

City Council Regular Meeting

April 18, 2024

FRESNO CITY COUNCIL



Public Comment Packet

ITEM(S)

RECEIVED
2024 APR 18 P 1:57
CITY OF FRESNO
CITY CLERK'S OFFICE

9:25 A.M. (ID 24-487) 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: Public comment emails, Tray memo, Updated PowerPoint

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 prior to the meeting. Please call City Clerk's Office at 621-7650. Please keep the doorways,



CENTRAL UNIFIED SCHOOL DISTRICT

5652 W. Gettysburg Avenue

Fresno, CA 93722

Phone: (559) 274-4700

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www.centralunified.org

BOARD OF TRUSTEES

Yessenia Z. Carrillo

Phillip Cervantes

Naindeep Singh Chann

Nabil Kherfan

Jeremy A. Mehling

Joshua Sellers

Richard A. Solis

SUPERINTENDENT

Ketti Davis

Accepted by Presiding Officer
Pursuant to Rule 11(c)

Distributed

9:25AM (ID 24-482)

4-18-2024

April 17, 2024

To whom it may concern,

We appreciate the multiple meetings held with the Costco team to discuss the impact of the proposed relocation and expansion of Costco, which, if approved, will be located within the Central Unified School District. Communication was provided to our educational partners, a town hall for our concerned community members, our transportation and facility team, and my executive team. This communication confirms the issues we have been able to address together and acknowledges the impacts a project of this size will have.

We understand the importance of the development and the benefits it will bring to our community. However, we would like to highlight some critical considerations to ensure minimal disruption to daily operations and safety, particularly concerning our school district operations.

No Full Road Closure of Riverside Avenue: It is vital that Riverside Avenue remains open to traffic at all times during the construction phase. This roadway is a critical artery for school buses and parent traffic, especially during the morning and afternoon rush hours. A full closure would significantly disrupt not only school transportation but also the daily commute for our staff and students' families.

Advance Traffic Control Plan: We request that any traffic control plans, including partial road closures or detours, be shared with the school district at least two weeks in advance. This notice will allow us to adjust our routes and inform parents and staff accordingly, ensuring that school operations are not adversely affected and safety is maintained.

Communication Regarding High-Speed Rail with the City of Fresno: Given the potential impact on our community, we ask to be included in any communications between COSTCO, the City of Fresno, and other stakeholders regarding the High-Speed Rail project. Keeping our district informed will help us anticipate and mitigate any educational disruptions or safety concerns.

Multiple opportunities were presented for a positive partnership between employees and their work community. We are pleased that a reading program where employees adopt a school and provide weekly reading support will now include Central schools. In addition, Central students will benefit from back-to-school supplies and can continue the food pantry support our families benefit from. In addition, we discussed a collaboration with our CTE Business/Entrepreneurship pathway, and Costco staff expressed interest in being a guest speaker and participating in our annual student job fair.

Thank you for considering these points. We are optimistic about a positive and constructive dialogue moving forward.

Sincerely

Ketti Davis
Superintendent

Amer Iqbal
Assistant Superintendent, CBO

District Administration

Tami Boatright Ed.D., Assistant Superintendent, Educational Services · Amer Iqbal, Assistant Superintendent, Chief Business Officer
Jack Kelajian, Assistant Superintendent, Human Resources · Marilyn Lopez, Ed.D., Assistant Superintendent – Student and Family Services

Accepted by Presiding Officer
Pursuant to Rule 11(c)
Distributed

9:25 AM (ID 24-4187)
4-18-24 024

From: [Steven Martinez](#)
To: "Lynette Dias"; "Anna C. Shimko"; "Claire Mei"; "Kussow, Cassie"; "Phillips, Eric S." [REDACTED]
Cc: [Phillip Siegrist](#)
Subject: Fw: Proposed new Costco
Date: Thursday, April 18, 2024 11:54:49 AM

Please see below for your records.

Thank You.

Steven Martinez | Planner
Current Planning | Planning & Development
2600 Fresno Street | Fresno CA 93721
559.621.8047
Steven.Martinez@Fresno.gov

From: DOLORES REED [REDACTED]
Sent: Tuesday, April 16, 2024 3:44 PM
To: PublicCommentsPlanning
Cc: Steven Martinez
Subject: Proposed new Costco

External Email: Use caution with links and attachments

I live near the proposed new Costco store. I think it would be a huge mistake to not allow Costco to build in this area. I understand this new store would bring more traffic into the area, but that hasn't stopped the powers to be from building in other areas with traffic concerns. The persons with the power in Fresno have been allowed to build where they want. I'm told that Sam's Club is planning on adding a gas station where the current Sam's store is. I have not confirmed this information, but if it's true this means they're going to build a gas station on a parking lot already in use. Can you imagine the traffic congestion this is going to cause. And it isn't just any parking lot it's a parking lot in a prominent shopping center. I apologize if this is misinformation, but if it isn't I haven't heard any complaints about that. Costco is a major business and boom for Fresno and, I think Fresno would benefit greatly from sales and tax revenue.

I was born and raised in Fresno and have not forgotten how vibrant and beautiful Fresno was in the 40's and 50's. We had upscale department stores, wonderful restaurants and a variety of theatres. Fresno has been allowed to spread out to the point that every person old enough to drive needs a car to get from Point A to Point B. Public transportation is almost non existent. Let's not be a laughing stock by not allowing Costco to build a thriving business. We've had enough businesses go bankrupt. With the current economy and

From: [Gail Haskell](#)
To: [Phillip Siegrist](#)
Subject: Fwd: Delay of Proposed Costco
Date: Thursday, April 18, 2024 8:05:43 AM

External Email: Use caution with links and attachments

Accepted by **Presiding Officer**
Pursuant to **Rule 11(c)**
Sent from my iPad *Distributed*
Begin forwarded message: 9:25AM (ID 24-487)
4-18-2024

From: Gail Haskell [REDACTED]
Date: April 17, 2024 at 6:41:48 PM PDT
To: PublicCommentsPlanning@fresno.gov
Cc: Steven.Martinez@fresno.gov
Subject: Delay of Proposed Costco

Dear Councilman Karbassi,

In regards to the proposed Costco to be built at Herndon and Riverside Drive being put on hold; I would just like to say that there are probably hundreds (thousands?) of constituents in your district who would be thrilled to have a Costco so close by. A Costco with 32 gas pumps! The Costco on west Shaw has 12 gas pumps. So, if you have ever sat in line for 20 minutes to get gas at Costco you would certainly understand the appeal of 32 pumps!

As far as the traffic problems, please consider that with Veterans Blvd. now open you can easily get on and off the freeway without even going through the intersection of Herndon and Riverside Drive. This is also true of getting to the schools and the El Paseo shopping center. So for those of us who live nearby and shop and commute in this area on a regular basis there are ways around this.

Also, as a long time regular shopper at El Paseo I would like to say that I have never seen semi-delivery trucks coming or going there because they probably arrive very early in the morning or in the middle of the night. So the residents living nearby would probably never be aware of them either. I also find it hard to believe that the delivery trucks could be that loud. They are certainly no louder than the trains that already travel through the area numerous times day and night.

I do see how this location being right off of Highway 99 could generate a lot of traffic off the freeway with out of town shoppers and travelers needing gas. But because of this it would also generate a lot of tax revenue for Fresno.

From: Clerk
Sent: Thursday, April 18, 2024 9:16 AM
To: Clerk Agendas
Cc: Clerk
Subject: FW: Costco Location

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: Patrick Ramos
Sent: Thursday, April 18, 2024 8:21 AM
To: Clerk <Clerk@fresno.gov>
Subject: Costco Location

External Email: Use caution with links and attachments

Sent from my iPhone

Mike I believe the existing location works just fine for Costco, Proposed location will seriously impact Traffic, Pedestrian Safety as well as our Air Quality and Environmental impact with the Golf Course and the Wildlife that makes that there home.

I Pat Ramos ,am completely against the new Proposed Location .

From: Clerk
Sent: Thursday, April 18, 2024 9:17 AM
To: Clerk Agendas
Cc: Clerk
Subject: FW: Spruce

Follow Up Flag: Follow up
Flag Status: Flagged

From: terry stewart
Sent: Thursday, April 18, 2024 8:26 AM
To: Clerk <Clerk@fresno.gov>
Subject: Spruce

External Email: Use caution with links and attachments

Please don't open Spruce to Costco. It will endanger our neighborhood and our children. The traffic would cause a big problem with enjoining streets

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Clerk
Sent: Thursday, April 18, 2024 9:18 AM
To: Clerk Agendas
Cc: Clerk
Subject: FW: Costco Spruce Ave

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: Maria Valdez
Sent: Thursday, April 18, 2024 8:26 AM
To: Clerk <Clerk@fresno.gov>
Subject: Costco Spruce Ave

External Email: Use caution with links and attachments

Good morning, City Clerk:

This email serves as my opposition to Spruce Avenue being opened up in our neighborhood to grant access to the proposed Costco development. We all feel that this would impact our neighborhood in an adverse way. I feel that keeping Spruce Avenue as a dead end street and having the other proposed access to the new store would work just fine.

If Spruce is opened up, we feel it will be one another Herndon as an alternate route for shoppers and those residents in the developments on the other side.

Please don't allow Spruce to be opened up.

Thank you
Maria Valdez

Sent from my iPhone

So before this project gets derailed completely I would only ask that you look at all sides and take into consideration that not everyone you represent is against this new Costco. It could even be good for the area and would certainly be good for Fresno's economy. Personally, I hope it goes through and am looking forward to it.

Thank you for your time and consideration.

Sincerely,

Gail Haskell

Sent from my iPad

From: Clerk
Sent: Thursday, April 18, 2024 9:18 AM
To: Clerk Agendas
Cc: Clerk
Subject: FW: Delay of Proposed Costco - Item ID 24-487

Follow Up Flag: Follow up
Flag Status: Flagged

From: Phillip Siegrist <Phillip.Siegrist@fresno.gov>
Sent: Thursday, April 18, 2024 8:33 AM
To: Clerk <Clerk@fresno.gov>
Subject: FW: Delay of Proposed Costco - Item ID 24-487

Good morning,

I received the following comment regarding the Costco Commercial project scheduled for consideration today (Item ID 24-487).

I received this past the 24-hour comment deadline included on the Council agenda.

Thanks.

Phillip Siegrist | Planning Manager
Current Planning | Planning & Development
2600 Fresno Street | Fresno CA 93721
559.621.8061
Phillip.Siegrist@Fresno.gov



From: Gail Haskell <
Sent: Thursday, April 18, 2024 8:05 AM
To: Phillip Siegrist <Phillip.Siegrist@fresno.gov>
Subject: Fwd: Delay of Proposed Costco

External Email: Use caution with links and attachments

Sent from my iPad

Begin forwarded message:

From: Gail Haskell < gail.haskell@fresno.gov >
Date: April 17, 2024 at 6:41:48 PM PDT
To: PublicCommentsPlanning@fresno.gov
Cc: Steven.Martinez@fresno.gov
Subject: Delay of Proposed Costco

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Also, as a long time regular shopper at El Paseo I would like to say that I have never seen semi-delivery trucks coming or going there because they probably arrive very early in the morning or in the middle of the night. So the residents living nearby would probably never be aware of them either. I also find it hard to believe that the delivery trucks could be that loud. They are certainly no louder than the trains that already travel through the area numerous times day and night.

I do see how this location being right off of Highway 99 could generate a lot of traffic off the freeway with out of town shoppers and travelers needing gas. But because of this it would also generate a lot of tax revenue for Fresno.

If I lived across the street I would probably be against it too. But my guess is that before the people living there moved in they were informed at some point that the area around them could someday be developed into a commercial property. Although they probably never thought it would be a Costco with 800 parking spaces and 32 gas pumps they still chose to live there.

I would also argue that the El Paseo shopping center probably generates just as much traffic and shoppers as Costco would but that does not seem to be an issue. I also don't remember any complaints about it being built on that corner either.

From: [Steven Martinez](#)
To: ["Lynette Dias"; "Anna C. Shimko"; "Claire Mei"; "Kussow, Cassie"; "Phillips, Eric S.";](#)
Cc: [Phillip Siegrist](#)
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inflation we could use a healthy company that's not going to depend on government handouts to survive..
Sorry I got so winded.....
Dolores Reed



2600 Fresno Street, Third Floor, Room 3065
Fresno, California 93721-3604
(559) 621-8003

Planning & Development Department

Jennifer K. Clark, AICP
Director

TO MAYOR/COUNCIL FYI
Date 4/10/24 By T. Machado

MEMORANDUM

DATE: APRIL 4, 2024

TO: HONORABLE MAYOR JERRY DYER
COUNCIL PRESIDENT ANNALISA PEREA
COUNCILMEMBERS

FROM: GEORGEANNE A. WHITE, City Manager
JENNIFER CLARK, Planning and Development Director

BY: PHILLIP SIEGRIST, Planning Manager

SUBJECT: Herndon and Riverside Costco Commercial Project - northeast corner of West Herndon Avenue and North Riverside Drive

The purpose of this Memorandum is to provide a follow up response to address concerns and questions raised by City Council regarding the Costco commercial project to be located at the northeast corner of Herndon and Riverside Drive.

SUMMARY

Background

The existing Costco large format retail center located at 4500 West Shaw Avenue in northwest Fresno is approximately ±139,200 square feet and located within a ±24-acre commercial shopping center. The commercial shopping center includes a WinCo Foods grocery store (±93,285 S.F.), multi-tenant commercial building (±55,600 S.F.), Pep Boys auto parts store and service center (±23,950 S.F.), and a Costco fuel station (12 fuel pumps).

The West Shaw Avenue Costco, as approved on April 30, 1985 by the Fresno City Council under Site Plan Review Application No. S-8451, was the first Costco to be located in California. This prior application was analyzed with a Negative Declaration identifying no environmental impacts.

Costco has outgrown their current Shaw Avenue facility and the lease agreement is set to expire next year (2025). The subject project proposes to relocate the existing Shaw Avenue Costco location to a new 22.4-acre site located at the northeast corner of West Herndon Avenue and North Riverside Drive. In order to facilitate the relocation project, the following entitlement applications were filed: Plan Amendment/Rezone Application No. P21-01960; Conditional Use Permit Application No. P21-01959, Conditional Use Permit Application No. P21-03251 and Planned Development Permit Application No. P21-03252. The current project was required to complete an Initial Study and has conducted a full environmental assessment through an EIR which is the highest level of review available.

Plan Amendment Application No. P21-01960 proposes to amend the Fresno General Plan and the Bullard Community Plan to change the existing planned land use designation for the subject property from Commercial - Community to Commercial - General. Further, the proposed plan amendment proposes to reclassify West Herndon Avenue, from North Riverside to North Hayes Avenue, from an Expressway to a Super Arterial.

The rezone application component proposes to amend the Official Zoning Map of the City of Fresno to rezone the subject property from the CC/EA/UGM/cz (*Community Commercial/Expressway Overlay/Urban Growth Management/conditions of zoning*) zone district to the CG/UGM/cz (*General Commercial/Urban Growth Management/conditions of zoning*) zone district in accordance with the Plan Amendment Application.

Conditional Use Permit Application No. P21-01959, requests to construct a ±219,216 square-foot warehouse retail building, ±4,800 square-foot carwash and a ±13,000 square-foot fuel canopy with 32 fuel pumps. The warehouse footprint is comprised of ±163,539 square-feet for retail sales, ±4,422 square-feet for loading/receiving, ±46,834 square-feet for market delivery operation, ±3,233 square-feet of open canopy space, and ±1,188 square-feet of building envelope. The project includes 873 total parking stalls, which include 25 accessible spaces and 92 electric vehicle-ready parking stalls. It's noted that under the current planned land use and zone district of Community Commercial, the proposed carwash would be prohibited. Under the proposed Commercial General planned land use and zone district, the proposed use would be permitted with an approved conditional use permit.

Conditional Use Permit Application No. P21-03251 requests authorization to establish a State of California Alcoholic Beverage Control (ABC) Type 21 alcohol license that will allow the sale of beer, wine, and distilled spirits for consumption off the premises where sold.

Planned Development Permit Application No. P21-03252, request to modify parking lot development standards to allow for 36.5-foot-tall light fixtures rather than 25-foot light fixtures.

On February 21, 2024, the Planning Commission recommended to City Council approval of the project and certification of the Final Environmental Impact Report (SCH No. 2021100443).

On March 7, 2024, the items were considered by the City Council. After several concerns and questions related to traffic and environmental impacts, mitigation measures to be incorporated, effects on nearby property values, and traffic safety were raised by Councilmembers Karbassi and Arias, the item was referred back to staff. The following response is to provide clarification and address the aforementioned concerns and questions.

RESPONSE

1. Traffic

a. West Spruce Avenue

The Fresno General Plan Circulation Element plans for West Spruce Avenue, which is currently incomplete and terminates at Strother Avenue, to connect to North Riverside Drive. This project proposes to complete this section of roadway. In doing so, there are concerns related to increased traffic and speeding along West Spruce Avenue, east of the project site towards the intersection of West Spruce and North Hayes Avenues which is currently a two-way stop. Additionally, there were concerns about project related truck traffic using Riverside Drive and/or Spruce Avenue.

Traffic Calming Measures

The Public Works Department provided traffic calming measures that could be applied/implemented by Costco. These include (attached):

1. Installation of all-way stop control at the intersection of West Spruce and North Hayes (2 way to 4 way stop) along with high visibility crosswalks in all directions;
2. Installation of a refuge island (Non-ped crossing) at the east end of the golf course for the West Spruce Avenue connection to provide a traffic calming measures approaching/exiting Costco from the east on West Spruce Avenue; and
3. Installation of a refuge island (Non-ped crossing) near the intersection of West Spruce and North Sandrini Avenues.

The above referenced traffic calming measures could be applied to the project as a condition of approval.

b. West Spruce Avenue Not Connected

Alternatively, should West Spruce Avenue not be built out completely (e.g. connect to current terminus at Strother Avenue) one of the following procedures and/or analysis must be considered:

1. Amend the Fresno General Plan Circulation Element to remove West Spruce Avenue
 - a. Revise the VMT, GHG, and Traffic Safety analysis;
 - i. Recirculate the EIR; or
 2. Revise the VMT, GHG, and Traffic Safety analysis;
 - a. Recirculate the EIR
- b. Changes to project (no Spruce connection) to be considered by Planning Commission prior to returning to City Council.

If the City Council chooses to apply one of these options, the action must be referred back to staff until analysis is complete, public participation is included, and the Planning Commission makes a recommendation to City Council.

c. Truck Traffic

Concerns were raised about project related truck traffic using North Riverside Drive and/or West Spruce Avenue; specifically, whether trucks associated with other vendors could be restricted to only utilizing North Arthur Avenue.

Costco has expressed an intent to restrict all truck trips, including those associated with other vendors, from using North Riverside Drive and to only utilize Arthur to access the site for loading and delivery purposes.

Restricting access and use of North Riverside Drive from truck traffic (including other vendors) could be applied to the project as a condition of approval.

2. Significant Environmental Impacts

As previously mentioned, the existing West Shaw Avenue Costco, as approved on April 30, 1985 by the Fresno City Council under Site Plan Review Application No. S-8451, was the very first to be located in the State of California. It's also noted that the related initial study/environmental assessment prepared for the Shaw location resulted in a Negative Declaration. The activities and current impacts of the existing West Shaw Avenue Costco (namely traffic, GHG, & VMT) were not analyzed as they would under today's standards, nor were mitigation measures approved or incorporated. The EIR prepared for the new project (Herndon & Riverside) fully analyzes the impacts and applies all feasible mitigation measures to address these impacts.

Councilmember Arias asked what the specific environmental impacts did the EIR determine to be significant.

The EIR identified four (4) significant and unavoidable environmental impacts (Noise, Project VMT, Cumulative VMT, and Traffic Safety) that would result from the proposed project. However, the EIR did identify mitigation measures to be implemented to reduce adverse impacts. The significant and unavoidable impacts are as follows:

- Impact 3.11-1: Generation of a substantial temporary increase of construction noise levels in excess of applicable standards;
- Impact 3.13-2: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled;
- Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment); and
- Impact 4-13: Cumulative Transportation Impacts.

The following is an overview of the mitigation measures to be implemented.

a. Noise

According to Mitigation Measure 3.11-1, the project shall implement additional measures to reduce exposure to construction noise during noise-sensitive time periods. For all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor shall comply with the measures which are described as follows:

- Obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer (e.g. Noise Permit).
- Install temporary noise curtains as close as possible to the noise-generating activity.
- Use noise-reducing enclosures and techniques around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors).
- Operate heavy-duty construction equipment at the lowest operating power possible.
- Construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected.
- Provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place.

According to Mitigation Measure 3.11-3, the project applicant shall construct a sound wall west of the loading docks or other noise attenuating feature with a demonstrated ability to result in a decrease at the eastern property line of the existing residences along North Riverside Drive.

According to Mitigation Measure 3.11-5, the project proponent shall implement traffic noise reduction measures to ensure that exterior 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 dB Ldn/CNEL under existing-plus-project conditions. This performance standard can be achieved using either of the two (2) following measures. If one option is not implemented, the other would be required.

- Pave the roadway segment (Riverside Drive) with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. It's noted that 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). 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.

Given there are no guarantees that all property owners will collectively agree to implementing the sound barrier mitigation measure, the project proponent (Costco) has confirmed that they will pave Riverside Drive with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface.

b. Transportation and Circulation

Vehicle Miles Traveled (VMT) – Project and Cumulative

According to Mitigation Measure 3.13-2, Costco shall provide a mandatory commute reduction program for Costco employees that achieves at least a 26 percent reduction in employee VMT. The commute reduction program shall be provided to the City for approval prior to issuance of a certificate of occupancy. Actions may include measures from the most recent California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Handbook) measures for reducing greenhouse gas emissions within the transportation sector.

Most of the measures quantified in the CAPCOA Handbook aim to reduce VMT and encourage mode shifts from single-occupancy vehicles to shared (e.g., transit) or active modes of transportation (e.g., bicycle) (CAPCOA 2021). Although all transportation measures are provided below, not all are applicable or feasible given the implementation scale, nature of the proposed project, and/or limited jurisdictional authority of Costco, the applicant, to implement particular measures.

- Commute trip reduction marketing;
- Provide ridesharing program;
- Implement subsidized or discount transit program;
- Provide end-of-trip bicycle facilities;

Traffic Safety

According to Mitigation Measure 3.13-3, Costco shall provide off-site improvements to alleviate queuing that would result in transportation hazards prior to issuance of building permits. The off-site improvement to be provide are as follows:

1. Signal phasing at North Golden State Boulevard and West Herndon Avenue shall be revised to optimize green-time allocation relative to anticipated volumes.
2. "DO NOT BLOCK" pavement markings are required for the full width of North Weber Avenue to reduce queue blockage of the intersection.
3. On the north leg of the intersection (i.e., North Golden State Boulevard, northeast of West Herndon Avenue), reconstruct the median to extend the south bound dual left turn pocket as far north as possible without interfering with the existing north bound left-turn pocket at West Kathryn Avenue.

The mitigation measures outlined above are contained in the attached Mitigation Monitoring Reporting Program.

3. Additional Questions & Concerns

a. Netting

Recreational netting along West Spruce Avenue was described in the project description (Infrastructure Improvements section) of the EIR and shall therefore be required as part of the project.

With coordination with City of Fresno PARCs Department, the improvements/modifications to the golf course and installation of recreational netting shall be completed at Costco's expense. Any new netting shall be consistent and compatible with improvements on the west property line of the golf course, along Riverside Drive.

Removing the recreational netting as a project requirement could result in traffic safety impacts and additional analysis could be required to analyze safety hazards resulting in errant projectiles (golf balls) entering the public right-of-way.

b. Removal of Carwash

Any modifications to the carwash (e.g. relocation/removal) would require subsequent entitlement applications to be processed by Planning and Development.

c. Costco to Provide

1. Data on effects on neighboring property values;
2. Renderings - what project will look like from various vantage points;
3. Specifics on Community Investment – how much of the 1% pre-tax profit goes to charities in Fresno;
4. Letter from current property owner (Shaw Avenue location) - responsibility for releasing the building; and
5. Hours of Operation.

Exhibit A: Site Plan

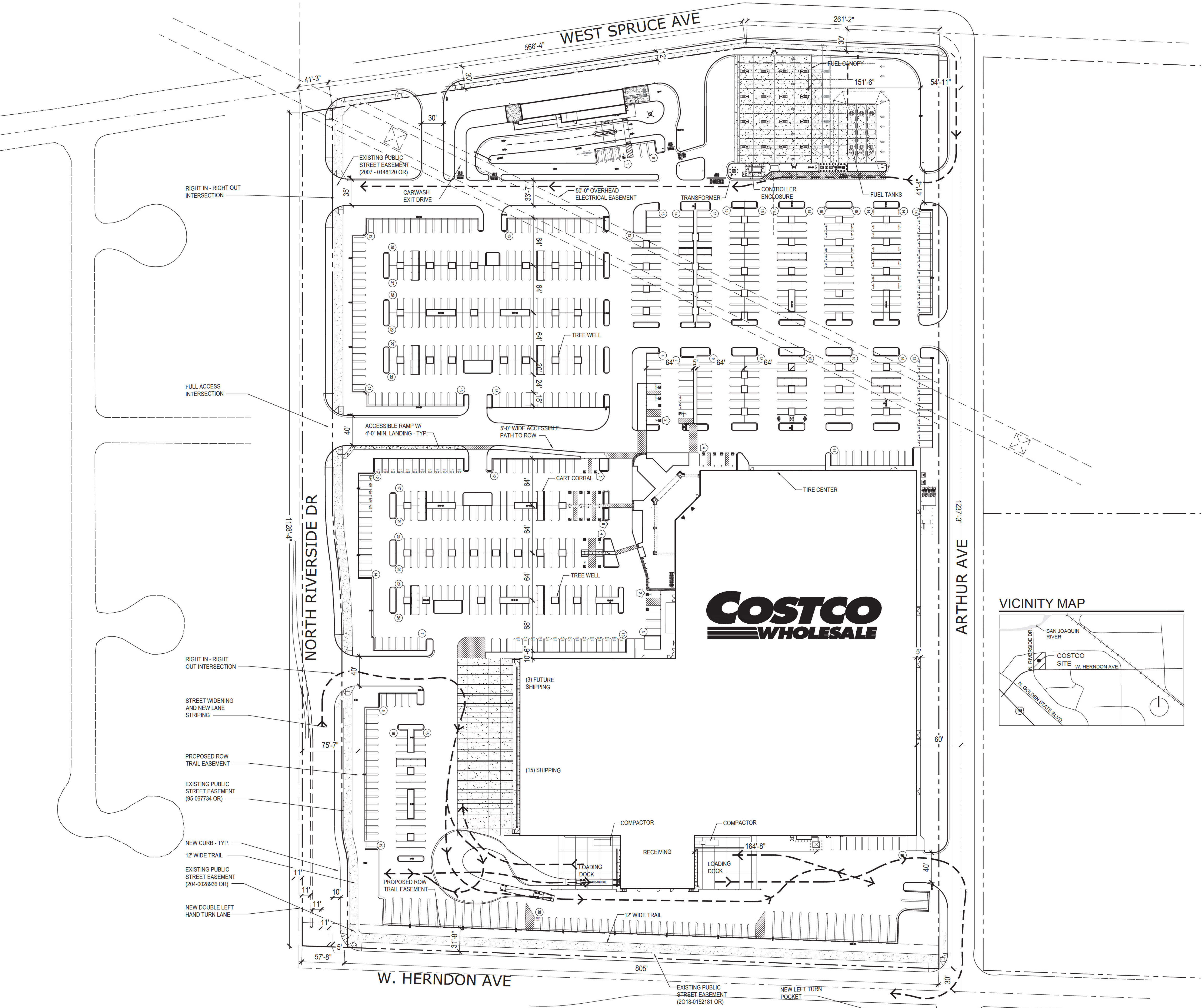
Exhibit B: Shaw Costco Negative Declaration

Exhibit C: DPW Traffic Calming Measures

Exhibit D: MMRP

Exhibit E: Costco Supplemental Packet

cc: Kelli Furtado, Chief of Staff to the Mayor



PROJECT DATA

CLIENT:

COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT ADDRESS:

NEC OF I-35 & NE 36TH ST
FRESNO, CA

ACESSOR'S PARCEL
NUMBER:

503-020-12

SITE DATA:

COSTCO SITE AREA:

21.20 ACRES (923,869 SF)

FUEL PARCEL AREA:

1.33 ACRES (57,753 SF)

TOTAL SITE AREA

22.53 ACRES (981,622 SF)

JURISDICTION:

CITY OF FRESNO

EXISTING ZONING:

CC/EA/cz

PROPOSED ZONING:

CG/cz

SETBACKS:

REQUIRED

FRONT:

SIDE:

REAR:

TBD

TBD

TBD

ACTUAL

FRONT:

SIDE:

REAR:

TBD

TBD

TBD

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:

219,216 SF

INCLUDES:

GROSS WAREHOUSE

167,960 SF

INCLUDES NET MECHANICAL / FIRE

1,188 SF

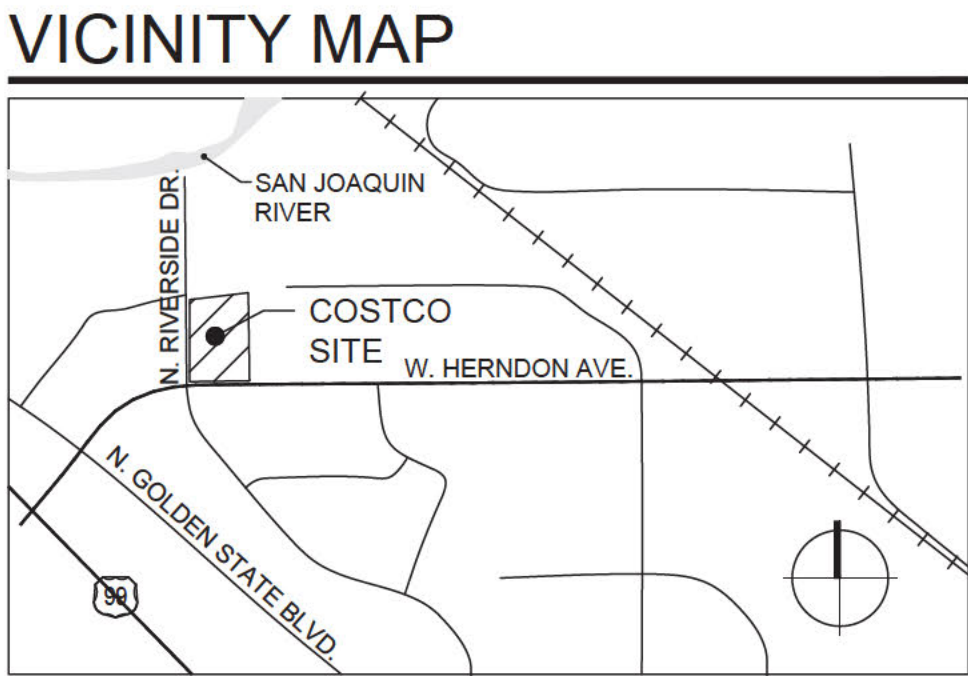
INCLUDES OPEN CANOPY

3,233 SF

GROSS MDO

46,834 SF

PARKING DATA:	
TOTAL SITE PARKING:	873 STALLS
INCLUDES:	
10' WIDE STALLS	808 STALLS
ACCESSIBLE STALLS	25 STALLS
TOTAL RECEIVING PARKING:	40 STALLS
INCLUDES:	
10' WIDE STALLS	40 STALLS
EV STALL PARKING	92 STALLS
NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:	3.98 STALLS
12' WIDE TRAILER PARKING	33 STALLS

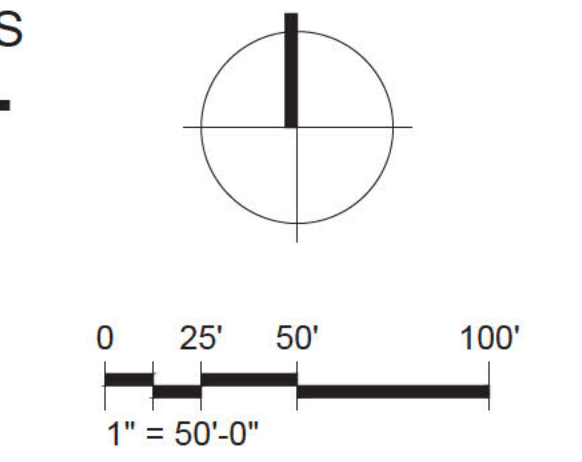


NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.

ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA

REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY

2 WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444



1101 Second Ave. Ste 100
Seattle, WA 98101
206 952 6500
MG2.com



NOVEMBER 14, 2023

CONCEPT SITE PLAN

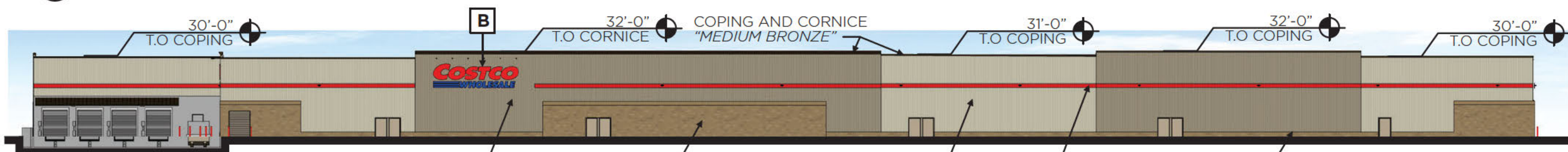
D11-34



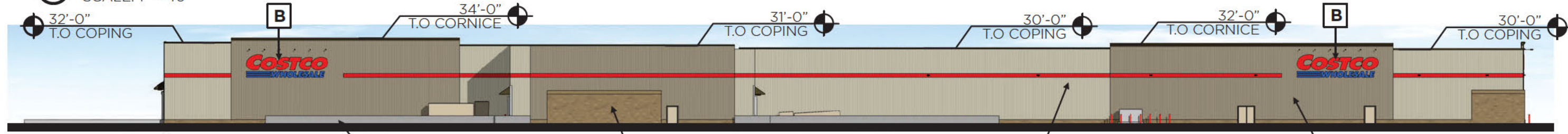
1 WEST ELEVATION
SCALE: 1" = 40'



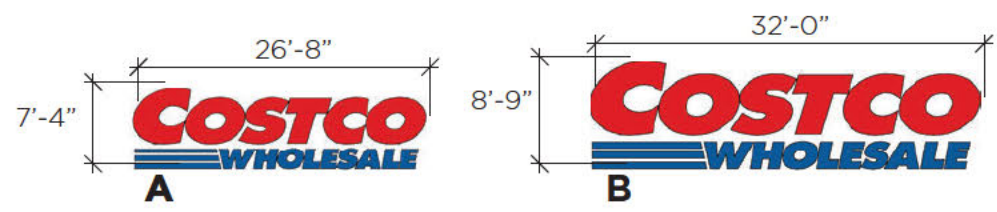
2 NORTH ELEVATION
SCALE: 1" = 40'



3 EAST ELEVATION
SCALE: 1" = 40'



4 SOUTH ELEVATION
SCALE: 1" = 40'

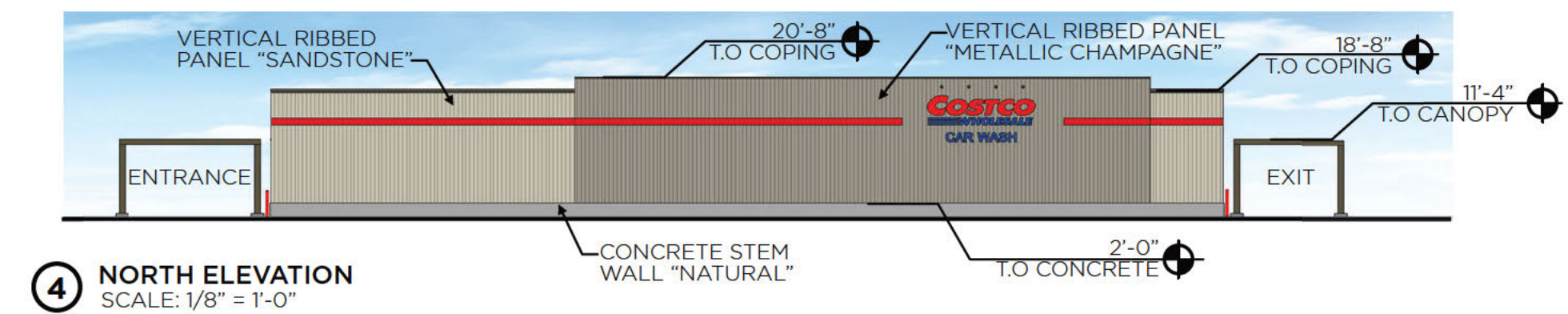
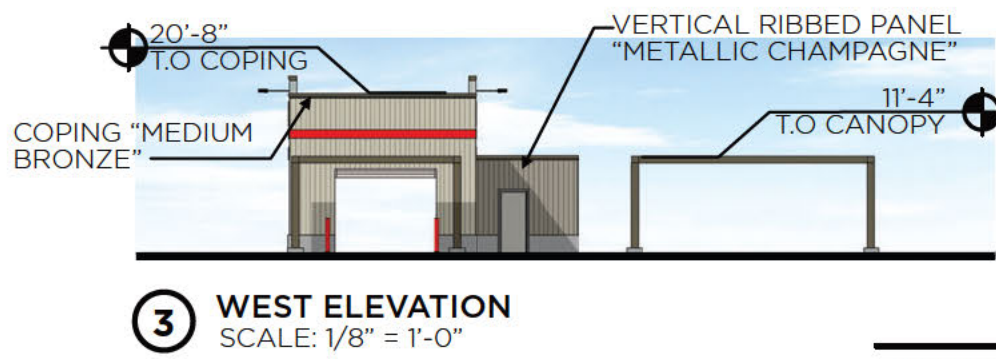
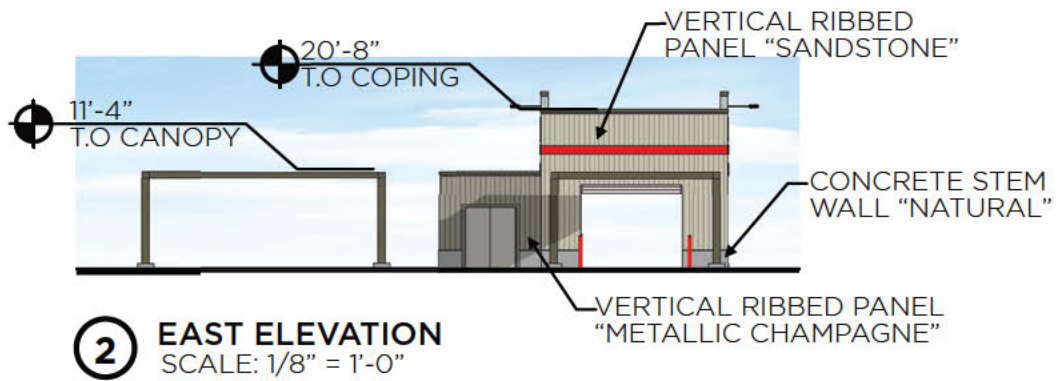
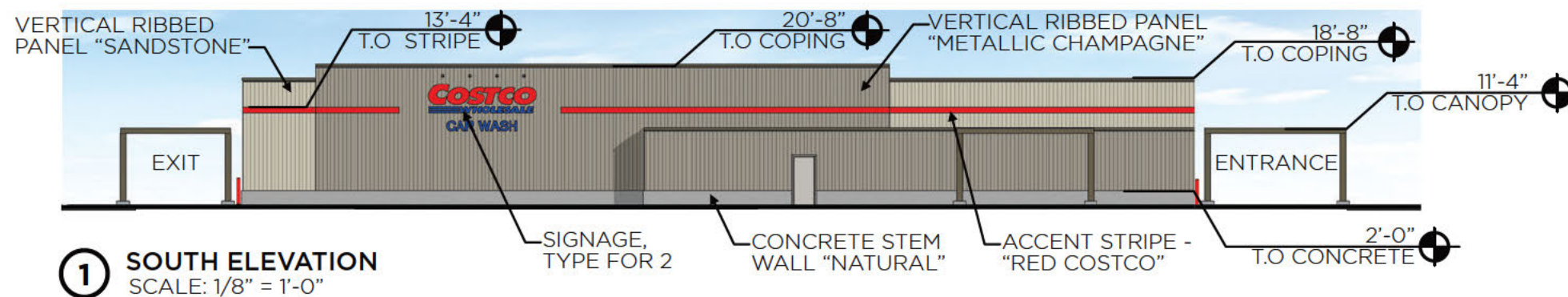


5 SIGN PACKAGE

SIGN TABLE						
IDENTITY	QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF	
A	1	COSTCO WHOLESALE	5'-0" C	175 SF	175 SF	
B	3	COSTCO WHOLESALE	6'-0" C	280 SF	840 SF	
TOTAL SIGN AREA:					998 SF	



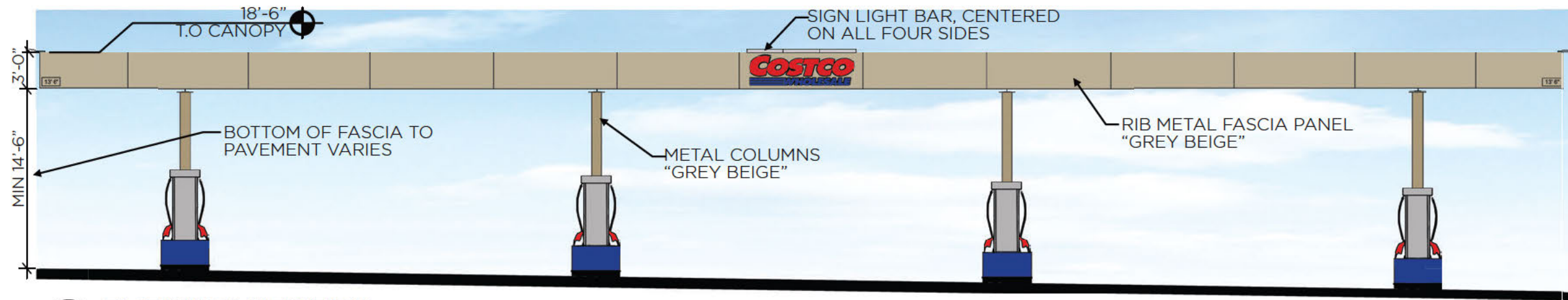
6 ENTRY CANOPY ELEVATION



SIGN TABLE

QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
2	COSTCO WHOLESALE	3'-6" x 10'-6"	37 SF	74 SF
TOTAL SIGN AREA:				74 SF

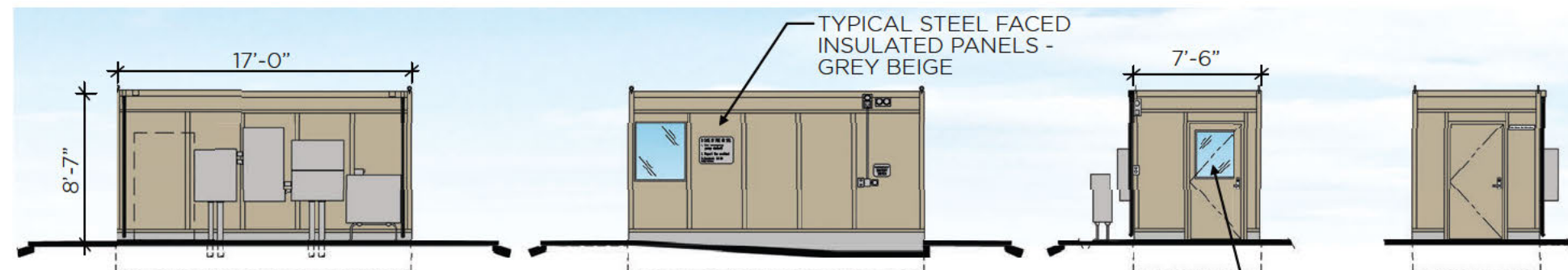




1 EAST/ WEST ELEVATION
SCALE: 1/8" = 1'-0"



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



4 CONTROLLER ENCLOSURE ELEVATIONS
SCALE: 1/8" = 1'-0"

SIGN TABLE

QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
4	COSTCO WHOLESALE	2'-5" x 8'-6"	21 SF	84 SF
TOTAL SIGN AREA:				84 SF



5 CANOPY SIGNS
SCALE: 1/4" = 1'-0"

CITY OF FRESNO NEGATIVE DECLARATION

Initial Study is on file in the Development Department
Room 103 - City Hall - 2326 Fresno St. - Fresno, CA 93721
(209) 488-4441

Environmental
Assessment Number
85-180 '85

Applicant American National Bank
5016 California Ave.
Bakersfield, CA 93309

Assessor's Parcel No.

306-090-68

Project Description and Location

Site Plan Review No. 8451, 340,658 sq. ft., single story, wholesale/retail sales lease buildings on 23.8 acres, zoned C-M/UGM, located on the north side of W. Shaw Avenue between N. Jennifer and N. Gates Avenues.

RECEIVED

MAR 27 PM 2:13

CITY CLERK
FRESNO, CALIF.

Filed with:
JACQUELINE L. RYLE,
City Clerk
2nd Floor - City Hall
2326 Fresno Street
Fresno, CA 93721

The proposed project has been evaluated with respect to each item on the attached environmental checklist. This completed checklist reflects comments of any applicable responsible agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the Environmental Assessment Application, the checklist, and any attachments to the checklist, combine to form a record indicating that an initial environmental study has been completed in compliance with the State CEQA Guidelines and the California Environmental Quality Act.

Any rating of "2" on the checklist indicates that a specific adverse environmental effect has been identified in a category which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the project or may be related to the design and characteristics of the individual project. Effects rated in this manner are not sufficient in themselves to require the preparation of an Environmental Impact Report and/or have been mitigated to the extent feasible.

All new development activity and many non-physical projects contribute directly or indirectly toward a cumulative impact on the physical environment. The incremental effect contributed by this project toward such a cumulative effect is not considered substantial in itself.

The proposed project is not expected to result in any significant adverse effects in terms of the factors considered on the environmental checklist, including any such factors for which minor effects have been identified. Cumulative effects of a significant nature are also not expected. The proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. The finding is therefore made that the proposed project will not have a significant adverse effect on the environment.

This Negative Declaration will be deemed final and effective if no appeal is filed in the manner specified by Section 12-513 of the Fresno Municipal Code.

Initial Study Prepared By:
A. E. Wahlenmaier, Supervising Planner

Submitted By: A. E. Wahlenmaier, AICP
Supervising Planner

Date: 3/27/85

ENVIRONMENTAL CHECKLIST

Potential Environmental Effects

EA NO. 85-180

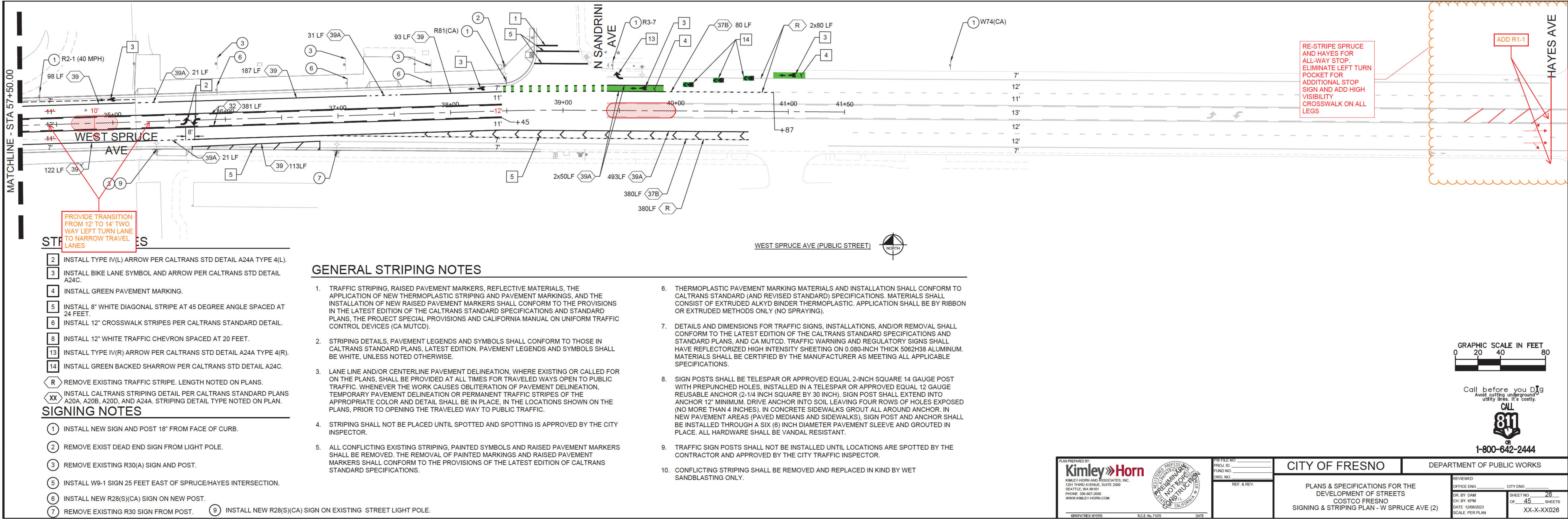
- | | |
|--|---|
| <p>1.0 <u>TOPOGRAPHIC, SOIL, GEOLOGIC CONSIDERATIONS</u></p> <p><u>/</u> 1.1 Geologic hazards, unstable soil conditions</p> <p><u>/</u> 1.2 Adverse change in topography or ground surface relief</p> <p><u>/</u> 1.3 Destruction of unique geologic or physical features</p> <p><u>/</u> 1.4 Increased water erosion</p> <p>2.0 <u>AIR QUALITY</u></p> <p><u>/</u> 2.1 Substantial indirect source of pollution (large vehicle generator)</p> <p><u>/</u> 2.2 Direct on-site pollution generation</p> <p><u>/</u> 2.3 Generation of objectionable odors</p> <p><u>/</u> 2.4 Generation of dust except during construction</p> <p><u>/</u> 2.5 Adverse local climatic changes</p> <p>3.0 <u>WATER</u></p> <p><u>/</u> 3.1 Insufficient ground water available for long-term project use</p> <p><u>/</u> 3.2 Use of large quantities of ground water</p> <p><u>/</u> 3.3 Wasteful use of ground water</p> <p><u>/</u> 3.4 Pollution of surface or ground water supplies</p> <p><u>/</u> 3.5 Reduction in ground water recharge</p> <p>4.0 <u>PLANT LIFE</u></p> <p><u>/</u> 4.1 Reduction of the numbers of any unique, rare, or endangered species</p> <p><u>/</u> 4.2 Reduction in acreage of agricultural crop</p> <p><u>/</u> 4.3 Premature or unnecessary conversion of prime agricultural land</p> <p>5.0 <u>ANIMAL LIFE</u></p> <p><u>/</u> 5.1 Reduction in the numbers of any rare unique, or endangered species</p> <p><u>/</u> 5.2 Deterioration or displacement of valuable wildlife habitat</p> <p><u>/</u> 6.0 <u>HUMAN HEALTH</u></p> <p>7.0 <u>NOISE</u></p> <p><u>/</u> 7.1 Increases in existing noise levels</p> <p><u>/</u> 7.2 Exposure to high noise levels</p> <p>8.0 <u>LIGHT & GLARE</u></p> <p><u>/</u> 8.1 Production of glare which will adversely affect residential areas</p> <p><u>/</u> 8.2 Exposure of residences to high levels of glare</p> <p>9.0 <u>LAND USE</u></p> <p><u>/</u> 9.1 Incompatibility with adopted plans and policies</p> <p><u>/</u> 9.2 Acceleration of growth rate</p> <p><u>/</u> 9.3 Induces unplanned growth</p> <p><u>/</u> 9.4 Adverse change in existing or planned area characteristics</p> | <p>10.0 <u>TRANSPORTATION & CIRCULATION</u></p> <p><u>/</u> 10.1 Generation of vehicle traffic sufficient to cause capacity deficiencies on existing street system</p> <p><u>/</u> 10.2 Cumulative increase in traffic on a major street for which capacity deficiencies are projected</p> <p><u>/</u> 10.3 Specific traffic hazard to motorists, bicyclists, or pedestrians</p> <p><u>/</u> 10.4 Routing of non-residential traffic through residential area</p> <p><u>/</u> 10.5 Insufficient or poorly located parking</p> <p><u>/</u> 10.6 Substantial increase in rail and/or air traffic</p> <p>11.0 <u>URBAN SERVICES</u></p> <p><u>/</u> 11.1 Availability of fire protection</p> <p><u>/</u> 11.2 Lack of emergency vehicle access</p> <p><u>/</u> 11.3 Adequacy of design for crime prevention</p> <p><u>/</u> 11.4 Overcrowding of school facilities</p> <p><u>/</u> 11.5 Availability of water mains of adequate size</p> <p><u>/</u> 11.6 Availability of sewer lines of adequate capacity</p> <p><u>/</u> 11.7 Availability of storm water drainage facilities (on or off site)</p> <p><u>/</u> 11.8 Availability of adequate park and recreation areas</p> <p><u>/</u> 11.9 Unusually high solid waste generation</p> <p>12.0 <u>HAZARDS</u></p> <p><u>/</u> 12.1 Risk of explosion or release of hazardous substances</p> <p><u>/</u> 12.2 Site subject to flooding</p> <p><u>/</u> 12.3 Adverse change in course of flow of flood waters</p> <p><u>/</u> 12.4 Potential hazards from aircraft accidents</p> <p><u>/</u> 12.5 Potential hazards from landfill and/or toxic waste sites</p> <p>13.0 <u>AESTHETICS</u></p> <p><u>/</u> 13.1 Obstruction to public or scenic vista or view</p> <p><u>/</u> 13.2 Creation of aesthetically offensive conditions</p> <p><u>/</u> 13.3 Removal of street trees or other valuable vegetation</p> <p><u>/</u> 13.4 Architectural incompatibility with surrounding area</p> <p>14.0 <u>HISTORICAL/ARCHEOLOGICAL</u></p> <p><u>/</u> 14.1 Removal of historic building, disruption of archeological site</p> <p><u>/</u> 14.2 Construction or activity incompatible with adjacent historic site</p> <p>15.0 <u>ENERGY</u></p> <p><u>/</u> 15.1 Use of substantial amounts of fuel or energy</p> <p><u>/</u> 15.2 Substantial increase in demand upon existing sources of energy</p> <p><u>/</u> 15.3 Wasteful use of energy</p> |
|--|---|

ENVIRONMENTAL CHECKLIST

Explanation of Ratings

- "0" Insufficient Information--Insufficient information is available to determine the potential environmental effects which may result from the proposed project in this category.
- "1" No Significant Environmental Effect--The proposed project will not have an adverse environmental effect in this category, or any such effect is not substantially unusual or of undesirable magnitude. This rating is also utilized in cases where the category is not applicable to the particular project under consideration.
- "2" Moderate Environmental Effect--The proposed project will have an adverse environmental effect in this category which is of sufficient magnitude to be of specific concern. However, this effect is not substantial enough in itself to require the preparation of an Environmental Impact Report.
- "3" Significant Adverse Environmental Effect--The environmental effect identified in this category substantiates in itself or contributed toward a finding that the proposed project has a potentially significant adverse effect on the environment sufficient to require the preparation of an Environmental Impact Report.

Plotted By: Kemper, Tessa Sheet Set: K1a Layout: SIGNING & STRIPING PLAN - W SPRUCE AVE (2) February 29, 2024 03:46:15pm
\\nasfile01\mp_aea\SEA_Civil\SEA_DS\090013004 - Costco N Fresno CANCADA\Exhibits\20240212 - Office Improvements Eval\02020296_Costco_N Fresno_Office
Improvements_20-25-Striping.dwg



PROVIDE TRANSITION
FROM 12' TO 14' TWO-
WAY LEFT TURN LANE
TO NARROW TRAVEL
LANES

RE-STRIPE SPRUCE
AND HAYES FOR
ALL-WAY STOP.
ELIMINATE LEFT TURN
POCKET FOR
ADDITIONAL STOP
SIGN AND ADD HIGH
VISIBILITY
CROSSWALK ON ALL
LEGS

ADD R1-1

STRIPING NOTES

2. INSTALL TYPE IV(L) ARROW PER CALTRANS STD DETAIL A24A TYPE 4(L).
3. INSTALL BIKE LANE SYMBOL AND ARROW PER CALTRANS STD DETAIL A24C.
4. INSTALL GREEN PAVEMENT MARKING.
5. INSTALL 8" WHITE DIAGONAL STRIPE AT 45 DEGREE ANGLE SPACED AT 24 FEET.
6. INSTALL 12" CROSSWALK STRIPES PER CALTRANS STANDARD DETAIL.
8. INSTALL 12" WHITE TRAFFIC CHEVRON SPACED AT 20 FEET.
13. INSTALL TYPE IV(R) ARROW PER CALTRANS STD DETAIL A24A TYPE 4(R).
14. INSTALL GREEN BACKED SHARROW PER CALTRANS STD DETAIL A24C.

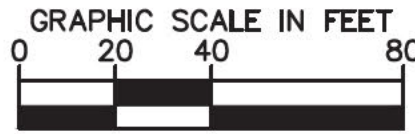
- R REMOVE EXISTING TRAFFIC STRIPE. LENGTH NOTED ON PLANS.
- XX INSTALL CALTRANS STRIPING DETAIL PER CALTRANS STANDARD PLANS A20A, A20B, A20D, AND A24A. STRIPING DETAIL TYPE NOTED ON PLAN.

SIGNING NOTES

1. INSTALL NEW SIGN AND POST 18" FROM FACE OF CURB.
2. REMOVE EXIST DEAD END SIGN FROM LIGHT POLE.
3. REMOVE EXISTING R30(A) SIGN AND POST.
5. INSTALL W9-1 SIGN 25 FEET EAST OF SPRUCE/HAYES INTERSECTION.
6. INSTALL NEW R28(S)(CA) SIGN ON NEW POST.
7. REMOVE EXISTING R30 SIGN FROM POST.
9. INSTALL NEW R28(S)(CA) SIGN ON EXISTING STREET LIGHT POLE.

GENERAL STRIPING NOTES

1. TRAFFIC STRIPING, RAISED PAVEMENT MARKERS, REFLECTIVE MATERIALS, THE APPLICATION OF NEW THERMOPLASTIC STRIPING AND PAVEMENT MARKINGS, AND THE INSTALLATION OF NEW RAISED PAVEMENT MARKERS SHALL CONFORM TO THE PROVISIONS IN THE LATEST EDITION OF THE CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS, THE PROJECT SPECIAL PROVISIONS AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD).
2. STRIPING DETAILS, PAVEMENT LEGENDS AND SYMBOLS SHALL CONFORM TO THOSE IN CALTRANS STANDARD PLANS, LATEST EDITION. PAVEMENT LEGENDS AND SYMBOLS SHALL BE WHITE, UNLESS NOTED OTHERWISE.
3. LANE LINE AND/OR CENTERLINE PAVEMENT DELINEATION, WHERE EXISTING OR CALLED FOR ON THE PLANS, SHALL BE PROVIDED AT ALL TIMES FOR TRAVELED WAYS OPEN TO PUBLIC TRAFFIC. WHENEVER THE WORK CAUSES OBLITERATION OF PAVEMENT DELINEATION, TEMPORARY PAVEMENT DELINEATION OR PERMANENT TRAFFIC STRIPES OF THE APPROPRIATE COLOR AND DETAIL SHALL BE IN PLACE, IN THE LOCATIONS SHOWN ON THE PLANS, PRIOR TO OPENING THE TRAVELED WAY TO PUBLIC TRAFFIC.
4. STRIPING SHALL NOT BE PLACED UNTIL SPOTTED AND SPOTTING IS APPROVED BY THE CITY INSPECTOR.
5. ALL CONFLICTING EXISTING STRIPING, PAINTED SYMBOLS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED. THE REMOVAL OF PAINTED MARKINGS AND RAISED PAVEMENT MARKERS SHALL CONFORM TO THE PROVISIONS OF THE LATEST EDITION OF CALTRANS STANDARD SPECIFICATIONS.
6. THERMOPLASTIC PAVEMENT MARKING MATERIALS AND INSTALLATION SHALL CONFORM TO CALTRANS STANDARD (AND REVISED STANDARD) SPECIFICATIONS. MATERIALS SHALL CONSIST OF EXTRUDED ALKYD BINDER THERMOPLASTIC. APPLICATION SHALL BE BY RIBBON OR EXTRUDED METHODS ONLY (NO SPRAYING).
7. DETAILS AND DIMENSIONS FOR TRAFFIC SIGNS, INSTALLATIONS, AND/OR REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS, AND CA MUTCD. TRAFFIC WARNING AND REGULATORY SIGNS SHALL HAVE REFLECTORIZED HIGH INTENSITY SHEETING ON 0.080-INCH THICK 5062H38 ALUMINUM. MATERIALS SHALL BE CERTIFIED BY THE MANUFACTURER AS MEETING ALL APPLICABLE SPECIFICATIONS.
8. SIGN POSTS SHALL BE TELESFAR OR APPROVED EQUAL 2-INCH SQUARE 14 GAUGE POST WITH PREPUNCHED HOLES. INSTALLED IN A TELESFAR OR APPROVED EQUAL 12 GAUGE REUSABLE ANCHOR (2-1/4 INCH SQUARE BY 30 INCH). SIGN POST SHALL EXTEND INTO ANCHOR 12" MINIMUM. DRIVE ANCHOR INTO SOIL LEAVING FOUR ROWS OF HOLES EXPOSED (NO MORE THAN 4 INCHES). IN CONCRETE SIDEWALKS GROUT ALL AROUND ANCHOR. IN NEW PAVEMENT AREAS (PAVED MEDIANS AND SIDEWALKS), SIGN POST AND ANCHOR SHALL BE INSTALLED THROUGH A SIX (6) INCH DIAMETER PAVEMENT SLEEVE AND GROUTED IN PLACE. ALL HARDWARE SHALL BE VANDAL RESISTANT.
9. TRAFFIC SIGN POSTS SHALL NOT BE INSTALLED UNTIL LOCATIONS ARE SPOTTED BY THE CONTRACTOR AND APPROVED BY THE CITY TRAFFIC INSPECTOR.
10. CONFLICTING STRIPING SHALL BE REMOVED AND REPLACED IN KIND BY WET SANDBLASTING ONLY.

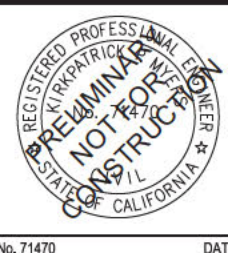


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Avoid cutting underground
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1-800-642-2444

PLAN PREPARED BY:
Kimley-Horn
KIMLEY-HORN AND ASSOCIATES, INC.
1201 THIRD AVENUE, SUITE 2000
SEATTLE, WA 98101
PHONE: 206-467-2800
WWW.KIMLEY-HORN.COM



PROJECT NO.
PROJ. ID.
FUND NO.
ORG. NO.
REF. & REV.

CITY OF FRESNO

DEPARTMENT OF PUBLIC WORKS

PLANS & SPECIFICATIONS FOR THE
DEVELOPMENT OF STREETS
COSTCO FRESNO
SIGNING & STRIPING PLAN - W SPRUCE AVE (2)

REVIEWED
OFFICE ENG. CITY ENG.
CH. BY DAM SHEET NO. 28
CH. BY KPM OF 45 SHEETS
DATE 12/06/2023
SCALE FOR PLAN XX-X-XX026

Fresno Costco Commercial Center Project

MITIGATION MONITORING AND REPORTING PROGRAM

State Clearinghouse No. 2021100443

City of Fresno

February 2024

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the EIR identifies potential significant adverse impacts related to the project implementation, and mitigation measures have been identified to reduce those impacts.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to or as part of implementation of the proposed project. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the mitigation measures, monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the Draft EIR. Mitigation measures that are referenced more than once in the EIR are not duplicated in the MMRP table.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the project applicant or its designee is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City of Fresno shall confirm implementation of all measures under its jurisdiction according to the specifications provided for each measure.

Inquiries should be directed to:

Steven Martinez, Planner II
City of Fresno Planning and Development Department
2600 Fresno Street, Third Floor, Room 3043
Fresno, CA 93721
Phone: (559) 621-8047
Email: Steven.Martinez@fresno.gov

The location of this information is:

City of Fresno
2600 Fresno Street, Third Floor, Room 3043
Fresno, CA 93721

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- ▶ Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure.
- ▶ Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- ▶ Timing – This column identifies the time frame in which the mitigation will be implemented.
- ▶ Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Verification
Archaeological, Historical, and Tribal Cultural Resources			
<p>Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program</p> <p>The applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter archaeological resources. A copy of the worker environmental awareness program shall be provided to the City's Planning Division before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum:</p> <ul style="list-style-type: none"> ▶ types of cultural resources expected on the project site; ▶ types of evidence that indicates cultural resources might be present (e.g., glass shards, lithic scatters); ▶ what to do if a worker encounters a possible resource; ▶ what to do if a worker encounters animal bones or possible human bones; and ▶ repercussions for removing or intentionally disturbing archaeological resources. 	Project Applicant	Develop plan before construction activities begin; implement plan during construction	
<p>Mitigation Measure 3.4-1b: Retain an Archaeological Monitor and Native American Monitor, and Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features or Tribal Cultural Resources</p> <p>In the event that any historic-era subsurface archaeological features or deposits (e.g., glass, metal, and/or ceramic refuse scatters), or prehistoric subsurface archaeological features or deposits (e.g., locally darkened soil ("midden"), stone tool chipping debris, bones, shell beads, or concentrated charcoal layers), are discovered during construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City shall be notified. The applicant will then retain the services of a qualified professional archaeologist to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or tribal artifacts. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that should be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include preservation in place, archival research, subsurface testing, and/or data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal artifact, the City shall provide a reasonable opportunity for input from a Native American tribal representative affiliated with the location of the discovery; affiliation shall be determined by the City, in consultation with the qualified archaeologist, based on the City's AB 52 list or the</p>	Project Applicant	During construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
contact list provided by the NAHC. If responsive, the tribal representative will then determine whether the artifact is considered a tribal cultural resource, as defined by PRC Section 21074. The applicant, in consultation with the City and Tribe, shall implement the recommended preservation options (which may include preservation in place, data recovery, mapping, capping, or avoidance), and proper curation of significant artifacts, if it determines that the measures are feasible in light of project design, logistics, and cost considerations.			
Mitigation Measure 3.4-4: Halt Ground-Disturbing Activity upon Discovery of Subsurface Paleontological Resources If paleontological resources are discovered during earthmoving activities, the project applicant shall immediately halt operations within 30 feet of the find and notify the City. If the find is determined to be significant, it shall be salvaged by a qualified paleontologist retained by the project applicant following the standards of the SVP (2010) and curated at a certified repository such as the University of California Museum of Paleontology.	Project Applicant	During construction activities	
Biological Resources			
Mitigation Measure 3.5-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows <ul style="list-style-type: none"> ▶ A qualified biologist shall conduct a focused survey for burrowing owls in accessible areas (i.e., not including private property) of habitat suitable for the species on and within 1,640 feet (500 meters) of the project site no less than 14 days before initiating ground disturbance activities using survey methods described in Appendix D of the CDFW 2012 Staff Report (CDFW 2012). Much of the area within this 1,640-foot survey area does not contain habitat suitable for burrowing owl (e.g., residential areas, commercial development, roads) and would not require surveys. Inaccessible areas that contain habitat suitable for burrowing owl (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope. ▶ If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required. ▶ If an active burrow is found within 1,640 feet of pending construction activities during the nonbreeding season (September 1 through January 31), the applicant shall establish and maintain a minimum protection buffer of 164 feet (50 meters) around the occupied burrow throughout construction. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. The actual buffer size shall be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist 	Project Applicant	Before construction activities begin (no less than 14 days prior to ground disturbance) and during construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>determines that an alternative buffer shall not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of the CDFW Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a compensatory habitat mitigation plan (see below).</p> <ul style="list-style-type: none"> ▶ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW 2012 Staff Report. If an active burrow is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the site shall be marked with fencing, flagging, or other means. The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW 2012 Staff Report. ▶ If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project activities, the applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) shall be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards: <ul style="list-style-type: none"> ▪ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range. 			

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> ▪ If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity. ▪ If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW. ▪ If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the CDFW 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors. 			
<p>Mitigation Measure 3.5-1b: Conduct Focused Surveys for Swainson's Hawk, White-Tailed Kite, Other Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers</p> <ul style="list-style-type: none"> ▶ To minimize the potential for loss of Swainson's hawk, white-tailed kite, other raptors, and other native birds, project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1-January 31, as determined by a qualified biologist), if feasible. If project construction activities are conducted during the nonbreeding season, no further mitigation shall be required. ▶ Within 14 days before the onset of project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for Swainson's hawk, white-tailed kite, other nesting raptors, and other native birds. Surveys shall be conducted in accessible areas (i.e., not including private property) within 0.5 mile of the project site for Swainson's hawk and white-tailed kite; within 500 feet of the site for other raptors; and within 50 feet of the site for non-raptor common native bird nests. Inaccessible areas that contain habitat suitable for nesting birds (e.g., the Riverside Golf Course property) shall be surveyed using binoculars or a spotting scope. 	Project Applicant	Before construction activities begin (with 14 days of ground disturbance) and during construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> ▶ If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City of Fresno, and no further mitigation shall be required. ▶ Impacts on nesting birds shall be avoided by establishing appropriate buffers around active nest sites identified during focused surveys to prevent disturbance to the nest. Project construction activity, including tree removal, shall not commence within the buffer areas until a qualified biologist has determined that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. An avoidance buffer shall be implemented for Swainson's hawk and white-tailed kite in consultation with CDFW. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson's hawk nests, but the size of the buffer may be decreased if a qualified biologist and the City of Fresno, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. For other species, a qualified biologist shall determine the size of the buffer for nests of non-special-status species after a site- and nest-specific analysis. Buffers typically shall be 500 feet for common raptors. Buffer size for non-raptor common bird species generally shall be at least 20 feet. Factors to be considered for determining buffer size shall include presence of natural buffers provided by vegetation or topography, nest height above ground, baseline levels of noise and human activity, species sensitivity, and proposed project construction activities. The size of the buffer may be adjusted if a qualified biologist determines that such an adjustment would not be likely to adversely affect the nest. Any buffer reduction for a listed or fully protected species (i.e., Swainson's hawk, white-tailed kite) shall require consultation with CDFW. If an active nest is found on property outside of the project site (e.g., the Riverside Golf Course), then the protection buffer shall be established on a map, and only the portion of the buffer within the project site shall be marked with fencing, flagging, or other means. Periodic monitoring of the nest by a qualified biologist during project construction activities shall be required if the activity has potential to adversely affect the nest, the buffer has been reduced, or if birds within active nests are showing behavioral signs of agitation (e.g., standing up from a brooding position, flying off the nest) during project construction activities, as determined by the qualified biologist. 			
Noise and Vibration			
Mitigation Measure 3.11-1: Implement Additional Measures to Reduce Exposure to Noise Reduction during Noise-Sensitive Time Periods For all outdoor construction activity that is to take place outside of the City of Fresno construction noise exception timeframes (i.e., 10:00 p.m. and 7:00 a.m., Monday through Saturday, and all hours of the day on Sunday), and that is anticipated to generate interior noise levels at sensitive receptors that exceed the City of Fresno General Plan interior noise standard of 45 dB for residential land uses, the construction contractor shall comply with the following measures:	Project Applicant	During construction activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> ▶ Consistent with Section 10-110 of the City Noise Control Ordinance, obtain an exception to Article 1, "Noise Regulations," through the Chief Administrative Officer. A permit may be issued authorizing noises prohibited by the noise ordinance whenever it is found that the public interest will be served thereby or that extreme hardship will result from the strict enforcement. ▶ Install temporary noise curtains as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot. ▶ Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors). ▶ Operate heavy-duty construction equipment at the lowest operating power possible. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ Where available and feasible, construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. ▶ Provide a minimum of one week of advanced notice to owners of all residential located within 350 feet of where nighttime construction activity would take place. This noticing shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem. 			
<p>Mitigation Measure 3.11-3: Reduce Exposure of Existing Sensitive Receptors to Noise Generated by Loading Dock Activity</p> <p>The project applicant shall construct a sound wall west of the loading docks or other noise attenuating feature with a demonstrated ability to result in a 9 dB noise decrease at the existing residences along North Riverside Drive.</p>	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>Mitigation Measure 3.11-5: Implement Traffic Noise Reduction Measures along North Riverside Drive</p> <p>The project proponent shall implement noise reduction measures to ensure that 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 dB SENL under existing-plus-project conditions. This measure is consistent with General Plan Policy NS-1-I, which recommends the use of design alterations to reduce noise impacts. This performance standard can be achieved using any combination of the following measures. Therefore, if one option is not implemented, the other would be required.</p> <ul style="list-style-type: none"> ▶ 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 	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
General Plan Policy NS-1-o which establishes aesthetic considerations for sound walls including a maximum allowable height of 15 feet.			
Transportation and Circulation			
<p>Mitigation Measure 3.13-2: Provide a Program to Reduce Costco Employees' VMT by at least 26 Percent</p> <p>Costco shall provide a program that is designed to achieve at least a 26 percent reduction in employee VMT. The program shall be provided to the City for acceptance prior to issuance of a certificate of occupancy. Specific actions must include the following measures described in the California Air Pollution Control Officers Association's 2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity:</p> <ul style="list-style-type: none"> ▶ Commute Trip Reduction Marketing (estimated to result in up to 4 percent employee VMT reduction): Costco shall implement a marketing strategy to promote Costco's commute reduction program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and greenhouse gas emissions. The following features (or similar alternatives) shall be provided: <ul style="list-style-type: none"> ▪ on-site or online commuter information services, ▪ employee transportation coordinators, ▪ on-site or online transit pass sales, and ▪ guaranteed ride home service. ▶ Provide Ridesharing Program (estimated to result in up to 8 percent employee VMT reduction): Costco shall develop and implement a ridesharing program. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and greenhouse gas emissions. The following strategies provide examples of a multifaceted approach for promoting a rideshare program: <ul style="list-style-type: none"> ▪ designating a certain percentage of desirable parking spaces for ridesharing vehicles, ▪ designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and ▪ providing an app or website for coordinating rides. ▶ Implement Subsidized or Discount Transit Program (estimated to result in up to 5.5 percent employee VMT reduction): Costco shall provide free transit passes for employees. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle 	Project Applicant	Prior to issuance of certificates of occupancy	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>trips. This decrease in vehicle trips results in reduced VMT and, thus, a reduction in greenhouse gas emissions.</p> <ul style="list-style-type: none"> ► Provide End-of-Trip Bicycle Facilities (estimated to result in up to 4.4 percent employee VMT reduction): Costco shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include elements such as bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and greenhouse gas emissions. ► Improve Street Connectivity (estimated to result in up to 30 percent employee VMT reduction): Costco shall construct West Spruce Avenue along the northern site boundary, creating new connections between West Spruce Avenue and North Aurther Avenue. The increased connectivity and intersection density that would result from these improvements would facilitate shorter trips, thereby reducing VMT. ► Provide Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network (estimated to result in up to 10 percent employee VMT reduction¹): Costco shall construct new, 12-foot-wide pedestrian and bicycle paths along West Herndon Avenue and North Riverside Drive to improve pedestrian access and connect to a larger bicycle network. This encourages a mode shift from automobiles to biking and walking, resulting in VMT reduction. 			
<p>Mitigation Measure 3.13-3: Provide Off-Site Improvements</p> <p>Costco shall provide the following off-site improvements to alleviate queuing that would result in transportation hazards to the greatest extent feasible prior to issuance of building permit:</p> <ul style="list-style-type: none"> ► North Golden State Boulevard and West Herndon Avenue: Revise signal phasing to optimize green-time allocation relative to anticipated volumes. To reduce queue blockage of the intersection, "DO NOT BLOCK" pavement markings are required for the full width of North Weber Avenue. On the north leg of the intersection (i.e., North Golden State Boulevard, northeast of West Herndon Avenue), reconstruct the median to extend the south bound dual left-turn pocket as far north as possible without interfering with the existing north bound left-turn pocket at West Kathryn Avenue. <p>All off-site improvements shall be designed in accordance with City roadway design standards and are subject to review by the City and responsible emergency service providers.</p>	Project Applicant and City of Fresno	Prior to issuance of certificates of occupancy	

¹ Measures T-18 through T-22-C are in the Neighborhood Design subsector. The VMT reduction from the combined implementation of all measures within this subsector is capped at 10 percent (CAPCOA 2021: 135).



April 4, 2024

City Council Members
City of Fresno
2600 Fresno Street
Fresno, CA 93721

Re: Costco Wholesale -7120 N Riverside Drive


Dear Council Members,

As a follow-up to the City Council hearing on March 7th, 2024, we are transmitting two items:

- (1) A supplemental packet that provides responses and additional information related to the City Council's questions and request. The packet focuses on responses to comments and questions from the Council that were not fully answered at the hearing. We have also included some questions that were, in fact, answered at the hearing as we have provided a more detailed or accurate response. We will respond to your questions regarding Costco's impact on property values and City revenues in a follow-up transmittal.
- (2) A reiteration of our request to modify Condition 15, regarding the golf course netting. This is a critical item for us and as such we are requesting the City Council to consider it.

We look forward to the April 18th meeting. Please do not hesitate to let staff know if any additional information is needed from the Costco team in advance of the meeting on the 18th.

Sincerely


Pari Holliday
RE Development Director



COSTCO WHOLESALE RELOCATION – N. Riverside Drive

CITY COUNCIL SUPPLEMENTAL PACKAGE

APRIL 4, 2024



1. Economics & Community Benefits
2. Site Specifics and Operations
3. CEQA
4. Off-Site Improvements

City Council Questions/Requests

- How many jobs?
- Define part time?
- What is average retention rate?

ECONOMICS AND COMMUNITY BENEFITS

EMPLOYMENT - 90% of the Shaw employees live in Fresno

Existing

Employee Count

Shaw Warehouse

175 Full-time

104 Part-time (62 full-time equivalent (FTE))

279 Total Employees (237 FTE)

MDO

13 Full-Time

3 Part-time (2 FTE)

16 Total Employees (15 FTE)

295 TOTAL EMPLOYEES (253 FTE)

Retention Rate

- Employee Turnover - 18% annually
- Employee Tenure
 - 5+ years 61% (~180 employees)
 - 10+ years 45% (~133 employees)
 - 15+ years 35% (~103 employees)

New Location (~15% more employees)

Employee Count

Integrated Warehouse & MDO

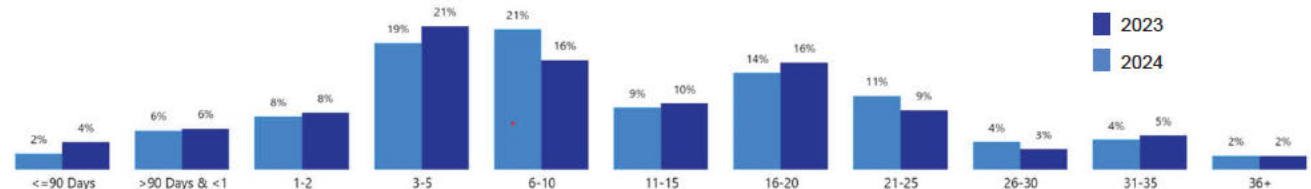
216 Full-Time (+28)

123 Part-time (+16) (74 FTE)

339 Total Employees (290 FTE)

- **Full-time employees** are promoted from within
- Initially all employees hired as **part-time**
- **Part-time** is a minimum of 24 hours per week

Headcount by Years of Service – Fresno on Shaw Avenue



City Council Questions/Requests

- Explain compensation package.
- Do part-time employees get benefits?

ECONOMICS AND COMMUNITY BENEFITS

EMPLOYMENT - We take care of our employees!

Benefits

- **All Employees Eligible, 90 days after start date, including Full-time and Part-time employees**
- Medical, Dental, and Vision with low out-of-pocket premiums and copays
- Paid bonding leave
- Health care reimbursement account
- Dependent care reimbursement account
- Voluntary short-term disability
- Long-term disability
- Life insurance and AD&D insurance
- Employee assistance program
- Employee stock purchase plan
- 401(k) plan - match employee contributions up to 5k a year.
- Programs to support physical, emotional, and financial well-being

Compensation

- \$18.50 to \$34.00 per hour

Paid Time-off

- Paid sick and vacation time
- Eight paid holidays
- One paid floating holiday to allow employees to observe a day that's meaningful to them, e.g., Juneteenth, Indigenous Peoples Day, Veterans Day

City Council Questions/Requests

- What are the specifics of Costco's charitable giving in Fresno?
- How much of the 1% pre-tax profit goes to charities in Fresno?

ECONOMICS AND COMMUNITY BENEFITS

Community Benefits

Charitable Giving

- **Local Programs** – Costco donated approximately \$80,000 cash in FY 22/23 to local organizations in Fresno including but not limited to Valley Children's Hospital, Holy Cross Ministries, Fresno Central Seventh Day Adventist, and Bowe's Animal Shelter.
- **Costco's 1% pre-tax profit charitable giving** represents the company's total cash donations throughout the company, including cash donations made by individual warehouses.



City Council Questions/Requests

- What schools got the backpacks, how many?
- What are the specifics of Costco's charitable giving in Fresno?

ECONOMICS AND COMMUNITY BENEFITS

Community Benefits – Local

Backpack Program

- Each Costco location “adopts” one local school with 50% or more of the students in grades 1 through 5 on a free or reduced cost meal program.
- In most cases, all students from one grade level receive a new backpack which contains a 12” ruler, zippered pencil pouch, 2 pocket style folders and an eraser.
- Costco works with the school to decide which grade level will receive the allotted number of backpacks.
- 1,152 total backpacks donated in 22/23 - 768 backpacks to Jefferson Elementary 384 to Pinedale Elementary.
- Other schools that have participated in the program include Lawless Elementary, Polk Elementary, and Madison Elementary.

Feeding America Donations

- This program takes food that is still edible but may be slightly damaged and is donated.
- The Fresno Shaw location donated over 203,000 lbs of food plus assorted items including clothing, to food banks in Fresno in FY23.

City Council Questions/Requests

- What are the specifics of Costco's charitable giving in Fresno?

ECONOMICS AND COMMUNITY BENEFITS

Community Benefits — Our Employees Help Too!

- **Valley Children's Hospital Campaign**

- 8 Costco warehouses in the Central Valley participated
- Employees at the register make hundreds of requests for donations every day
- Valley Children's champions and their families are welcomed at stores to travel through the warehouse and thank customers for supporting Children's Miracle Network Hospitals
- Warehouse collectively **raised over \$9 Million during May 2023**
 - A 15 percent increase from 2022
 - More than double what they raised in 2020

- **Reading Program**

- 4 employees volunteer their time to read to students at a local elementary school.
- Last year's school was Lawless Elementary, and Polk Elementary has participated in the past.



City Council Questions/Requests

- What are the plans for the vacant building when Costco vacates?

ECONOMICS AND COMMUNITY BENEFITS

New Tenant for Existing Shaw Location

- Costco to keep 12 fuel pumps at Shaw location
- Costco vested interest in property given the fuel station remains
- Costco is working with Landlord to secure an appropriate tenant

City Council Questions/Requests

- What are the operating hours of the Costco?
- What are car wash hours?

SITE SPECIFICS AND OPERATIONS

Warehouse Operation

Warehouse and Car Wash Open:

- Monday through Friday from 9:00 a.m. to 8:30 p.m.
- Saturday and Sunday from 9:00 a.m. to 7:00 p.m.

Fuel Open:

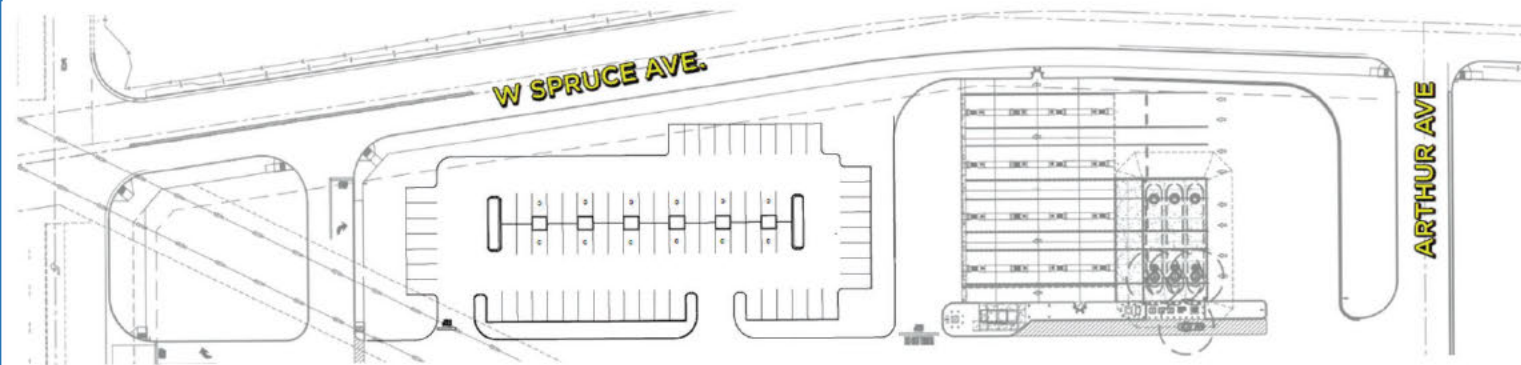
- 5:00 a.m. to 10:00 p.m. daily
- The extended hours for fuel minimize demand during peak hours and spread activity across a longer period and reduce idling and queuing.
- School busses pick up in the area at approximately 7:15 am.

City Council Questions/Requests

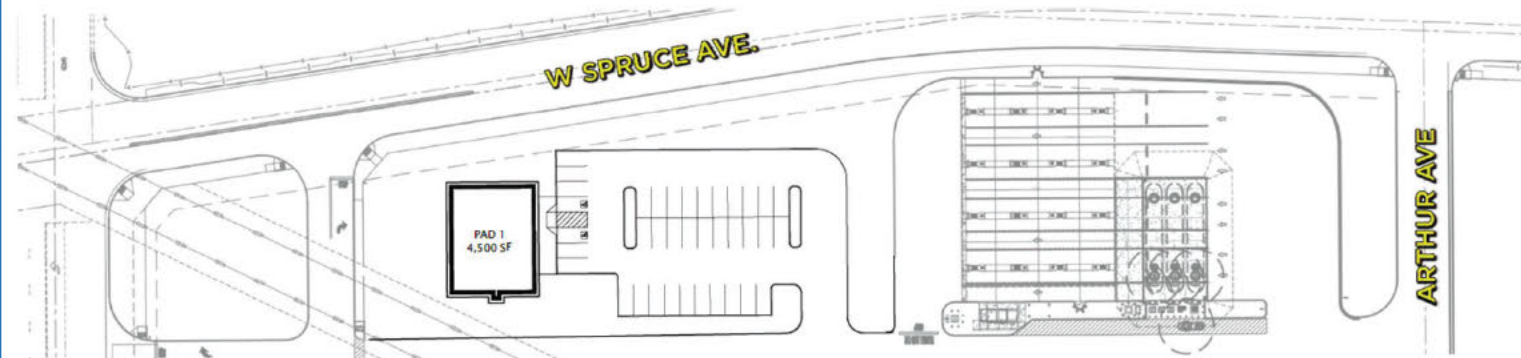
- Request for alternatives site concepts if the car wash is removed.

SITE SPECIFICS AND OPERATIONS

Concepts without Car Wash



① CAR WASH AS PARKING LOT



② CAR WASH AS OUTPARCEL

City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site including proposed vegetation.

Note we have provided a mini version of each one here and larger ones are included at the end of this packet.

SITE SPECIFICS AND OPERATIONS

Site Renderings



Intersection of W. Herndon & N. Riverside looking towards the new Costco.



Looking toward the new Costco across N. Riverside.



Looking toward the new Costco across N. Riverside at the new signal.



View of Costco site from Spruce.

City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

Note we have provided a mini version of each one here and larger ones are included at the end of this packet.

SITE SPECIFICS AND OPERATIONS

Site Renderings



Looking across Spruce toward the car wash.



Looking across Spruce toward the fuel stations.

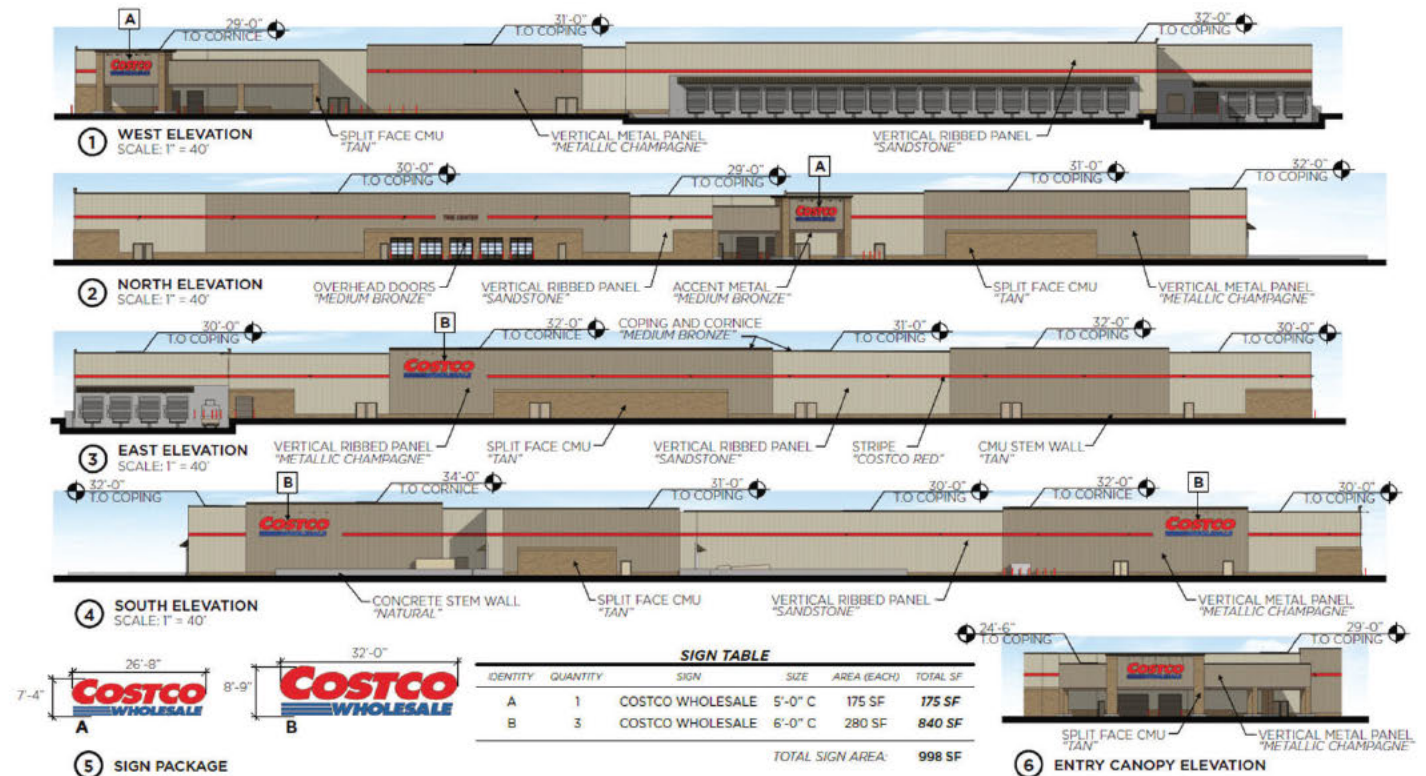


View of Costco and parking lot from Arthur entrance.

City Council Questions/Requests

- Project elevations as they were not provided in the City Council staff report

SITE SPECIFICS AND OPERATIONS Warehouse Elevations

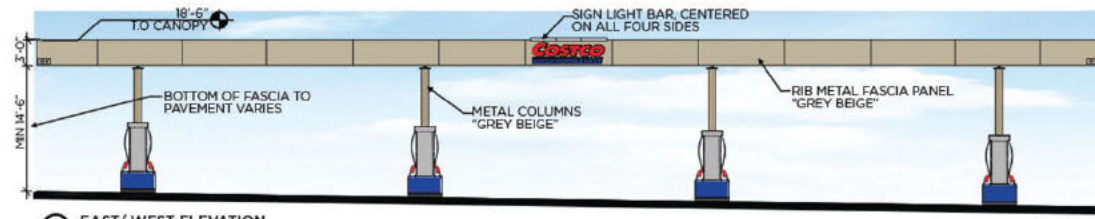


City Council Questions/Requests

- Project elevations as they were not provided in the City Council staff report.

SITE SPECIFICS AND OPERATIONS

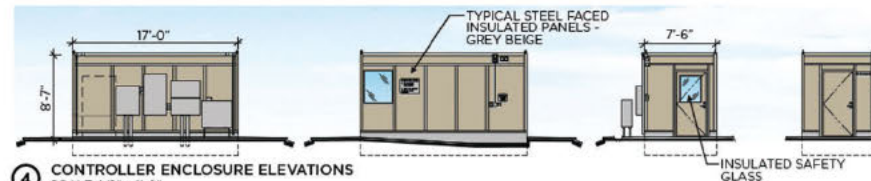
Fuel Station Elevations



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



② NORTH/ SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



④ CONTROLLER ENCLOSURE ELEVATIONS
SCALE: 1/8" = 1'-0"

SIGN TABLE				
QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
4	COSTCO WHOLESALE	2'-5" x 8'-6"	21 SF	84 SF
			TOTAL SIGN AREA:	84 SF



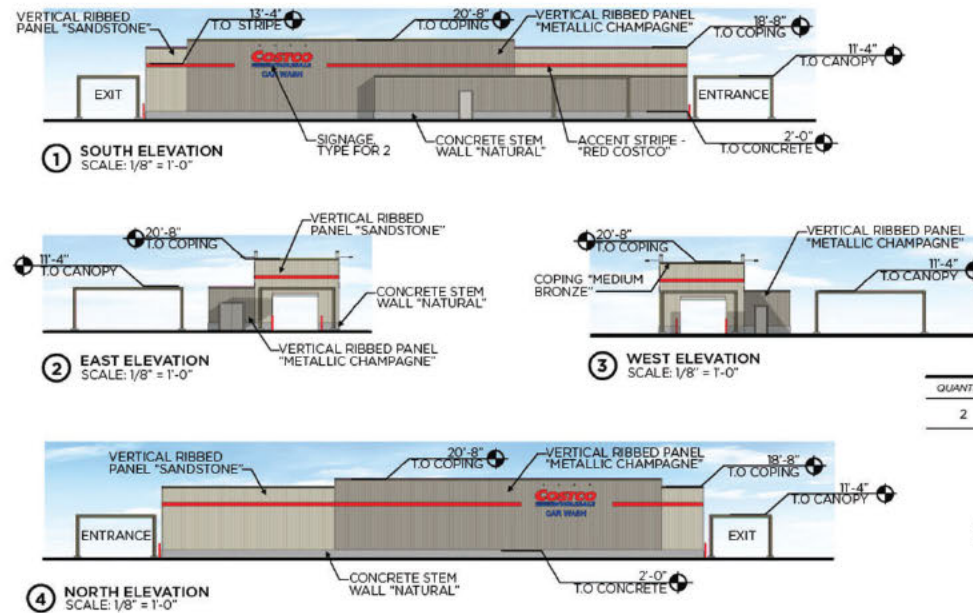
⑤ CANOPY SIGNS
SCALE: 1/4" = 1'-0"

City Council Questions/Requests

- Project elevations as they were not provided in the City Council staff report.

SITE SPECIFICS AND OPERATIONS

Car Wash Elevations



SIGN TABLE				
QUANTITY	SIGN	SIZE	AREA (EACH)	TOTAL SF
2	COSTCO WHOLESALE	3'-6" x 10'-6"	37 SF	74 SF
TOTAL SIGN AREA:			74 SF	



City Council Questions/Requests

- What transportation improvements are being made?

*RIRO = Right-in/Right-out

OFF-SITE IMPROVEMENTS

Off-Site Transportation Improvements

- New traffic signal at W Fir Ave. and N Riverside Dr.
- Upgrades to existing signal at N Riverside Dr. And W Herndon Ave.
- New left turn pocket at Arthur from EB W Herndon Ave.
- Construction of Arthur Ave.
- Construction of W Spruce Ave connection
- Expand NB lanes on N. Riverside Dr.
- Underground overhead power lines on W Herndon Ave.
- Underground overhead power lines on Arthur Ave.
- Trail extension along W Herndon Ave and N Riverside Dr.
- North Golden State Boulevard and West Herndon Avenue: Revise signal, add median, and reconstruct the median to extend the south bound dual left-turn.



City Council Questions/Requests

- For **EIR Mitigation Measures with options**, what option will Costco implement?
 - Applies to Mitigation Measure 3.11-5
 - No other mitigation measures list options that could stand alone from one another.
 - Note all text excerpted from the EIR is shown in *blue italic type*.

CEQA

EIR Mitigation Measure with Options

***Mitigation Measure 3.11-5:** Implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's 65 dB :*

- *Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface.*
- *Construct a sound barrier taller than the 6-foot cinderblock wall, of solid material.*
- Costco **will utilize rubberized hot-mix asphalt** (underlined above) if mitigation is needed to meet 65 dB SNEL
- Given Costco has committed to requiring all delivery trucks to access the site from Arthur Avenue and not utilize N. Riverside east of W. Herndon Avenue, the noise associated with trucks and single event noise is not expected to exceed 65 dB SENL

City Council Questions/Requests

- How does this project not trigger the need for additional VMT mitigation?
- Does new store in Clovis have bike racks for customers and in stores?

CEQA

Transportation VMT Mitigation

Impact 3.13-2: proposed project would result in a net increase of 129,326 regional daily VMT.

- Costco will implement Mitigation Measure 3.13-2 as detailed in the Final EIR, prepared by Ascent, the EIR consultant hired and contracted with the City, which requires Costco to implement the listed VMT measures to reduce employee VMT by a minimum of 26 percent.
 - Employee **trips account for less than 2 percent of the project's daily trips and less than 7 percent of the VMT** (13,385 of 129,326 overall project VMT)
 - **Reduction in employee VMT will have minimal impact on the overall increase in VMT.** The mitigation measure will reduce the project's VMT by approximately 3,500 of 129,326 daily VMT.
- Given the limits of reducing members' VMT **given the nature of Costco shopping, it is not possible to reduce VMT at a meaningful level** and in any way that reduce this impact to a less-than-significant level.
- The project will provide bike parking as does the Clovis warehouse.

City Council Questions/Requests

- How does this project not trigger the need for additional VMT mitigation?

CEQA

Transportation VMT Mitigation (continued)

VMT Reduction Measures Costco will implement from Mitigation Measure 3.13-2 include:

- **Commute Trip Reduction Marketing** (up to ~4% employee VMT reduction) including the following features (or similar alternatives):
 - on-site or online commuter information services,
 - employee transportation coordinators,
 - on-site or online transit pass sales,
 - and guaranteed ride home service.
- **Ridesharing Program** (up to ~8% employee VMT reduction)
- **Subsidized or Discount Transit Program** (up to ~5.5% employee VMT reduction)
- **End-of-Trip Bicycle Facilities** (up to ~4.4% employee VMT reduction)
- **Improve Street Connectivity** (up to ~30 percent employee VMT reduction)
- **Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network** (up to ~10% employee VMT reduction)

City Council Questions/Requests

- What are all the Significant and Unavoidable Impacts associated with the project?

CEQA

Significant and Unavoidable Impacts

The EIR identifies the following four impacts that may not be mitigated to a less-than-significant level and remain significant:

- *Impact 3.11-1: **Temporary Construction Noise Levels***
- *Impact 3.13-2 (project) and Impact 3.14-13 (cumulative): **Increased VMT***
- *Impact 3.13-3: **North Golden State Boulevard and West Herndon Avenue intersection overflow** Note: This is only a project impact as it is mitigated to a less-than-significant level under cumulative with other planned improvements including high-speed rail*

Each is briefly described on the following pages.

City Council Questions/Requests

- What are all the Significant and Unavoidable Impacts associated with the project?

CEQA

Significant and Unavoidable Impacts – Temp Construction Noise

Impact 3.11-1: Temporary Construction Exterior Noise Levels

- The project will require **limited nighttime construction**.
- **Interior noise standards would not be exceeded during construction**, and sleep disruption is not anticipated.
- Actual effects would be limited **to individuals outdoors between 10:00 p.m. and 7:00 a.m. on the specific night(s) of construction** and their experience of the tranquil nighttime environment.
- **Mitigation** would provide substantial reductions in levels of construction noise exposure at noise-sensitive receptors by ensuring proper equipment use; and requiring the use of enclosures, shields, and noise curtains (noise curtains typically can reduce noise by up to 10 dB [EPA 1971]). This could potentially reduce noise from 63 dB Leq to approximately 53 db Leq after mitigation.
- Impact is **conservatively found to be Potentially Significant and Unavoidable** as the effectiveness of the Mitigation depends upon the specific site conditions at the time of construction.

City Council Questions/Requests

- What are all the Significant and Unavoidable Impacts associated with the project? (Arias)

CEQA

Significant and Unavoidable Impacts – VMT Project and Cumulative

Impact 3.13-2 and 14-13: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled for both the project and cumulative conditions.

- As discussed above, The primary source of daily VMT is warehouse shopping by Costco members. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical.
- Bulk shopping generally requires access to a personal automobile and is often a single-destination outing. Mitigation that would substantially reduce the VMT of Costco members is infeasible due to the nature of Costco's land use and business model, which is inherently auto-oriented.

City Council Questions/Requests

- What are all the Significant and Unavoidable Impacts associated with the project?

CEQA

Significant and Unavoidable Impacts — Hazards Due to a Geometric Design Feature

Impact 3.13-3: North Golden State Boulevard and West Herndon Avenue

intersection overflow Note: *This is only a project impact as it is mitigated to a less-than-significant level under cumulative with other planned improvements including high-speed rail.*

- The southbound left-turn queue at the **North Golden State Boulevard and West Herndon Avenue** intersection **would overflow** the available storage for the turn pocket.
- As discussed in the EIR **constraints** including the existing roadway layout, limited right-of-way and approved projects such as Highspeed Rail in the area **preclude additional design features to fully address** this impact.
- Spillback condition would occur during the most congested period of the day and would not be a continuous condition.
- This would remain a transportation hazard with mitigation until the planned High Speed Rail improvements are constructed. (Draft EIR p. 3.13-21)

City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Intersection of W. Herndon & N. Riverside looking toward the new Costco.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Looking toward the new Costco across N. Riverside.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Looking toward the new Costco across N. Riverside at the new signal.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - View of Costco and parking lot from Arthur entrance.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Looking across Spruce toward the car wash.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Looking across Spruce toward the fuel station.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - View of Costco and parking lot from Arthur entrance.





April 4, 2024

City Council Members City
of Fresno
2600 Fresno Street
Fresno, CA 93721

Re: Costco Wholesale -7120 N Riverside Drive Reconsideration of Condition 15 related to netting at the Golf Course

Dear Fresno City Council Members:

Costco is requesting the City Council substitute condition of approval 15 related to protection of the site from errant golf balls with the following:

Because the proposed use is near a City-owned golf course, the applicant and the City shall work together on identifying and implementing safety measures (such as fences, nets, walls, or other methods) to protect occupants of the project site from errant golf balls.

Condition 15 as suggested by staff and included in Exhibit G attached to Staff Errata is as follows:

- 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

Costco's requested modification is extremely important to Costco for the following reasons:

- The condition is based on a code section that applies only to Private Recreational Sports Facilities. Costco is not such a facility nor is it located near one. The City Council has made a policy decision that the code section only applies to Private Recreational Sports Facilities. If the condition is imposed as staff has proposed, it would set a precedent that the City may wish to avoid of installing netting, etc. for all projects near public recreation facilities, parks, etc. or for the City's own projects to create or expand public recreational opportunities.
- Costco is the party that raised to the City the issue of wishing to protect its members from errant golf balls, and Costco has been exploring the best methods

to secure that end. Costco has engaged a consultant to examine trajectory of golf balls and possible protection mechanisms and is actively working with the City management and parks and public works staff to address the concern to everyone's benefit. Costco does not believe that any condition is warranted. However, if you do wish to impose a condition, we ask that the condition be revised as highlighted in green at the outset of the letter.

Altering the condition would not in any way affect the CEQA analysis and conclusions concerning the Costco project. No fences, nets or other means to ensure that golf balls from the City's golf course do not land on the Costco property were mentioned in Costco's operations statement or application material, nor are such features identified as a required Mitigation Measure in the EIR. A net was included in the EIR Project Description to ensure that any impacts that could result from a net were considered in case Costco, or the City decided to add such a net. The EIR found no impacts from adding a net. The EIR does not identify any potential impacts for which a net would be necessary as a project design feature or mitigation measure. The net should not be required merely because it was mentioned and evaluated in the EIR. Often, project elements considered in an EIR do not ultimately end up being constructed.

If the condition is revised as requested, a net may very well be installed, but Costco and the City will work together, with advice from the fencing and netting consultant we have engaged, to agree on the best physical solution to employ on the City's golf course to minimize risks to the public.

Thank you in advance for considering this request.

Sincerely,



Pari Holliday
RE Development Director

COSTCO WHOLESALE RELOCATION – N. Riverside Drive

CITY COUNCIL APRIL 18, 2024



1. Off-Site Improvements
2. Site Specifics and Operations
3. Economics & Community Benefits

City Council Questions/Requests

- What transportation improvements are being made?
- Request additional **traffic calming measures** on **Spruce** particularly at Hayes and Polk.

**RIRO* = Right-in/Right-out

OFF-SITE IMPROVEMENTS

Off-Site Transportation Improvements



1. New traffic signal at W Fir Ave. and N Riverside Dr.
2. Upgrades to existing signal at N Riverside Dr. And W Herndon Ave.
3. New left turn pocket at Arthur from EB W Herndon Ave.
4. Construction of Arthur Ave.
5. Construction of W Spruce Ave connection
6. Expand NB lanes on N. Riverside Dr.
7. Underground overhead power lines on W Herndon Ave.
8. Underground overhead power lines on Arthur Ave.
9. Trail extension along W Herndon Ave and N Riverside Dr.
10. North Golden State Boulevard and West Herndon Avenue: Revise signal, add median, and reconstruct the median to extend the south bound dual left-turn.

- **Spruce traffic calming measures**
 - Costco has reviewed the additional measures proposed by City Public Works Staff and is amenable to implementing as project conditions.

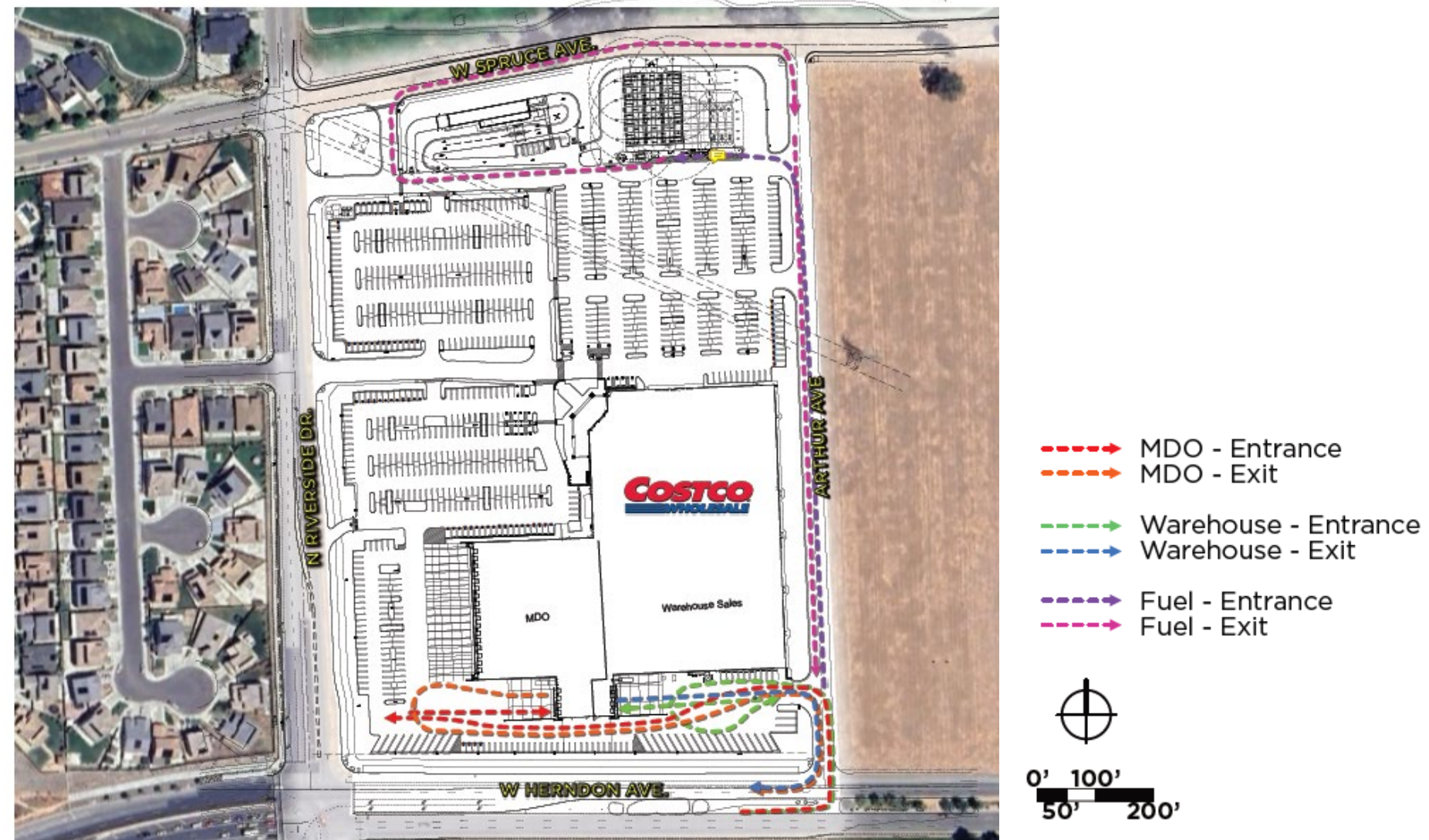
City Council Questions/Requests

- Confirm no delivery trucks will utilize N. Riverside Drive.

SITE SPECIFICS AND OPERATIONS

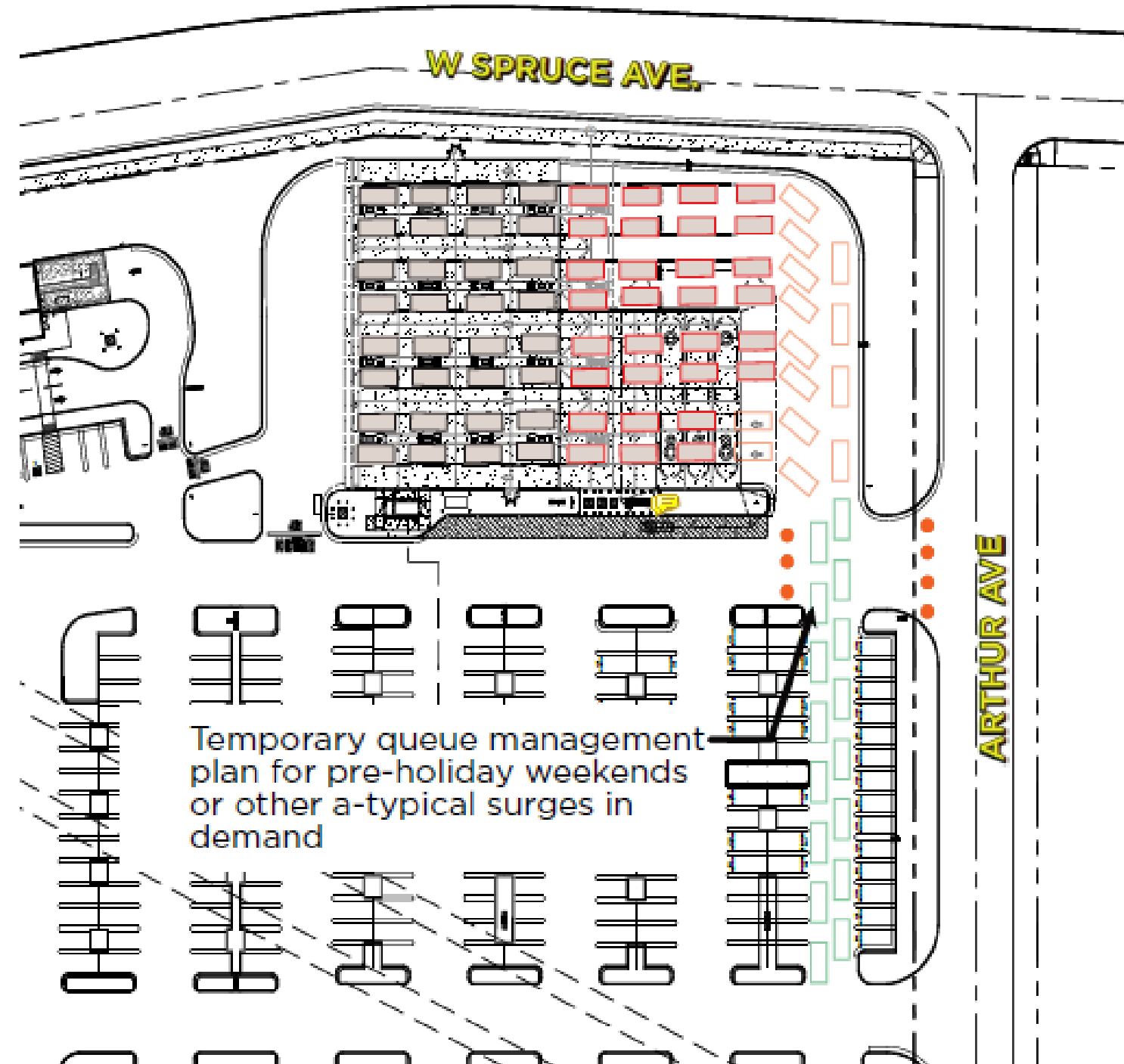
Truck Routing

- Costco will not allow delivery trucks to utilize N. Riverside Drive
 - Delivery trucks will use Arthur Avenue via W. Herndon Avenue for site access and egress. The fuel trucks will loop onto Spruce Avenue to exit onto Arthur Avenue; they will be restricted from using N. Riverside.
 - The southernmost driveway on N. Riverside has been modified to **be right in only** and the design will physically prohibit trucks from utilizing this driveway. The driveway also shifted north to accommodate the landscaping along N. Riverside to extend the full length of the MDO's west elevation.
 - Our off-site improvement plans also include signage to direct all deliveries to Arthur Avenue.



SITE SPECIFICS AND OPERATIONS

Queue Management



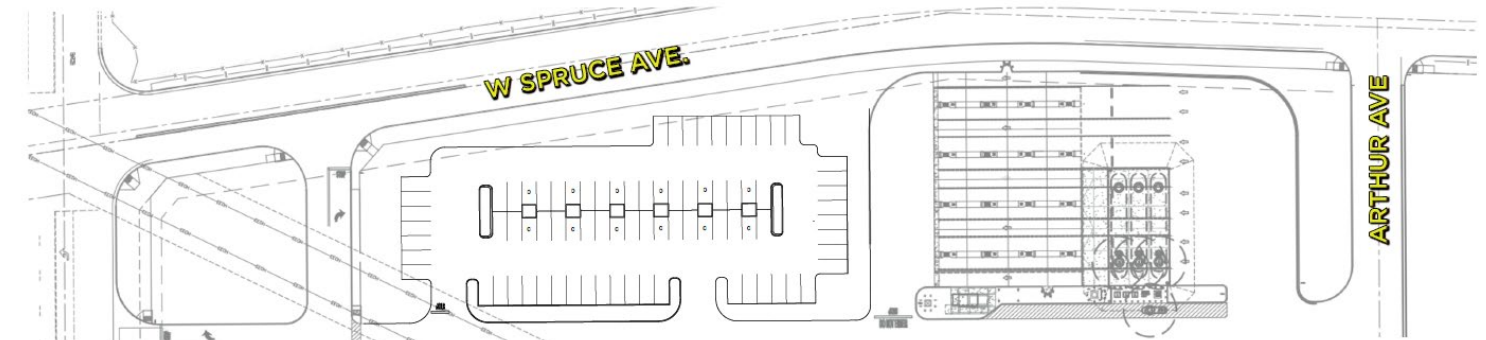
City Council Questions/Requests

- Request for alternatives site concepts if the car wash is removed.

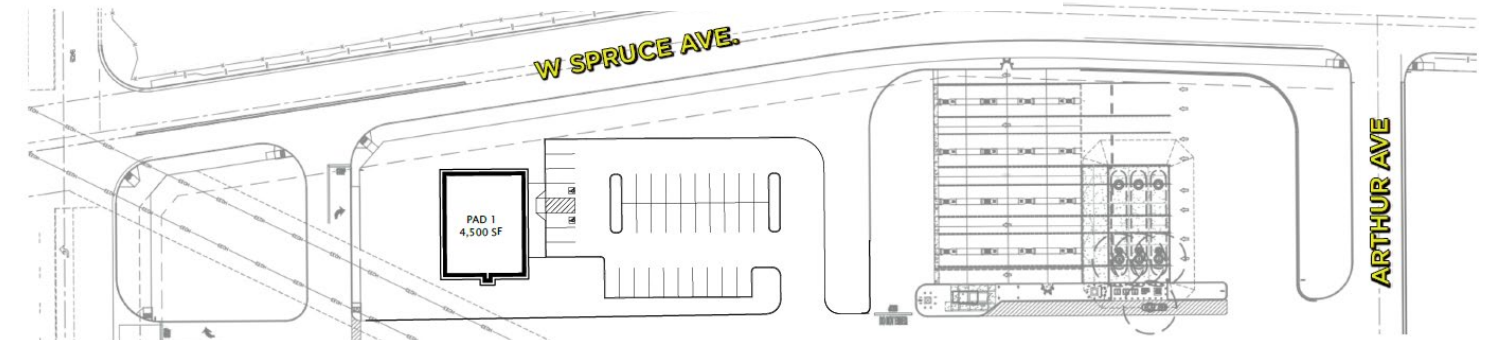
SITE SPECIFICS AND OPERATIONS

Concepts without Car Wash

- The Costco car wash program is being expanded nationally and there is demand for the service in California



① CAR WASH AS PARKING LOT



② CAR WASH AS OUTPARCEL

City Council Questions/Requests

- What are the operating hours of the Costco?
- What are car wash hours?

SITE SPECIFICS AND OPERATIONS

Warehouse Operation

Warehouse and Car Wash Open:

- Monday through Friday from 9:00 a.m. to 8:30 p.m.
- Saturday and Sunday from 9:00 a.m. to 7:00 p.m.

Fuel Open:

- 5:00 a.m. to 10:00 p.m. daily
- The extended hours for fuel minimize demand during peak hours and spread activity across a longer period and reduce idling and queuing.
- School busses pick up in the area at approximately 7:15 am.

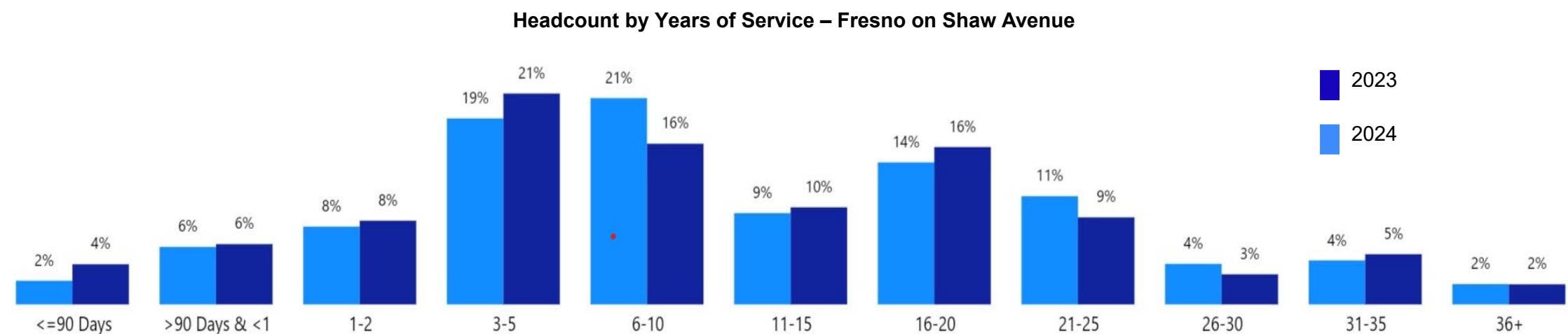
City Council Questions/Requests

- How many jobs?
- Define part time.
- What is the average retention rate?
- Explain compensation package.
- Do part-time employees get benefits?

ECONOMICS AND COMMUNITY BENEFITS

EMPLOYEES - 90% live in Fresno

- ~ **37 new full-time equivalents (FTE)**
 - 15% more employees
 - Increase from 253 to 290 FTE
- **Full-time employees** are promoted from within
 - Initially all **employees hired as part-time**
 - **Part-time** is a minimum of **24 hours** per week
- **Benefits:** All employees receive a comprehensive benefit package after 90 days
- **Compensation:** \$18.50 to \$34.00 per hour
- **Retention Rate:** Turnover is less than 18% annually



City Council Questions/Requests

- What are the specifics of Costco's charitable giving in Fresno?
- How much of the 1% pre-tax profit goes to charities in Fresno?

ECONOMICS AND COMMUNITY BENEFITS

Community Benefits

Charitable Giving

- **Local Programs** – Costco donated approximately \$80,000 cash in FY 22/23 to local organizations in Fresno including but not limited to Valley Children's Hospital, Holy Cross Ministries, Fresno Central Seventh Day Adventist, and Bowe's Animal Shelter.
 - For the Valley Children's Fundraising Campaign Area warehouses collectively **raised over \$9 Million during May 2023**
- **Costco's 1% pre-tax profit charitable giving** represents the company's total cash donations throughout the company, including cash donations made by individual warehouses.



City Council Questions/Requests

- What schools got the backpacks, how many?
- What are the specifics of Costco's charitable giving in Fresno?

ECONOMICS AND COMMUNITY BENEFITS

Community Benefits – Local

Backpack Program

- 1,152 total backpacks donated in 22/23 - 768 backpacks to Jefferson Elementary 384 to Pinedale Elementary.
- Other schools that have participated in the program include Lawless Elementary and Madison Elementary.

Feeding America Donations

- The Fresno Shaw location donated over 203,000 lbs of food plus assorted items including clothing, to food banks in Fresno in FY23.

Reading Program

- 4 employees volunteer their time to read to students at a local elementary school.
- Last year's school was Lawless Elementary, and Polk Elementary has participated in the past.

New Partner with Central Unified School District

- Reading program will now include Central schools.
- Central students will benefit from back-to-school supplies.
- Food pantry will continue to support our families.
- Costco will participate in the CUSD's CTE Business/Entrepreneurship pathway program.
- Costco staff also expressed interest in being a guest speaker and participating in student job fair.

City Council Questions/Requests

- Does Costco have any data on how a new store may impact adjacent home values?

ECONOMICS AND COMMUNITY BENEFITS

Impact on Adjacent Home Values

- Costco does not regularly collect data regarding adjacent home values.
- Costco team obtained data regarding **home values in the vicinity of the new Clovis warehouse** that opened in 2019.
- The data show **the homes closest to Costco increased in value at a greater rate** than homes appreciated in the area generally.
 - In the three years after the Clovis Warehouse opening, home values within ¼ mile of the Costco increased 40.4%.
 - By comparison, in the three years after the Clovis Warehouse opening, home values within 1 mile of the Costco increased 34.4%.

City Council Questions/Requests

- What are the economic benefits of Costco's new location?

ECONOMICS AND COMMUNITY BENEFITS

Economic Benefits

- **Costco's \$98 million investment** to relocate the Shaw Avenue Costco to N. Riverside and W. Herndon within City limits will **bring significant economic benefits to the City** directly and indirectly during **project construction and operation**.
 - **Economic Impact Analysis** prepared by the County of Fresno Economic Development Corporation (EDC) to assess the scale of economic benefit that would result from the relocated Costco.
 - Additionally, Costco prepared a preliminary property tax assessment to understand the **increased revenues associated directly with the increased property value**.

City Council Questions/Requests

- What are the economic benefits of Costco's new location?

ECONOMICS AND COMMUNITY BENEFITS

EDC – Economic Impact Analysis

Construction Economic Impacts

- Economic benefit/contribution to gross regional product (GRP)
 - **\$151.76 million** economic benefit **over a 6-month construction duration**.
 - Every **construction \$ spent equals \$1.55 in economic output** for the region.
 - Employing up to **100 temporary workers** at its peak.
 - Utilizing **local city of Fresno General Contractor** – helping to keep the dollars in Fresno.
- Tax Revenue
 - Approximately **\$12.95 million** across federal, state, and local tax instruments.
 - Approximately **\$3.09 million** (or 23.8 percent) will stay within Fresno County.

City Council Questions/Requests

- What are the economic benefits of Costco's new location?

ECONOMICS AND COMMUNITY BENEFITS

EDC – Tax Revenue Analysis

Operation Annual Economic Impacts

- Economic benefit/contribution to gross regional product (GRP)
 - Estimated **\$55.82 million annual** economic benefit representing the project's overall gross regional product (GRP) contribution to the regional economy.
 - **Net increase of \$4.06 million+** (approximately 7.84%) annually over the existing location on Shaw Avenue.
 - **289 direct full-time equivalent** (FTE) employees (net increase of approximately 21 FTEs).
 - Plus **116 indirect/induced jobs**.
- Tax Revenue
 - **\$15.21 million annually** across federal, state, and local tax instruments with a net increase over 1.11 million based on a 7.84% increase.
 - Approximately **\$4.37 million (or 28.7 percent) annually will stay within Fresno County**.
 - Costco expects that the projected tax revenue is underestimated given our sales have increased an **average of 15%** at other recent relocations.

City Council Questions/Requests

- What are the economic benefits of Costco's new location?

ECONOMICS AND COMMUNITY BENEFITS

Economic Benefits – Property Tax Local Revenue

Costco prepared a preliminary assessment of revenues changes associated directly with an increased property value from the project site.

- **Property tax revenue specific to increased property value is estimated at over \$1 million annually** (shared between the County and City).
 - Property Value estimated change from **\$1.4 million** to **\$98 million**
 - Property Tax Revenue (base tax of 1%) change from **\$14,000** to **\$980,000** +\$965,000 per year to City/County combined
 - City portion change from <\$5,000 to between \$200,000 to \$300,000 per year*
 - **CUSD bond** revenue change from <\$3,000 to over **\$210,000**

* The City and County split the one percent and we were not able to get the specific split.

EXTRAS - REFERENCE

City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Intersection of W. Herndon & N. Riverside looking toward the new Costco.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Looking toward the new Costco across N. Riverside.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Looking toward the new Costco across N. Riverside at the new signal.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - View of Costco and parking lot from Arthur entrance.



City Council Questions/Requests

- Request for visual simulations from several viewpoints around the site.

SITE SPECIFICS AND OPERATIONS

Site Renderings - Looking across Spruce toward the car wash.



City Council Questions/Requests

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SITE SPECIFICS AND OPERATIONS

Site Renderings - Looking across Spruce toward the fuel station.



City Council Questions/Requests

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SITE SPECIFICS AND OPERATIONS

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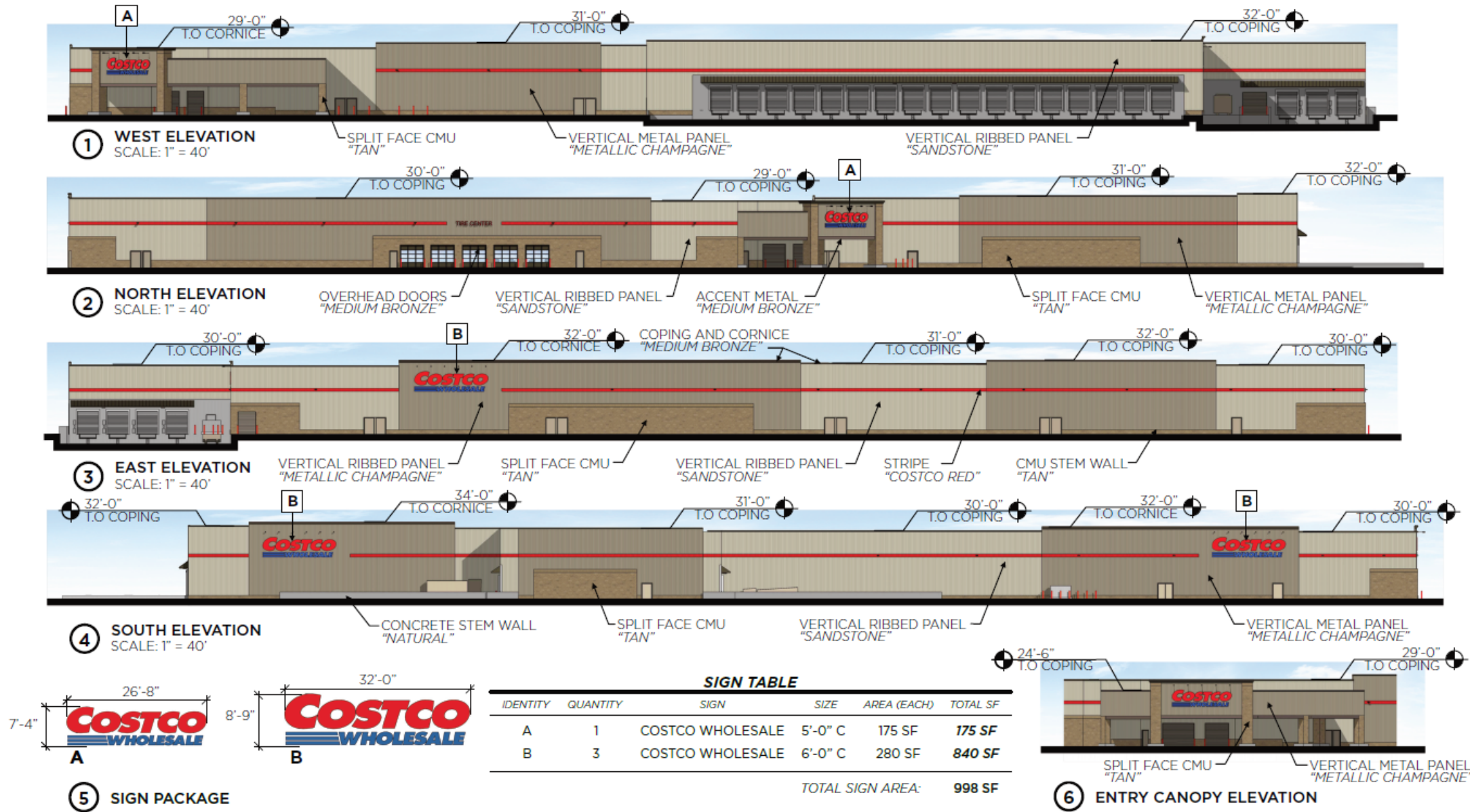


City Council
Questions/Requests

- Project elevations as they were not provided in the City Council staff report

SITE SPECIFICS AND OPERATIONS

Warehouse Elevations

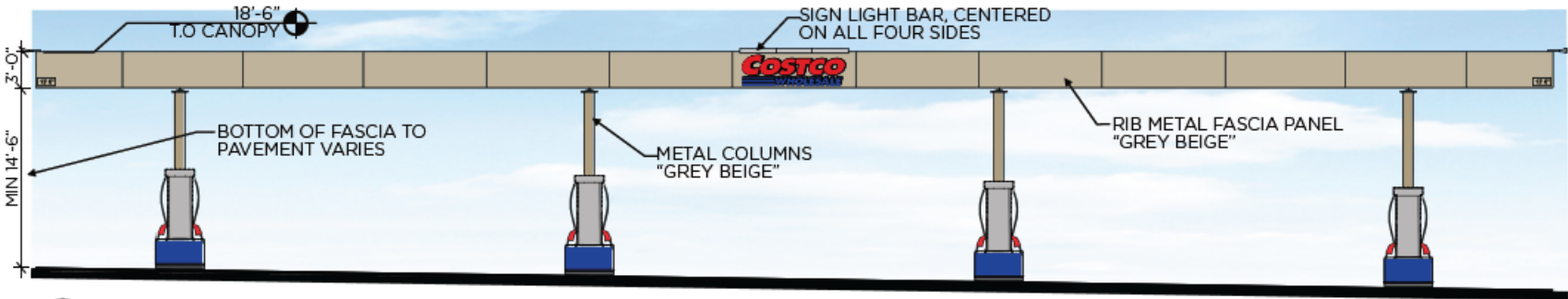


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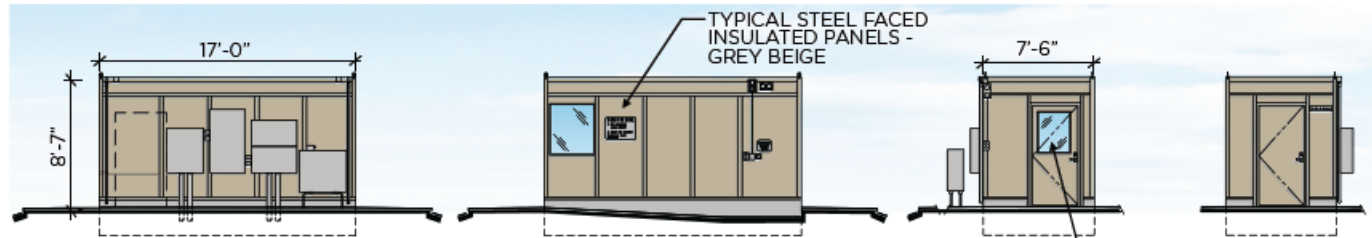
Fuel Station Elevations



1 EAST/ WEST ELEVATION
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2 NORTH/ SOUTH ELEVATION
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SCALE: 1/8" = 1'-0"

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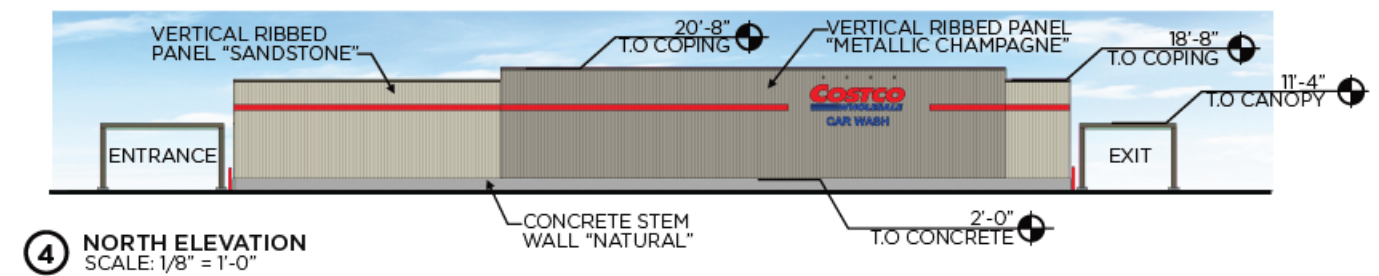
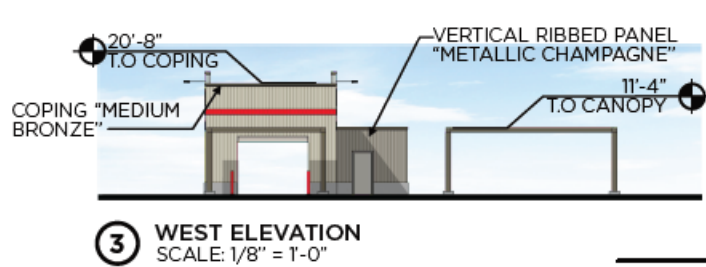
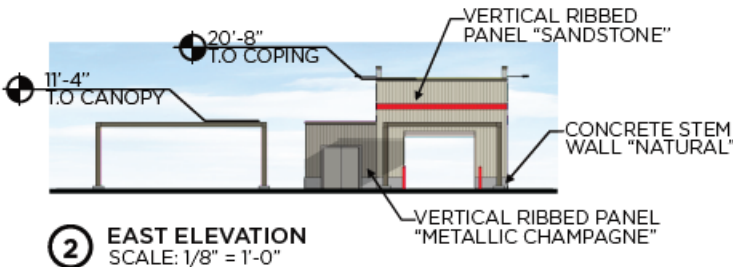
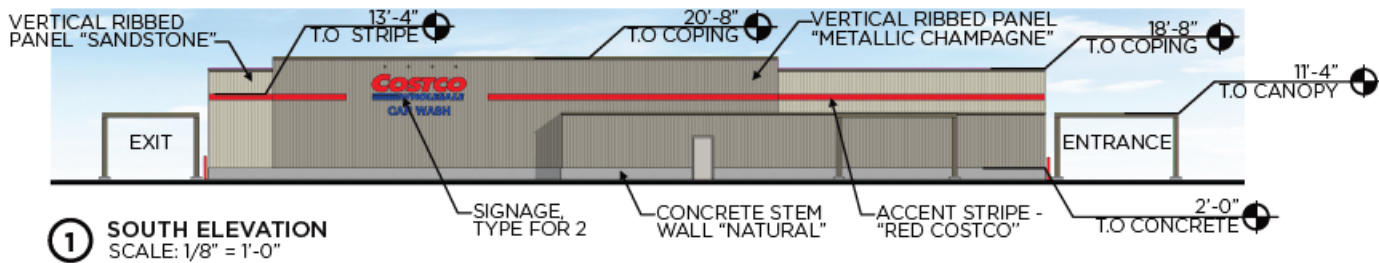


City Council
Questions/Requests

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SITE SPECIFICS AND OPERATIONS

Car Wash Elevations



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TOTAL SIGN AREA:				74 SF



City Council Questions/Requests

- How does this project not trigger the need for additional VMT mitigation?

SITE SPECIFICS AND OPERATIONS

Transportation VMT Mitigation (continued)

VMT Reduction Measures Costco will implement from Mitigation Measure 3.13-2 include:

- **Commute Trip Reduction Marketing** (up to ~4% employee VMT reduction) including the following features (or similar alternatives):
 - on-site or online commuter information services,
 - employee transportation coordinators,
 - on-site or online transit pass sales,
 - and guaranteed ride home service.
- **Ridesharing Program** (up to ~8% employee VMT reduction)
- **Subsidized or Discount Transit Program** (up to ~5.5% employee VMT reduction)
- **End-of-Trip Bicycle Facilities** (up to ~4.4% employee VMT reduction)
- **Improve Street Connectivity** (up to ~30 percent employee VMT reduction)
- **Pedestrian Network Improvements/Construct Bike Facilities/Expand Bikeway Network** (up to ~10% employee VMT reduction)

City Council Questions/Requests

- What are all the Significant and Unavoidable Impacts associated with the project?

SITE SPECIFICS AND OPERATIONS

Significant and Unavoidable Impacts – VMT Project and Cumulative

Impact 3.13-2 and 14-13: Conflict or Be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) Regarding Vehicle Miles Traveled for both the project and cumulative conditions.

- As discussed above, The primary source of daily VMT is warehouse shopping by Costco members. Members purchase items in bulk at Costco facilities, making walking, biking, or transit trips to the warehouse impractical.
- Bulk shopping generally requires access to a personal automobile and is often a single-destination outing. Mitigation that would substantially reduce the VMT of Costco members is infeasible due to the nature of Costco's land use and business model, which is inherently auto-oriented.

City Council Questions/Requests

- What are all the Significant and Unavoidable Impacts associated with the project?

SITE SPECIFICS AND OPERATIONS

Significant and Unavoidable Impacts — Hazards Due to a Geometric Design Feature

Impact 3.13-3: North Golden State Boulevard and West Herndon Avenue intersection overflow *Note: This is only a project impact as it is mitigated to a less-than-significant level under cumulative with other planned improvements including high-speed rail.*

- The southbound left-turn queue at the **North Golden State Boulevard and West Herndon Avenue** intersection **would overflow** the available storage for the turn pocket.
- As discussed in the EIR **constraints** including the existing roadway layout, limited right-of-way and approved projects such as Highspeed Rail in the area **preclude additional design features to fully address** this impact.
- Spillback condition would occur during the most congested period of the day and would not be a continuous condition.
- This would remain a transportation hazard with mitigation until the planned High Speed Rail improvements are constructed. (Draft EIR p. 3.13-21)

City Council Questions/Requests

- Explain compensation package.
- Do part-time employees get benefits?

SITE SPECIFICS AND OPERATIONS

EMPLOYMENT - We take care of our employees!

Benefits

- **All Employees Eligible, 90 days after start date, including Full-time and Part-time employees**
- Medical, Dental, and Vision with low out-of-pocket premiums and copays
- Paid bonding leave
- Health care reimbursement account
- Dependent care reimbursement account
- Voluntary short-term disability
- Long-term disability
- Life insurance and AD&D insurance
- Employee assistance program
- Employee stock purchase plan
- 401(k) plan - match employee contributions up to 5k a year.
- Programs to support physical, emotional, and financial well-being

Compensation

- \$18.50 to \$34.00 per hour

Paid Time-off

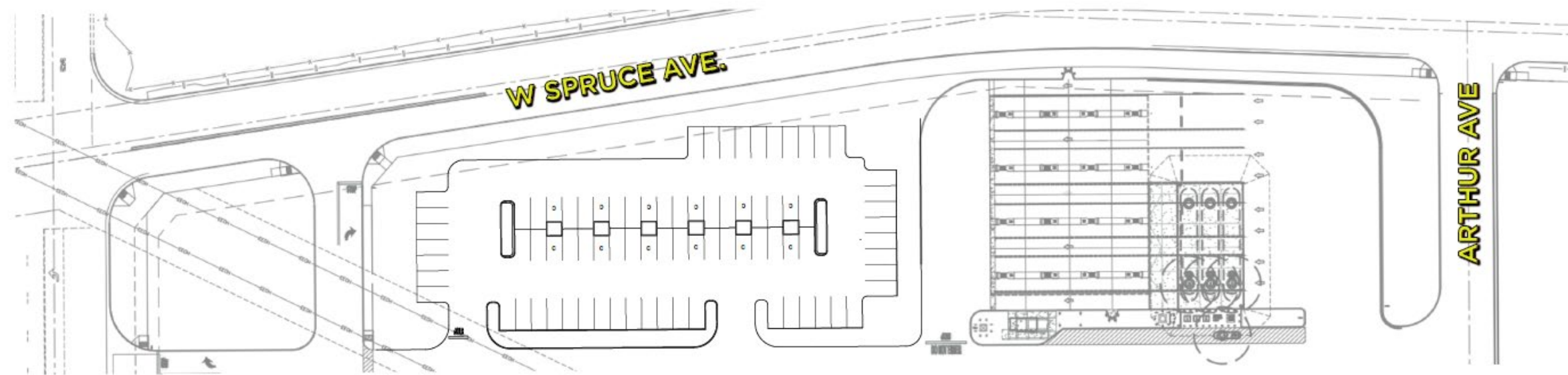
- Paid sick and vacation time
- Eight paid holidays
- One paid floating holiday to allow employees to observe a day that's meaningful to them, e.g., Juneteenth, Indigenous Peoples Day, Veterans Day

City Council Questions/Requests

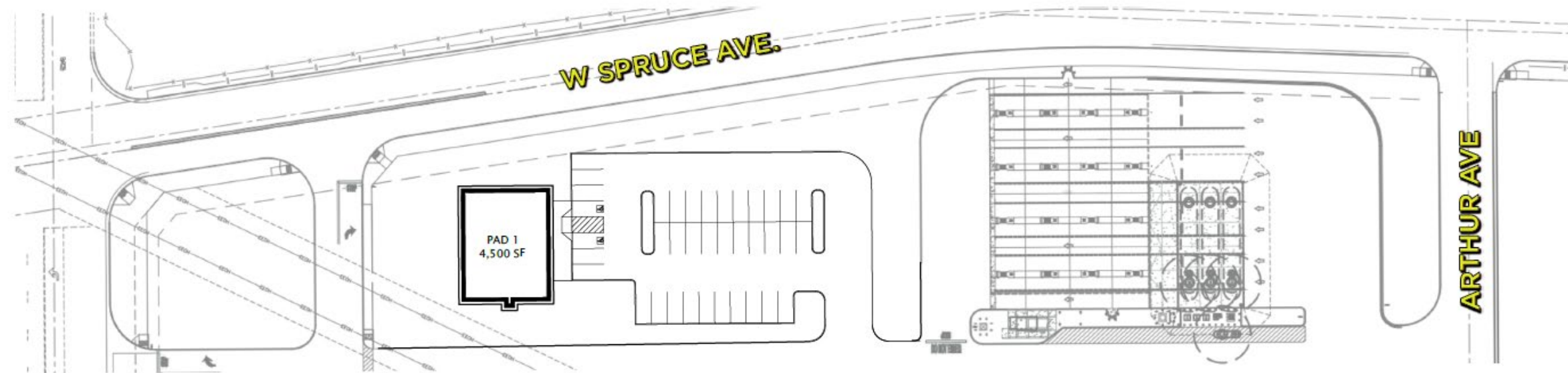
- Request for alternatives site concepts if the car wash is removed.

SITE SPECIFICS AND OPERATIONS

Concepts without Car Wash



① CAR WASH AS PARKING LOT



② CAR WASH AS OUTPARCEL

City Council Questions/Requests

- How does this project not trigger the need for additional VMT mitigation?
- Does new store in Clovis have bike racks for customers and in stores?

CEQA

Transportation VMT Mitigation

Impact 3.13-2: proposed project would result in a net increase of 129,326 regional daily VMT.

- Costco will implement Mitigation Measure 3.13-2 as detailed in the Final EIR, prepared by Ascent, the EIR consultant hired and contracted with the City, which requires Costco to implement the listed VMT measures to reduce employee VMT by a minimum of 26 percent.
 - Employee trips account for less than 2 percent of the project's daily trips and less than 7 percent of the VMT (13,385 of 129,326 overall project VMT)
 - Reduction in employee VMT will have minimal impact on the overall increase in VMT. The mitigation measure will reduce the project's VMT by approximately 3,500 of 129,326 daily VMT.
- Given the limits of reducing members' VMT given the nature of Costco shopping, it is not possible to reduce VMT at a meaningful level and in any way that reduce this impact to a less-than-significant level.
- The project will provide bike parking as does the Clovis warehouse.

City Council Questions/Requests

- For EIR Mitigation Measures with options, what option will Costco implement?
 - Applies to Mitigation Measure 3.11-5
 - No other mitigation measures list options that could stand alone from one another.
 - Note all text excerpted from the EIR is shown in *blue italic type*.

CEQA

EIR Mitigation Measure with Options

Mitigation Measure 3.11-5: Implement noise reduction measures to ensure that exterior noise levels at residential land uses near the west side of North Riverside Drive do not exceed the City's 65 dB :

- Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface.*
 - Construct a sound barrier taller than the 6-foot cinderblock wall, of solid material.*
- Costco **will utilize rubberized hot-mix asphalt** (underlined above) if mitigation is needed to meet 65 dB SNEL
 - Given Costco has committed to requiring all delivery trucks to access the site from Arthur Avenue and not utilize N. Riverside east of W. Herndon Avenue, the noise associated with trucks and single event noise is not expected to exceed 65 dB SENL

City Council Questions/Requests

- How does this project not trigger the need for additional VMT mitigation?
- Does new store in Clovis have bike racks for customers and in stores?

CEQA

Transportation VMT Mitigation

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- Given the limits of reducing members' VMT **given the nature of Costco shopping, it is not possible to reduce VMT at a meaningful level** and in any way that reduce this impact to a less-than-significant level.
- The project will provide bike parking as does the Clovis warehouse.