2)). In addition, Supplemental Packets are available for public review at the City Council meeting in the City Council Chambers, 2600 Fresno Street. Supplemental Packets are also available on-line on the City Clerk's website.

#### Americans with Disabilities Act (ADA):

The meeting room is accessible to the physically disabled, and the services of a translator can be made available. Requests for additional accommodations for the disabled, sign language interpreters, assistive listening devices, or translators should be made one week

**Exhibit D-5**  
**Errata to the Final EIR**

**City Council:**  
**Costco Commercial Center Project**

## ERRATA TO THE FINAL EIR

### INTRODUCTION

The City of Fresno (City) has prepared this Errata sheet to clarify and correct information in the Final Environmental Impact Report (Final EIR) for the Fresno Costco Commercial Center Project (State Clearinghouse No. 2021100443). Pursuant to State CEQA Guidelines Section 15088.5, recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. This Errata sheet includes minor text edits to the Final EIR for the project. Revisions herein do not contain significant new information that alter the conclusions of the Final EIR, result in any new significant environmental impacts, or deprive the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project.

### STAFF INITIATED TEXT CHANGES

The Final EIR is revised as follows to provide greater clarity. Text additions are identified with double underline and text deletions are provided in double ~~strikethrough~~.

### Chapter 2: Responses to Comments

In Table 2-1 (Final EIR page 2-1), the footnote on the row for Comment O1 in Table 2-1 (Final EIR page 2-1) has been removed, as shown below. This change has no effect on the treatment of the comment in the responses contained in the Final EIR.

**Table 2-1 List of Commenters**

| Letter No.           | Commenter  | Date                         |
|----------------------|--|------------------------------|
| <b>AGENCIES</b>      |  |                              |
| A1                   | California Department of Fish and Wildlife                     | August 14, 2023              |
| A2                   | California Department of Transportation                        | August 15, 2023              |
| A3                   | San Joaquin Valley Air Pollution Control District              | August 23, 2023              |
| <b>ORGANIZATIONS</b> |  |                              |
| O1                   | Burke, Williams & Sorensen, LLP, on behalf of Costco Wholesale | August 28, 2023 <sup>4</sup> |
| <b>INDIVIDUALS</b>   |  |                              |
| I1                   | Matthew Schellenberg   | July 21, 2023                |
| I2                   | Teresa Sanchez   | July 21, 2023                |
| I3                   | Dolores Davidian   | July 19, 2023                |
| I4                   | Vernon Valmonte  | July 18, 2023                |
| I5                   | Denise King  | July 17, 2023                |
| I6                   | Sharon Ross  | July 17, 2023                |
| I7                   | Susan Hansen   | July 17, 2023                |
| I8                   | Claudia Readwright   | July 17, 2023                |
| I9                   | Shahzaib Zaman   | July 17, 2023                |
| I10                  | Tj Atwal   | July 17, 2023                |
| I11                  | Rey Alvarez  | July 17, 2023                |
| I12                  | Agnes Habellion  | July 16, 2023                |

| Letter No. | Commenter                   | Date          |
|------------|-----------------------------|---------------|
| I13        | Linnea and David Faeth      | July 16, 2023 |
| I14        | Alana L. Lewis              | July 16, 2023 |
| I15        | Sharon Henson               | July 16, 2023 |
| I16        | Jeannette Correa            | July 16, 2023 |
| I17        | Dantenello Velasquez        | July 15, 2023 |
| I18        | Randy Ames                  | July 15, 2023 |
| I19        | Kiersten Winrow             | July 14, 2023 |
| I20        | Joseph Pulido               | July 14, 2023 |
| I21        | Jeremy Bruno                | July 14, 2023 |
| I22        | Bob Eurich                  | July 14, 2023 |
| I23        | Sukhi Dhillon               | July 14, 2023 |
| I24        | Sakit Bibra                 | July 14, 2023 |
| I25        | Anya Ellis                  | July 14, 2023 |
| I26        | Michael and Joan Paine      | July 14, 2023 |
| I27        | Bekah Bryant                | July 14, 2023 |
| I28        | Randy Mills                 | July 13, 2023 |
| I29        | William and Melody Hardaway | July 13, 2023 |
| I30        | Geoff J.                    | July 13, 2023 |
| I31        | Birdevinder                 | July 13, 2023 |
| I32        | Bryan Miller                | July 13, 2023 |
| I33        | Colton Metzler              | July 13, 2023 |
| I34        | Ty Murphy                   | July 13, 2023 |
| I35        | Jax Ward                    | July 13, 2023 |
| I36        | Elizabeth Mendoza           | July 13, 2023 |
| I37        | J. Chmielewski              | July 13, 2023 |
| I38        | Kent Yamaguchi              | July 13, 2023 |
| I39        | Nick Quisenberry            | July 13, 2023 |
| I40        | Don Marshall                | July 13, 2023 |
| I41        | Jerry Montejano             | July 13, 2023 |
| I42        | William Duane Peverill      | July 21, 2023 |
| I43        | Lorraine Arrington          | July 21, 2023 |
| I44        | Dr. Danielle Biggs          | July 21, 2023 |
| I45        | Holden Markwith             | July 21, 2023 |
| I46        | David Scott                 | July 22, 2023 |
| I47        | Amy Siliznoff               | July 22, 2023 |
| I48        | Betty Williams              | July 22, 2023 |
| I49        | Jensen Vang                 | July 22, 2023 |
| I50        | Melody Wolverton            | July 22, 2023 |
| I51        | Joseph Pulido               | July 22, 2023 |
| I52        | John Olszowka               | July 23, 2023 |
| I53        | Justin Latham               | July 23, 2023 |

| Letter No. | Commenter               | Date            |
|------------|-------------------------|-----------------|
| I54        | Charles Ognibene        | July 23, 2023   |
| I55        | Jamey Schmidt           | July 24, 203    |
| I56        | William Duane Peverill  | July 24, 2023   |
| I57        | Lorraine Arrington      | July 24, 2023   |
| I58        | Pat Yaralian            | July 25, 2023   |
| I59        | Michael Van             | July 25, 2023   |
| I60        | Sabrina Hernandez       | July 26, 2023   |
| I61        | Javier Morales          | July 27, 2023   |
| I62        | James and Louisa Weyant | July 27, 2023   |
| I63        | Shirley Hutchison       | July 27, 2023   |
| I64        | Maria Leon              | July 27, 2023   |
| I65        | Norman S. Stahl         | July 27, 2023   |
| I66        | Jesus Diaz              | July 27, 2023   |
| I67        | Anthony Scheideman      | July 27, 2023   |
| I68        | Rick and Kathy Haskell  | July 28, 2023   |
| I69        | Kevin Cartwright        | July 28, 2023   |
| I70        | Adalino                 | July 28, 2023   |
| I71        | Juan Duran              | July 28, 2023   |
| I72        | Miguel Duran            | July 28, 2023   |
| I73        | Fabrizio Robalino       | July 31, 2023   |
| I74        | Celso "Sal" Romero, Jr. | July 31, 2023   |
| I75        | Cindy Diaz              | August 1, 2023  |
| I76        | Joy Hinrichsen          | August 2, 2023  |
| I77        | Garrett Schaefer        | August 3, 2023  |
| I78        | Lynda Allison Doty      | August 8, 2023  |
| I79        | Tom Basset              | August 8, 2023  |
| I80        | Beth Durbin             | August 9, 2023  |
| I81        | Sandra J. Iley          | August 9, 2023  |
| I82        | Stephanie S.            | August 10, 2023 |
| I83        | Thomas Coppin           | August 10, 2023 |
| I84        | Dawn Mathews            | August 10, 2023 |
| I85        | Larry Rodriguez         | August 11, 2023 |
| I86        | Sylvia Fernandez        | August 11, 2023 |
| I87        | Jens Andersen           | August 13, 2023 |
| I88        | Richee Xavonglianekham  | August 14, 2023 |
| I89        | Janet Bergman           | August 15, 2023 |
| I90        | Robin Snowden           | August 17, 2023 |
| I91        | Shauna Sandin           | August 18, 2023 |
| I92        | Charles Yuvienco        | August 19, 2023 |
| I93        | Darius Assemi           | August 21, 2023 |
| I94        | Noel Delgado            | August 21, 2023 |

| Letter No. | Commenter                 | Date                           |
|------------|---------------------------|--------------------------------|
| I95        | Ray Gonzales              | August 24, 2023                |
| I96        | Jennifer Airheart         | August 24, 2023                |
| I97        | Amy Zehring               | August 25, 2023                |
| I98        | Brian and Sherryl Kellogg | August 24, 2023                |
| I99        | Rodger B. Jensen          | August 25, 2023                |
| I100       | James Fleck               | August 28, 2023                |
| I101       | Gabriel Ledesma           | August 28, 2023                |
| I102       | Lauryn Medina             | September 1, 2023 <sup>1</sup> |
| I103       | Daniel Brannick           | August 31, 2023 <sup>1</sup>   |

<sup>1</sup> The comment was received after the close of the public comment period.

The text introducing Mitigation Measure 3.13-2 was clarified in the Final EIR in response Comment O1-3 (Final EIR page 2-33). This same change is also identified in "Revisions to Section 3.13, 'Transportation and Circulation'" (beginning on Final EIR page 3-4). One change made to that table was not underlined to indicate new text and included an insignificant typographical error. The "Notes" column in Table 3.13-5 for Measure T-11 has been updated as follows to reflect the addition of text that was made in the Final EIR but not properly identified with underline text:

**Table 3.13-5 Transportation Sector Measures to Reduce VMT**

|     | Mitigation Measure                                   | Maximum Potential VMT Reduction <sup>1</sup>        | Feasible/Applicable to the project? | Notes   |
|-----|--|---|-------------------------------------|---|
| T-1 | Increase Residential Density                         | 30% from project VMT                                | N/A                                 | The proposed project does not include residential uses.   |
| T-2 | Increase Job Density                                 | 30% from project VMT                                | N/A                                 | This is a plan/communitywide strategy and is not applicable.  |
| T-3 | Provide Transit-Oriented Development                 | 31% from project VMT                                | N/A                                 | This is a plan/communitywide strategy and is not applicable.  |
| T-4 | Integrate Affordable and Below Market Rate Housing   | 28.6% from project/site multifamily residential VMT | N/A                                 | The proposed project does not include residential uses.   |
| T-5 | Implement Commute Trip Reduction Program (Voluntary) | 4% project/site employee commute VMT                | Yes-No                              | <u>See Mitigation Measure 3.13-2 below.</u><br><u>Measures T-7 through T-11 must be implemented as part of T-5 to achieve the maximum employee commute VMT reduction.</u> Because T-11 would not be feasible, the commute trip reduction program would not meet the full list of CAPCOA parameters. |

|      | Mitigation Measure   | Maximum Potential VMT Reduction <sup>1</sup> | Feasible/Applicable to the project? | Notes   |
|------|--|--|-------------------------------------|---|
| T-6  | Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring) | 26% from project/site employee commute VMT   | Yes No                              | <u>See Mitigation Measure 3.13-2 below. Measures T-7 through T-11 must be implemented as part of T-6 to achieve the maximum employee commute VMT reduction. Because T-11 would not be feasible, the commute trip reduction program would not meet the full list of CAPCOA parameters.</u>   |
| T-7  | Implement Commute Trip Reduction Marketing   | 4% project/site employee commute VMT         | Yes                                 | See Mitigation Measure 3.13-2 below.  |
| T-8  | Provide Ridesharing Program  | 8% project/site employee commute VMT         | Yes                                 | See Mitigation Measure 3.13-2 below.  |
| T-9  | Implement Subsidized or Discounted Transit Program                                 | 5.5% from employee/resident                  | Yes                                 | See Mitigation Measure 3.13-2 below.  |
| T-10 | Provide End-of-Trip Bicycle Facilities   | 4.4% project/site employee commute VMT       | Yes                                 | See Mitigation Measure 3.13-2 below.  |
| T-11 | Provide Employer-Sponsored Vanpool   | 20.4% project/site employee commute VMT      | Yes No                              | <u>See Mitigation Measure 3.13-2 below. A private vanpool program would involve the capital cost of purchasing vans plus the operating cost of insurance, would raise liability concerns, and would pose logistical challenges such as equal treatment of employees and rules regarding private use of the vans. This measure cannot be feasibly implemented to reduce VMT.</u> |
| T-12 | Price Workplace Parking  | 20% project/site employee commute VMT        | N/A                                 | Measure ineffective due to readily available, uncontrolled and free parking in the immediate vicinity of the proposed project.  |
| T-13 | Implement Employee Parking Cash-Out  | 12% project/site employee commute VMT        | N/A                                 | Measure ineffective due to readily available, uncontrolled and free parking in the immediate vicinity of the proposed project.  |
| T-14 | Provide Electric Vehicle Charging Infrastructure                                   | --   | N/A                                 | See Mitigation Measure 3.3-2a. This measure does not affect VMT.  |
| T-15 | Limit Residential Parking Supply   | 13.7% from residences' VMT                   | N/A                                 | The proposed project does not include residential uses.   |
| T-16 | Unbundle Residential Parking Costs from Property Cost                              | 15.7% from project VMT                       | N/A                                 | The proposed project does not include residential uses.   |

|        | Mitigation Measure                               | Maximum Potential VMT Reduction <sup>1</sup>     | Feasible/Applicable to the project? | Notes   |
|--------|--|--|-------------------------------------|---|
| T-17   | Improve Street Connectivity                      | 30% from vehicle travel in the plan/community    | Yes                                 | The proposed project would construct West Spruce Avenue along the northern project site boundary improving street connectivity. Additionally, the project would construct North Arthur Avenue along the eastern project site boundary, connecting West Spruce Avenue and West Spruce Herndon Avenue. See Chapter 2, "Project Description," and Mitigation Measure 3.13-2 below. |
| T-18   | Provide Pedestrian Network Improvement           | 6.4% from vehicle travel in the plan/community   | Yes                                 | Pedestrian facility improvements provided as part of the proposed project. See Chapter 2, "Project Description," and Mitigation Measure 3.13-2 below.   |
| T-19-A | Construct or Improve Bike Facility               | 0.8% from vehicles parallel roadways             | Yes                                 | Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description," and Mitigation Measure 3.13-2 below.  |
| T-19-B | Construct or Improve Bike Boulevard              | 0.2% from vehicles on roadway                    | Yes                                 | Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description," and Mitigation Measure 3.13-2 below.  |
| T-20   | Expand Bikeway Network                           | 0.5% from vehicles on roadway                    | Yes                                 | Bicycle facility improvements provided as part of the proposed project. See Chapter 2, "Project Description," and Mitigation Measure 3.13-2 below.  |
| T-21-A | Implement Conventional Carshare Program          | 0.15% from vehicle travel in the plan/community  | No                                  | This is a plan/communitywide strategy and is not feasible.  |
| T-21-B | Implement Electric Carshare Program              | VMT reduction not quantified—see CAPCOA handbook | No                                  | This is a plan/communitywide strategy and is not feasible.  |
| T-22-A | Implement Pedal (Non-Electric) Bikeshare Program | 0.2% from vehicle travel in the plan/community   | No                                  | This is a plan/communitywide strategy and is not feasible.  |
| T-22-B | Implement Electric Bikeshare Program             | 0.06% from vehicle travel in the plan/community  | No                                  | This is a plan/communitywide strategy and is not feasible.  |
| T-22-C | Implement Scootershare Program                   | 0.07% from vehicle travel in the plan/community  | No                                  | This is a plan/communitywide strategy and is not feasible.  |
| T-23   | Provide Community-Based Travel Planning          | 2.3% from vehicle travel in the plan/community   | N/A                                 | The proposed project does not include residential uses. This measure applies to residences.   |

|      | Mitigation Measure                                | Maximum Potential VMT Reduction <sup>1</sup>    | Feasible/Applicable to the project? | Notes   |
|------|---|---|-------------------------------------|---|
| T-24 | Implement Market Price Public Parking (On-Street) | 30% from vehicle travel in the plan/community   | No                                  | The applicant, Costco, does not have jurisdiction over public on-street parking facilities and operation. |
| T-25 | Extend Transit Network Coverage or Hours          | 4.6% from vehicle travel in the plan/community  | No                                  | The applicant, Costco, does not have jurisdiction over the operation of transit service.                  |
| T-26 | Increase Transit Service Frequency                | 11.3% from vehicle travel in the plan/community | No                                  | The applicant, Costco, does not have jurisdiction over the operation of transit service.                  |
| T-27 | Implement Transit-Supportive Roadway Treatments   | 0.6% from vehicle travel in the plan/community  | No                                  | This is a plan/communitywide strategy and is not feasible.  |
| T-28 | Provide Bus Rapid Transit                         | 13.8% from vehicle travel in the plan/community | No                                  | The applicant, Costco, does not have jurisdiction over the operation of transit service.                  |
| T-29 | Reduce Transit Fares                              | 1.2% from vehicle travel in the plan/community  | No                                  | This is a plan/communitywide strategy and is not feasible.  |
| T-30 | Use Cleaner-Fuel Vehicles                         | --  | N/A                                 | This measure does not affect VMT.   |

Notes:

1: The CAPCOA Handbook identifies the maximum potential GHG reduction associated with identified measures; however, the CAPCOA Handbook concludes that for the particular measures selected, the percent reduction in VMT would be the same as the percent reduction in GHG emissions. For clarity, this table reports reductions in relation to VMT.

### Chapter 3: Revisions to the Draft EIR

The Final EIR acknowledges revisions to the site plan that occurred after publication of the Draft EIR. As explained in Chapter 1, "Introduction," of the Final EIR these proposed design refinements include reduced warehouse size, changes to the design of the warehouse entry, a shorter car wash tunnel, and parking lot design changes. As indicated in the Draft EIR, the proposed changes to the project design do not affect the analysis or conclusions in the Draft EIR and the potential environmental effects of the project are unaffected. Although the Final EIR provides edits to the Draft EIR language to reflect the design refinements, the City has determined that these revisions are not necessary based on the fact that the changes do not affect analysis or conclusions. As a result, these revised text have been omitted, as reflected below.

Page 3-1 of the Final EIR is revised as follows:

#### ~~Revisions to "Executive Summary"~~

The first sentence in Section ES.2.4, "Characteristics of the Project," on page ES-2 is revised as follows to reflect the revised site plan:

The proposed Costco building would occupy 241,342 ~~219,126~~ square feet, of which approximately 24,000 square feet would be reserved for storage and receiving.

#### ~~Revisions to Chapter 2, "Project Description"~~

Table 2-1 on page 2-10 is revised as follows to reflect the revised site plan:

**Table 2-1 Project Elements**

| Structure                                      | Area (square feet)         |
|--|----------------------------|
| <del>Warehouse Retail Building Footprint</del> | <del>241,342 219,126</del> |
| Warehouse/Retail                               | <del>162,264 163,539</del> |
| Loading/Back of house/Storage/Receiving        | <del>23,881 4,422</del>    |
| Market delivery operation                      | <del>46,834</del>          |
| Open canopy space                              | <del>5,126 3,223</del>     |
| Building envelope                              | <del>2,055 5,1188</del>    |
| <del>Fuel canopy</del>                         | <del>12,885</del>          |
| <del>Car wash</del>                            | <del>4,800</del>           |

Source: Data provided by Urban Planning Partners in 2022 and 2023.

~~The first sentence on page 2-13 under the heading “Costco Warehouse Building” is revised as follows to reflect the revised site plan:~~

~~The proposed warehouse would occupy 241,342 219,126 square feet of which approximately 24,000 square feet would be reserved for storage and receiving.~~

~~The description under the heading “Parking” on page 2-14 is revised as follows to reflect the revised site plan:~~

~~The project includes 889 873 total parking stalls, which meets the City of Fresno’s minimum parking requirements for the project. These parking stalls would include a total of 21 25 accessible spaces and 53 92 electric vehicle ready parking stalls. The design would be in compliance with City and Americans with Disabilities Act (ADA) requirements. The project also would provide bicycle parking in accordance with the City’s Citywide Development Code.~~

The text of the second paragraph on page 3-2 of the Final EIR is removed:

~~The first bullet on page 2-22, which describes the entitlements requested from the City, is revised to read:~~

- ~~Approve a Conditional Use Permit to construct a 241,342 219,126 square foot, warehouse retail building with a 4,800 square foot car wash, and an 13,000 square foot, 32 station fuel canopy.~~

The heading “Revisions to Section 3.1, ‘Aesthetics’” (Final EIR page 3-2) and all text that follows is removed, as shown below:

### ~~Revisions to Section 3.1, “Aesthetics”~~

~~The first sentence under Impact 3.1-1 on page 3-1-6 is revised as follows to reflect the revised site plan:~~

~~The project would construct an approximately 241,342 219,126 square foot single story, contemporary style retail building in the southeast corner of the project site, and a car wash and fueling stations along the northern portions of the site.~~

Under the heading “Revisions to Section 3.11, ‘Noise and Vibration’” beginning on page 3-2 of the Final EIR, the following text is removed:

~~The first sentence under the subheading “Parking and Gas Station” on page 3.11-23 is revised as following to reflect the revised site plan:~~

~~Based on the current conceptual plan the proposed project would include 829-873 parking spaces to accommodate Costco members and employees.~~

In addition, the following change to the Draft EIR is added to page 3-3 of the Final EIR. The City has identified revisions necessary to noise Mitigation Measure 3.11-3 to clarify implementation of the measure and ensure consistency with the analyses in the Draft EIR. Specifically, the City identified a typographical error in the mitigation that incorrectly reports the required noise reduction compared to the analysis in the Draft EIR. The City is correcting that error to increase the noise reduction required by the mitigation. As part of those revisions, the City has also struck restrictive language related to the location of potential noise attenuating features that could be used to achieve the reductions to allow flexibility in identification of appropriate design changes that would provide noise reductions.

**Mitigation Measure 3.11-3 on page 3.11-25 has been modified as follows to further clarify implementation:**

**Mitigation Measure 3.11-3: Reduce Exposure of Existing Sensitive Receptors to Noise Generated by Loading Dock Activity**

~~The project applicant shall construct a sound wall west of the loading docks or other noise attenuating feature ~~west of the loading docks~~ with a demonstrated ability to result in a ~~4~~ 9 dB noise decrease at the eastern property line of the existing residences along North Riverside Drive.~~

The City has also identified revisions necessary to noise Mitigation Measure 3.11-5, which is related to single-event noise levels, to clarify implementation of the measure and ensure consistency with the analysis in the Draft EIR. Page 3.11-14 of the Draft EIR notes, under the subheading “Selection of Noise Metrics for Thresholds of Significance,” that because the City does not have “SENL standards for analyzing heavy vehicle activity that expose receptors for a relatively short period, this noise impact analysis applies SENL standards recommended by the Federal Interagency Committee on Aviation Noise.” The analysis under Impact 3.11-5 (Draft EIR page 3.11-28) applies these metrics, concluding that “SENL’s at the nearest noise-sensitive receptors would exceed 65 SENL” (Draft EIR page 3.11-28). However, the text of the mitigation measure refers to the City’s Community Noise Equivalent Level (CNEL) standards, which are standards weighted over a 24-hour period and are not the basis of the analysis provided.

This change modifies the mitigation to better align with the analysis in the EIR related to noise measurements, clarifying that the standard is for interior noise as measured by SENL. The revision also cleans up text that was clarified in the Final EIR through addition of text to the introduction language within the measure. Specifically, text was added in the Final EIR in response to comments to clarify that “if one option is not implemented, the other would be required.” As part of this cleanup, text at the end of the measure indicating the same has been removed. This change does not affect the effectiveness of the measure or the applicant’s obligations. Note that there are legal requirements that must be met to modify the existing sound wall on private property, which is the reason for the options presented in the mitigation.

**Mitigation Measure 3.11-5: Implement Traffic Noise Reduction Measures along North Riverside Drive**

~~The project proponent shall implement noise reduction measures to ensure that ~~exterior~~ interior noise levels at residential land uses near the west side of North Riverside Drive do not exceed ~~the~~~~

~~City's current noise standard of 65 SENL dB L<sub>10</sub>/CNEL~~ under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-l, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using either of the following measures. Therefore, if one option is not implemented, the other would be required:

- Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The rubberized hot-mix asphalt overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. Rubberized hot-mix asphalt has been found to achieve this level of noise reduction in other parts of California (Sacramento County 1999). Pavement will require more frequent than normal maintenance and repair to maintain its noise attenuation effectiveness. The applicant shall fund the incremental cost for maintaining the roadway segment with the surface treatment.
- Construct a sound barrier taller than the 6-foot cinderblock wall that is currently present from West Spruce Avenue to West Herndon Avenue. The sound barrier shall be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier shall be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable  $L_{eq}$  standards at other receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013: 2-41; FTA 2018: 42). Barriers higher than the line of sight provide increased noise reduction (FTA 2018: 16). Scenic quality factors shall be taken into account during design, such as using more natural materials (e.g., berms and boulders) to reduce the visible mass of a wall. All barriers shall be designed to blend into the landscape along the roadway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed native trees or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. Additionally, the sound barrier shall meet the standards established in General Plan Policy NS-1-o which establishes aesthetic considerations for sound walls including a maximum allowable height of 15 feet. ~~If the sound barriers ensure that exterior traffic noise levels on the residential properties would not exceed 60 dB L<sub>eq</sub>, then the applicant shall not be required to pave the roadway with a special low noise surface treatment. Sound wall construction would only be implemented if all of the property owners on the west side of North Riverside Drive between West Herndon Avenue and West Spruce Avenue collectively agree to the mitigation.~~

As described above, the City has determined that revisions to the Draft EIR to change the precise square footage noted throughout the Draft EIR are not necessary based on the fact that the changes do not affect analysis or conclusions. As a result, the heading "Revisions to Section 3.14, 'Utilities'" (Final EIR page 3-8) and all text that follows is removed, as shown below:

**Revisions to Section 3.14, "Utilities"**

~~The text under "Water Demand and Wastewater Output" on page 3.14-9 is revised as follows to reflect the revised site plan:~~

~~CEQA Guidelines Section 15155 requires preparation of a water supply assessment (WSA) when a project is of sufficient size to be defined as a "water demand project." Several characteristics can deem a project a "water demand project" including:~~

- ~~► A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space (CEQA Guidelines Section 15155(a)(1)(B)).~~

~~The project is estimated to employ approximately 300 individuals, and the warehouse and gas station would encompass approximately 241,342-232,101 square feet. It does not meet the definition of a "water demand project" pursuant to Section 15155 of the State CEQA Guidelines. Preparation of a WSA is not required for the project.~~

**Exhibit L**

**Errata to the Conditions of Approval**

**for the 7120 N. Riverside Dr.**

**Costco Commercial Center**

**City Council:**

**Costco Commercial Center Project**



Planning and Development Department

2600 Fresno Street, Room 3043  
Fresno, California 93721-3604  
(559) 621-8277  
[www.fresno.gov](http://www.fresno.gov)

**Jennifer K. Clark, AICP, HDP**  
Director

Date of Errata: March 07, 2024

Planning Department Reviewer:  
Steven Martinez  
[Steven.Martinez@fresno.gov](mailto:Steven.Martinez@fresno.gov)

**SUBJECT: ERRATA TO THE CONDITIONS OF APPROVAL FOR THE COSTCO COMMERCIAL CENTER PROJECT: PLAN AMENDMENT / REZONE APPLICATION NO. P21-01960; CONDITIONAL USE PERMIT APPLICATION NO. P21-01959; ABC CONDITIONAL USE PERMIT APPLICATION NO. P21-03251; PLANNED DEVELOPMENT PERMIT APPLICATION NO. P21-03252**

The Planning and Development Department has prepared this Errata sheet to clarify and correct information in the Conditions of Approval dated March 07, 2024 for the Fresno Costco Commercial Center Project. The Conditions of Approval are revised as follows:

|                          |   |
|--------------------------|---|
| <input type="checkbox"/> | 15. <b>Pursuant to FMC Section 15-2749</b> To promote pedestrian safety and reduce the likelihood of property damage, whenever a proposed use contains, or is placed adjacent to, public or private outdoor facilities that provide batting cages, golf courses, golf-driving ranges, paintball, archery, or similar activities, the proposed use shall include fences, nets, walls, or other methods that are capable of stopping all projectiles fired and/or hit by containing or redirecting the projectile to a safe location. |
|--------------------------|---|

If you have any questions regarding this letter, please contact the reviewer listed above.